

# Greater Norwich Growth Board

## Greater Norwich Infrastructure Plan

May 2020



Jobs, homes, prosperity for local people



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# 1. Introduction

- 1.1 The Greater Norwich area, covering the districts of Broadland, Norwich and South Norfolk, is a key engine of growth for the United Kingdom. The Joint Core Strategy for the area (JCS) aims to deliver 27,000 jobs and 37,000 homes between 2008 and 2026<sup>1</sup>. 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 2038. When it is adopted, which is scheduled for 2022, 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, the Norfolk and Suffolk Economic Strategy and Local Industrial Strategy (both 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:

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

- enhancements to public transport corridors to deliver the key components that contribute towards the delivery of a Bus Rapid Transit network,
- elements of the green infrastructure network
- extensions to cycle routes. enhancements to public

transport corridors to deliver the key components that contribute towards the delivery of a Bus Rapid Transit network, elements of the green infrastructure network and extensions to cycle routes.

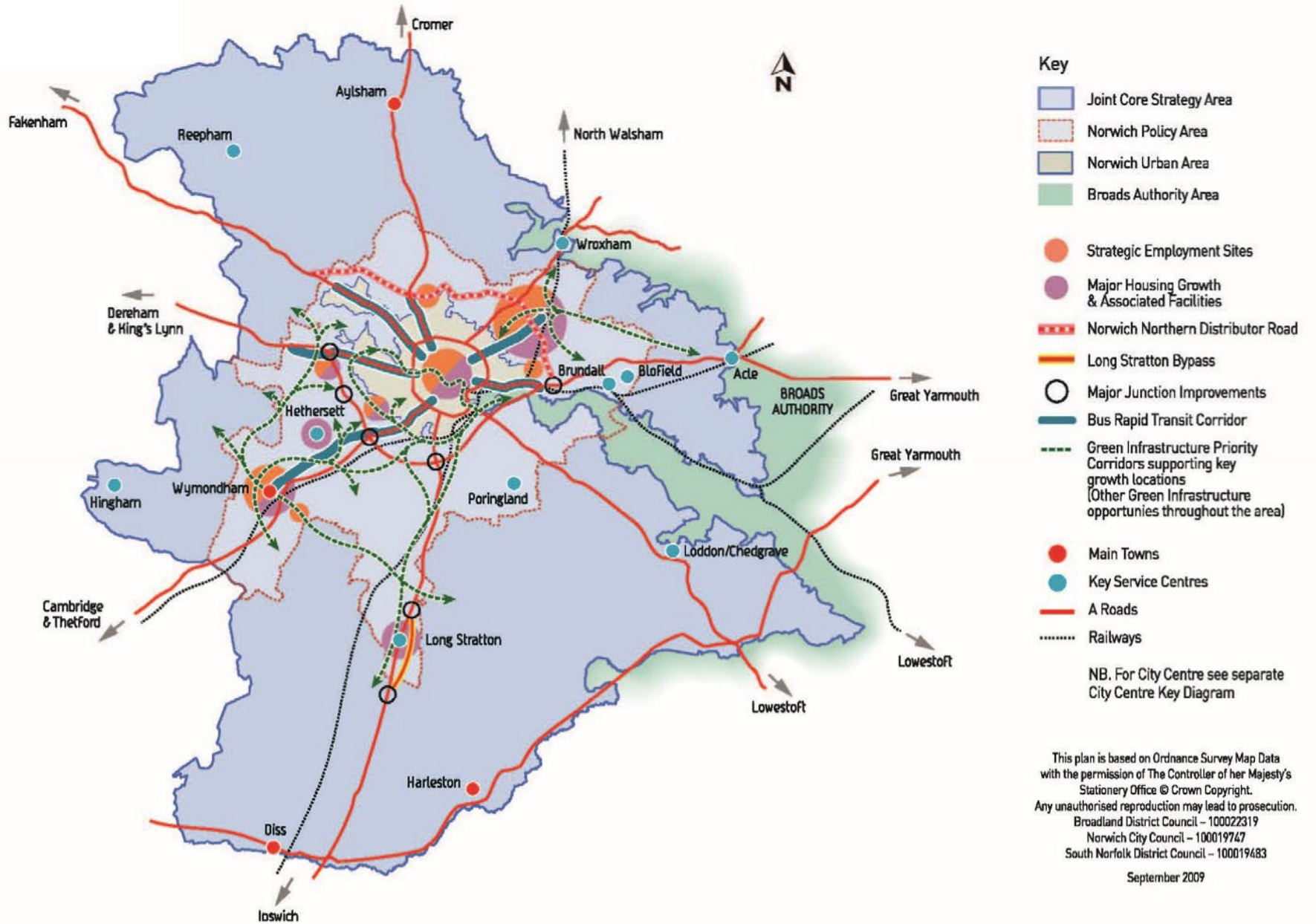
1.9 The GNIP provides greater detail of those schemes being delivered in the short term. It does not seek to review or prioritise agreed infrastructure but is a means of refreshing and managing the strategic programme, keeping it up to date and fit for purpose.

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.
- National policy and events such as Brexit and the Covid-19 outbreak are also expected to affect programme delivery and funding streams.



Figure 1: Joint Core Strategy key diagram



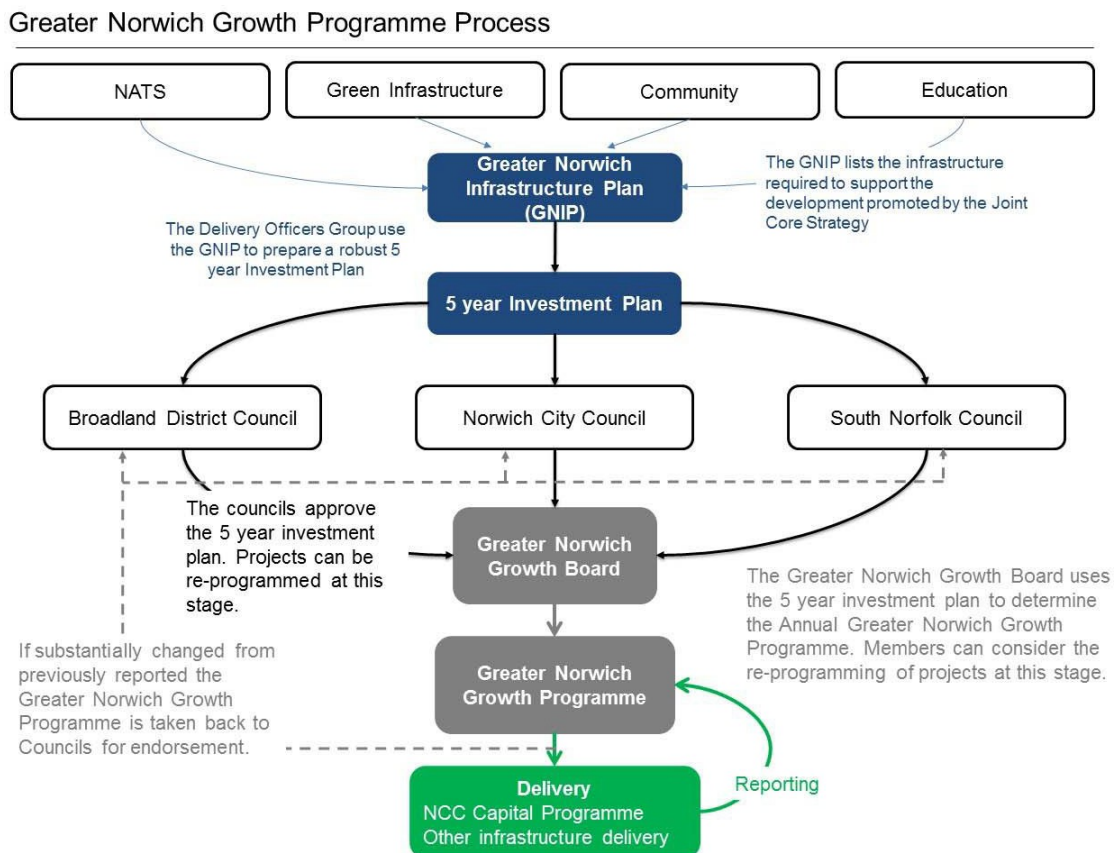
## 2. Funding sources and delivery planning

- 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 £73m<sup>2</sup> of Community Infrastructure Levy has been 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 updated CIL charging policy together with land values and 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 ([which can be found on the GNGB website](#)). 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 streams (subject to applications and agreement e.g. Transforming Cities) and 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).

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<sup>2</sup> The complexity of CIL forecasting leads to a very high margin of error in any projections, either up or down. This forecast has been calculated prior to knowing the effects of the Covid-19 outbreak on CIL income.

**Figure 2: Greater Norwich Growth Programme process**



**Note- NATS will soon be replaced by the Transport for Norwich Strategy**

### 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 2021-23.
- 2.8 Delivery of the Transport for Norwich (TfN) programme 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
- £15.8M 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,
- a significant traffic management and public realm improvement scheme in Prince of Wales Road and Rose Lane which provides quicker and more direct journeys whether on foot, by bike, in a bus or car,
- improvements to key sections of the Blue, Green and Yellow pedalways, including Newmarket Road, Earlham Road and through Eaton village,
- improved public transport interchange at the UEA and a new interchange at Cringleford, which enables travel by bus to the Norfolk and Norwich University Hospital and the Norwich Research Park without having to travel into the city centre,
- a 'flagship' off-carriageway cycleway linking Wymondham to Hethersett.

2.11 In addition, works to be completed include:

- Measures to relieve congestion and improve journeys times for all vehicles on the outer ring road at Colman Road.

2.12 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 (TCF). The application 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 County Council was successful in securing £6.1m from Tranche 1 of the TCF, 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, London Street and Agricultural Hall Plain,
- Further cycle improvement works at Hethersett to complete the off-carriageway cycle route between Wymondham and Hethersett,
- Cycle improvement works on the outer ring road at St Williams Way on the Green pedalway,
- Improvements to Norwich Bus Station, including larger and refurbished toilets, improved lighting and seating and enhanced travel



information,

- Implementation of a cycle share (hire) scheme across Norwich providing up to 600 manual and electric assist bikes,
- Construction of two new signalized crossings in the west of the city at the Dereham Road / Bowthorpe Road junction, as well as the Heigham Street / Mile Cross Road junction.

2.13 An application for Tranche 2 TCF funding was submitted in November 2019 for schemes to be delivered in the period up to the end 2022/23. No decision on funding was made in the March 2020 government budget announcement but a £117m pot has been set aside for Norwich, Portsmouth and Stoke to competitively bid into. The exact requirements of this are being discussed with the DfT but is likely to take until early-Summer 2020 for a further decision on funding to be made.

### **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 influenced by these plans and processes and supports them to meet needs arising from emerging growth pressures.

3.2 The GNIP's main themes are green infrastructure, transport, schools and community facilities (which includes libraries, sports, recreation and Neighbourhood Plan priorities). Other infrastructure themes are included because they are required to support growth, but they are funded and delivered by other means so the project delivery details do not feature in the Infrastructure Framework within 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. Four 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 including linkages through the city such as the Norwich Riverside Walk) (in development))
- Burlingham Country Park (in development).
- the Yare Valley Parkway: a linear park linking Bawburgh in the west through to Whitlingham in the South East (in development).
- The North West Woodlands Country Park (funded and in delivery 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, an understanding of the timing of development served by the identified green infrastructure corridors, and the emerging requirement to deliver biodiversity net gain. 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 that support delivery of Biodiversity Net Gain
- Projects which support the delivery of or connectivity to the Green Loop
- Projects which support the access on or connectivity to the Wensum Riverside Walk, from Hellesdon to Whitlingham
- Projects which support the access on or connectivity to the Red pedalway (which includes Marriotts Way)

- Projects which support enhancement, access and connectivity to and between green spaces around the major growth locations, Main Towns and Key Service Centres
- Projects which support the development of the Yare Valley Parkway and therefore help manage development pressure in the project area.
- Projects which provide viable alternative locations for recreational use, reducing the impacts made on the internationally designated sites arising from growth.

## **Transport**

- 3.6 Provision is guided by the Norwich Area Transportation Strategy (NATS) and its implementation plan, which 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. An initial public consultation on a new TfN strategy 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) was submitted to the government in November 2019 to obtain funding from the Transforming Cities Fund (TCF). Scheme objectives consistent with the requirements of the TCF 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 transport schemes in 2019/20 funded through Tranche 1 of the TCF is outlined in paragraph 2.12 of this report. Looking further ahead, the delivery of schemes in the period 2020/21 to 2022/23 is dependent on the outcome of the Tranche 2 funding submission. No decision on funding was made in the March 2020 government budget announcement but a £117m pot has been set aside for Norwich, Portsmouth and Stoke to competitively bid for. The exact requirements of this are being discussed with the DfT but is likely to take until early-Summer 2020 for a further decision on funding to be made. The schemes that are likely to feature in the revised TCF submission 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, thus 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 Norwich Western Link (NWL) highway, which will link the Broadland Northway with the A47 to the west of Norwich. Public consultation on four potential route options for the NWL closed in January 2019. In July 2019, a preferred route for the new 3.9 mile dual carriageway road was confirmed. Public and stakeholder support for the scheme remains strong. We have started work on an Outline Business Case for the project, which goes into more detail than the Strategic Outline Business Case which was submitted to government in 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 Sport and recreational facilities (including play areas and open spaces) are provided and maintained by both public and private organisations. New developments inevitably lead to increased demand, and the need for additional capacity should be considered at the Planning stage, when provision can be made to provide new and improved facilities. Evidence from a 'Playing Pitch and Built Sports Facilities Strategy' in 2014 led to the development of a prioritisation process, overseen by a sport strategy implementation group which assists sports facilities providers in accessing grant funding. The group have commissioned a review of the existing Strategy using Sport England's new strategic Outcome Planning Guidance to ensure that all aspects of physical activity provision are adequately resourced and linked to the delivery of local strategic priorities and outcomes.

### 3.14 Strategic priorities

- Projects that improve the quality and capacity of sports facilities
- Projects that enhance individual or community participation in a physical activity or sport
- 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.

## **Libraries**

- 3.15 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, 18 are now open for longer, creating extra capacity for people to use public libraries more flexibly. The remaining 3 sites are the smallest libraries which have practical difficulties preventing the installation of the Open Library system. As a service, we continue to look at a range of options to extend library services in those remaining locations.

## **Waste and recycling**

- 3.16 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.
- 3.17 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.
- 3.18 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**

- 3.19 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
- South Broadland: Postwick junction and additional policing capacity in north Norwich and southwest Broadland.
  - North Norwich: A key element of police infra-structure required to serve the Greater Norwich area is a new response facility to serve north Norwich and the associated growth. It is essential to meet operational needs that this is provided close to the NDR, north of Norwich, to deliver response policing and foster a safe and secure environment and quality of life, limit crime and disorder and the fear of crime.
  - Taverham: At the edge of north west Greater Norwich area. To ensure that there is the necessary police infra-structure capacity to cater for the existing community and proposed growth, a new police

facility is required.

- 3.20 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.
- 3.21 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**

- 3.22 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 programme. Health organisations involved with the STP in Greater Norwich include the following:

- Norfolk & Waveney 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 programme, incorporating the partners listed above, has developed a health infrastructure delivery plan (IDP) for the Greater Norwich area up to 2036, and are now in the process of updating this in line with the refreshed plans and increased housing requirement, taking us through to 2038. 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 the current IDP reflects what is currently known but will require reviewing and updating annually.

- 3.23 The STP estates programme 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**

- 3.24 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 so the council consults directly with communities.

### **Housing**

- 3.25 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. A Strategic Housing Market Assessment (SHMA) covering Greater Norwich was published in 2016 and updated in 2017. It is anticipated that a new SHMA will be commissioned in 2020. 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**

- 3.26 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.
- 3.27 The study states that the network operators who are investing in new energy infrastructure will meet their regulatory conditions and are not required to invest 'ahead of need'. A development site having planning permission is not sufficient to force them to invest in energy infrastructure. This will inevitably cause delays.
- 3.28 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 as necessary.
- 3.29 A Government ministerial statement has indicated that national policy will change in 2025 to prevent the use of fossil fuels to heat new homes. This in turn is likely to create an additional burden on the local electricity networks. Policy has in built flexibility to replace the locally set energy efficiency requirement for new dwellings, should the government implement this approach nationally.
- 3.30 In addition, the government has stated an objective to switch the national car fleet to electric vehicles, so that no new solely internal combustion engine vehicles will be sold beyond 2035. Expected changes to Building Regulations will require new housing developments with off-road parking to have electric charging points installed from 2025, plus similar requirements for commercial sites.



## **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 demand measures before investing in new water supply infrastructure.
- 3.33 Anglian Water's "Water Resource Management Plan 2019" (WRMP) covers the period 2015 to 2045 and has been approved by Defra. The WRMP 2019 sets out how Anglian Water will maintain the supply-demand balance by focusing on demand management measures, together with water transfers from the Norwich and the Broads Water Resource Zone (WRZ) to neighbouring WRZs in the Norfolk Area.

## **Waste Recycling (waste water)**

- 3.34 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 WRLTP informed Anglian Water's business plan for 2020 to 2025 which was submitted to Ofwat for their approval. Final determination from Ofwat was received in December 2019.
- 3.35 Anglian Water charges developers directly to fund water being supplied and draining foul flows effectively including any required network improvements. Further information relating to the current charges for 2020-21 are available here <https://www.anglianwater.co.uk/developers/development-services/services-and-charges/>

## **Flooding**

- 3.36 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.
- 3.37 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 to and from the development itself. SuDS design will maximise the opportunities for realising multiple benefits e.g. creating amenity open space.
- 3.38 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.
- 3.39 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 updated allowances for climate change. The LLFA guidance can be found here: <https://www.norfolk.gov.uk/rubbish-recycling-and-planning/flood-and-water-management/information-for-developers>.

### **Telecommunications/Broadband**

- 3.40 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.
- 3.41 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.
- 3.42 As of March 2020 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 – 94.4%
  - Norwich – 99.3%
  - South Norfolk – 93.3%
- 3.43 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%
- 3.44 Better Broadband for Norfolk is now only implementing Full Fibre (gigabit capable) infrastructure. This means thousands of the hardest to reach properties will receive access to ultrafast broadband. Additionally, commercial providers are also implementing gigabit capable infrastructure in areas currently benefiting from Fibre to the Cabinet, including Norwich. Current FTTP (Fibre to the Premises) coverage is:
- Broadland – 2.0%
  - Norwich – 0.75%
  - South Norfolk – 2.6%
- 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 £3,500 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 On 20<sup>th</sup> March 2020, the Government is introducing a Broadband Universal Service Obligation which will allow residents to request a minimum download speed of 10Mbps.

### **Mobile voice and data coverage**

- 3.48 Norfolk County Council has worked productively with mobile network operators to improve coverage and there is increasing evidence that this has been happening. Network operators are continuing to work with the Council in order to use public sector buildings (instead of new cell towers) to host transmission equipment and improve voice and data coverage. The recently announced £1Bn of new private and government funding for the Shared Rural Network should enable a step change in coverage across the county and Norfolk County Council is well positioned to lead on this work with the mobile network operators.
- 3.49 Norfolk County Council is re-measuring coverage this year to quantify improvements and help direct improvements to where they are most needed.
- 3.50 As part of the work to update the Norfolk Strategic Planning Framework, Norfolk district authorities and county council are working with the industry body Mobile UK to facilitate extended 4G coverage and the rollout of 5G infrastructure in the county. The group are also working to ensure that all new residential developments include Gigabit fibre connectivity through 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.
- 4.4 Successful delivery of the Growth Triangle was partly dependent on the A1270 Postwick Hub and Broadland Northway. Both of these transport scheme have now been successfully delivered and no longer represent a constraint to development in the Growth Triangle.
- 4.5 Significant progress has already been made in progressing sites and issuing planning permissions in the Growth Triangle. At 1 April 2019
- 7,300 dwellings had planning permission
  - 322 further dwellings were 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.



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 and Internal Roads Complete	Commenced
Brook & Laurel Farms	600 dwellings, plus a link road between Plumstead Rd and BBP.	Permitted (pre-CIL)	2021/22
Home Farm, Sprowston	164 Homes (97 built as of 1 April 2019)	Permitted	Commenced
Land adjacent to Salhouse Road (Rackheath)	89 dwellings and ancillary works (50 built as of 1 April 2019)	Permitted (pre-CIL)	Commenced
Land East of Buxton Road (Spixworth)	225 New Homes (minimum)	Outline planning permission granted. Undetermined Reserve Matters application submitted.	2022/23
Land South of Green Lane East, Rackheath	157 Dwellings together with Associated Access, Open Spaces & Infrastructure (outline)	Outline planning permission granted. Undetermined Reserve Matters Application Submitted	2020/21
Green Lane West, Rackheath	Construction of 322 Dwellings with Associated Access, Open Space, Landscaping, Associated Works & increasing Height of Bund to NDR	Permitted	2022/23

<b>Site Location</b>	<b>Development</b>	<b>Status</b>	<b>Expected start</b>
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	A minimum of 803 dwellings with associated infrastructure; site for a new primary school; land for a Bus Rapid Transit (BRT) scheme; a section of orbital link road; retained areas of woodland and creation of open space	Outline Planning Permission granted.  Reserve Matters Permission for Phase 1 (243 homes) approved	Commenced
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	Permitted	2020/21

<b>Site/Location</b>	<b>Development</b>	<b>Status</b>	<b>Expected start</b>
Land North of Smee Lane, Great Plumstead	Development of up to 272 residential dwellings, 2ha site for Primary School, Public Open Space and associated infrastructure. Separate application submitted on allocation site for further 11 Self-Build Units.	Outline Planning Permission Granted.	2021/22
Norwich International Airport	Aeropark 40ha aviation related business development	Outline Planning Permission Granted	TBC
Repton Avenue, Old Catton	Mixed Use Development of 340 Residential Dwellings with 5,640 sqm of Small Business Units	Permitted	Commenced
White House Farm (Sprowston) (Phase1)	1233 dwellings dwellings (673 built as of 1 April 2019), a link road, a primary school, and a large woodland park	Permitted (pre-CIL)	Commenced
White House Farm (Sprowston) (Phase2)	Residential-led development of up to 456 dwellings, a local centre comprising up to 0.25ha of A1-A5 and D1 uses, with associated	Allocated.  Undetermined Outline Planning Application Submitted	2021/22
Racecourse Plantation, Plumstead Road East, Thorpe St Andrew	Erection of up to 300 New Homes and the Creation of a New Community Woodland Park	Outline Planning Permission Granted.	2020/21
Land to the north of Yarmouth Road, Blofield	163 dwellings and associated open space	Permitted	Commenced
Land at Yarmouth Road, Postwick / Brundall	Development of a retail supermarket of no more than 2500 sq. m, up to 155 dwellings, open space and vehicular access	Outline Planning Permission Granted.  Undetermined Reserved Matters Application Submitted.	2021/22

## Norwich City

4.8 The city is unique as a growth location, as the majority of the commitment of 8,600 dwellings will be delivered on many smaller sites within the existing urban area. Some of the more significant sites with early delivery are identified in Table 3 below. The largest site with planning permission, 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
<b>City Centre</b>			
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	Dwelling under construction
Mountergate West	Currently allocated for comprehensive office-led mixed use development with approx.. 300 dwellings. Multi storey car park already delivered  Draft GNLP proposes an employment-led mixed use development with up to 50 integrated dwellings.	Allocation	TBC
St Ann's Wharf, King Street	Mixed use of 437 dwellings plus retail & leisure	Permitted	Commenced
Whitefriars	218 dwellings, commercial floorspace, museum floorspace	Permitted (s106 to be confirmed)	Dwellings under construction

<b>Edge of centre (Dereham Rd corridor)</b>			
Goldsmith Street	105 dwellings in total, 12 of which are currently on hold	Permitted	Largely complete. (March 2020-12 dwellings outstanding)
<b>Site/ Location</b>	<b>Development</b>	<b>Status</b>	<b>Expected start</b>
<b>Edge of centre to south east sector</b>			
Land adjoining NCFC: Carrow Quay and Groundsman's Hut	323 dwellings	Permitted	Commenced
<b>North west sector (Fakenham Rd corridor)</b>			
Havers Road	100 dwellings	Allocated	TBC
Mile Cross Depot	Allocated for mixed use development with a minimum of 75 dwellings. Envisaged redevelopment to include approx. 150 dwellings.	Allocated	2020/21- 2023/24

- 4.9 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 delivery**

Site/ Location	Development	Status	Expected start
Bartram Mowers, Bluebell Road	Accommodation for the elderly (62 dwellings and 57 extra care apartments)  Further application currently pending for 53 dwellings	Consent	Initial phase Complete. Awaiting decision for further stage.
Browick Road, Interchange	Allocation of 15ha (net) of B1, B2, B8 employment land.	Allocated	TBC
Easton	890 dwellings granted outline planning permission in Autumn 2016 application for a further 64 under consideration.. Includes provision of expanded primary school and enhanced village centre.  The Draft GNLP proposes an increase of 90 dwellings on this site, to a total of 1,044.	Allocated, majority permitted	2020/21
Hethel Technology Park	20ha of Greenfield land located next to Hethel Engineering Centre. The initial development will deliver circa 50,000m <sup>2</sup> 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 also approved.	Permitted	2020/21
Johnsons Farm, Wymondham	The Draft GNLP proposes 50 dwellings on this site.	Subject to GNLP	TBC

Site/ Location	Development	Status	Expected start
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, includes commercial facilities and sports pitches.	Permitted	Underway
Newfound Farm (Cringleford)	650 dwellings with reserved matters permission, including site for an additional primary school.  The Draft GNLP proposes an increase of 360 dwellings on this site, to 1,010 dwellings, along with additional primary school capacity.	Permitted	Underway
North village (Hethersett)	Approx. 350 dwellings complete at Feb 2020 (total 1,196 dwellings) Includes new primary school site and space for local facilities.  The Draft GNLP proposes an increase of 200 dwellings on this site, to 1,396.	Permitted (pre CIL)	Underway
North-west Wymondham (Norwich Common, Carpenter's Barn, Spinks Lane, Wymondham RFC site)	Approx. 800 dwellings completed at Feb 2020 (current total 1322 dwellings).  The Draft GNLP proposes the allocation of an additional 50 dwellings in this location.	Permitted (some pre-CIL, some post-CIL)	Underway



Site/ Location	Development	Status	Expected start
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. New multi-storey car park permitted. Phase one infrastructure in Zone 4 is underway and the first building in this Zone has planning permission, with construction due to commence shortly.	Permitted	Underway
Queens Hills (Costessey)	Almost complete (total 1,890 dwellings) Site includes Queens Hills Primary School, West Costessey Hall community center and potential for local commercial facilities.	Permitted (pre-CIL)	Underway
Roundhouse Park (Cringleford)	Approx.55 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. 350 dwellings completed at Feb 2020 (total 1,308 dwellings). Includes provision of new primary school site.	Permitted (pre-CIL)	Underway
West of Lodge Farm (Costessey)	Approx. 280 dwellings completed at Feb 2020 (total 509).	Permitted (pre-CIL)	Underway

- 4.10 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.
- 4.11 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 2021 start.

- 4.12 Similarly, growth at Easton and Costessey is served by investment in the A1074 Dereham Rd public transport route and improvements at Longwater junction. The A47 Easton junction will be affected by proposed dualling of the A47 between Easton and North Tuddenham which is timetabled to go through the Development Consent Order Process during 2020/21 and start construction in 2022.
- 4.13 A Local Development Order exists for the Food Enterprise Park between Easton and Honingham, where the first occupier is the new 25,000 sq ft Condimentum mustard mill.

### **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 (AAP), 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 250<sup>th</sup> 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 as well as the housing proposals and land for employment. The applications are expected to be determined autumn 2020. 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 The bypass has been determined a regional priority for Major Route Network funding in Transport East's Regional Evidence base, submitted to DfT in summer 2019. DfT have confirmed conditional approval for the scheme and have awarded funding to develop the Outline Business Case. The indicative scheme cost is about £33m, 70% coming from MRN funding with the remaining 30% being a local contribution including developer funding and borrowing supported by pooled Community Infrastructure Levy. The current

programme for the bypass is for construction to commence 2022/23 with completion about a year later.

- 4.18 A new roundabout junction at the A140 Hempnall Crossroads was opened in late 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.

**Table 5 Long Stratton significant sites for delivery:**

<b>Site/ Location</b>	<b>Development</b>	<b>Status</b>	<b>Expected start</b>
Long Stratton	1800 dwellings plus 9.5ha employment land and associated bypass	Allocated and application under consideration	2021/22
Long Stratton / Tharston	2.5 ha employment land at Tharston Industrial Estate	Allocated, part with detailed permission.	Part developed, remainder TBC
Various Long Stratton / Tharston	170 dwellings	Permitted (pre-CIL)	Completed 2019/20

## 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 6: other significant sites for delivery:**

Site/ Location	Development	Status	Expected start
Cator Lane / Hall Road (Drayton)	Development of up to 250 Homes, Allotments, Access, Public Open Space and Associated Infrastructure (Outline)	Outline Planning Permission Granted.  Undetermined Full Planning Application for 267 Dwellings with associated vehicular access, landscaping, open space, car parking and pedestrian links	2022/23

Site/ Location	Development	Status	Expected start
Golf Course (Hellesdon)	Outline permission for up to 1,000 homes, including detailed proposals for the first phase of 110 dwellings, associated infrastructure including up to 2ha of land for a primary school site, 75sq m for D1 use (health facility) and up to 15.45ha for informal and formal open space plus off-site highway works	Permitted	Commenced
Land to the East of Holt Road (Horsford)	Erection of 259 Dwellings, together with Associated Public Open Space, Landscaping, Highways & Drainage Infrastructure Works	Permitted	Commenced
Keswick	B1, B2, B8 – approx. 12ha with associated highway network improvements.  Draft GNLP proposes reallocating the site on the larger footprint agreed through the planning application process.	Part allocated, with outline permission for larger site 12ha site	TBC
Various Blofield / Brundall)	Aprox 500 dwellings	Permitted	Underway
Various Framingham Earl / Poringland	Approx. 650 dwellings complete at Feb 2020 (total 994 dwellings)	Permitted	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
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	3,686	3,686			3,686				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 and other funding sources. 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	3,836	3,836		Transforming Cities				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 the wider Norwich Research Park with a view to delivering through Transforming Cities	13,376	13,376		Transforming Cities				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 mid 2020	5900	5900		LGF/TCF			2600	3300						
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 yet to be undertaken. 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. Approved at TCF Joint Committee 2019. Delivery dependent on successful award of Transforming Cities funding.	1,780	1,780		Transforming Cities				X	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	Highway improvements to St Stephens Street, Red Lion Street, Theatre Street and Castle Meadow to improve bus access to and from bus stops, improve bus shelters, pedestrian facilities and public realm	Referenced in Transforming Cities application. Different design options being considered.	8,202	8,202		Transforming Cities				X	X	X				
	Norwich	City College to St Stephens roundabout. Provide a substantially wider footway to support existing and future growth in further education provision at the college	Referenced in Transforming Cities application. Different design options being considered.	1,591	1,591		Transforming Cities				X	X	X				
	Norwich	Foundry Bridge and Norwich train station mobility hub. Improve the efficiency of the Foundry Bridge junction and provide bus priority and cycling safety by examining options of making Thorpe Road between Riverside Road and Lower Clarence Road past Norwich rail station bus, cycle and pedestrian access only. Impacts from displaced traffic will need to be carefully assessed and mitigated. Introduce mobility hub facilities in the catchment to further improve interchange between different transport modes.	Referenced in Transforming Cities application. Different design options being considered.	3,124	3,124		Transforming Cities				X	X	X				
	Norwich	Thorpe Road contraflow (Clarence Road). Allow contraflow movement for buses and cyclists only to encourage greater use of more sustainable modes by saving time and improving safety when accessing the city centre. This will complement the proposed works on Thorpe Road at Norwich rail station to improve facilities for buses, pedestrians and cyclists	Referenced in Transforming Cities application. Different design options being considered.	551	551		Transforming Cities				X	X	X				
	Norwich	Grapes Hill roundabout. Improve the flow of traffic through a review of signalling arrangements while maintaining, but also seeking to improve, pedestrian and cycle crossing facilities.	Referenced in Transforming Cities application. Some initial traffic modelling completed.	82	82		Transforming Cities				X	X	X				
	Norwich	St Stephens roundabout. Provide an improved environment for pedestrians and cyclists and an enhanced gateway to the city	Referenced in Transforming Cities application. No design work completed to date.	5,995	5,995		Transforming Cities				X	X	X				
	Norwich	City centre west- east through traffic restriction. Examine options to manage traffic differently on St Andrew's Street to restrict through traffic thereby enabling pavements to be widened, cycle and pedestrian facilities made safer and improving environmental conditions and public transport routes on streets currently used by through traffic.	Referenced in Transforming Cities application.	1,850	1,850		Transforming Cities				X	X	X				

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
	Norwich	Magdalen Street mobility hub. Improve pedestrian crossings, widen pavements, reduce street clutter, and increase bus stop capacity at Anglia Square to create a more attractive and safer environment for all. Introduce mobility hub facilities.	Referenced in Transforming Cities application. Some initial design work completed.	4,132	4,132		Transforming Cities				X	X	X			
	Norwich	Palace Street (Pink pedalway). Extend the two way off-carriageway cycle track from Tomblond to St Martin at Palace Plain.	Referenced in Transforming Cities application. Some initial traffic modelling completed.	273	273		Transforming Cities				X	X	X			
	Norwich	King Street. Improve street surfaces and pedestrian priority to encourage activity and investment to flow towards development sites and cultural institutions on King Street and in East Norwich.	Referenced in Transforming Cities application. Some initial design work completed. Initial consultation completed March 2020.	947	947		Transforming Cities				X	X	X			
	Norwich	Wayfinding. Create a coherent environment and stimulate economic growth by promoting the cultural assets of the city centre that can be enjoyed by exploring Norwich on foot and by bicycle through culture-led wayfinding interventions in the city centre and at key mobility hubs.	Referenced in Transforming Cities application.	822	822		Transforming Cities				X	X	X			
	Norwich	UEA – City centre via South Park Avenue and Unthank Road including Unthank Road mobility hub. Address localised pinch points to ease bus flow. Introduce mobility hub facilities.	Referenced in Transforming Cities application. Some initial design work completed.	1,066	1,066		Transforming Cities				X	X	X			
<b>T8</b>	<b>Broadland</b>	<b>Fakenham Road/Drayton High Road (including BRT and cycling)</b>														
	Broadland Norwich	Fakenham Rd BRT Feasibility (Scheme Identification) - revenue	Although this corridor was not included in our Transforming Cities application bus, pedestrian and cycle improvements are needed along this corridor. Funding will need to be found for delivery. Further feasibility work needed. Discussions with developers along this corridor are based around securing land for future transport schemes.	30	30			30			X	X				
<b>T9</b>	<b>Norwich / South Norfolk</b>	<b>Dereham Road Sustainable Transport Corridor (including BRT and cycling)</b>														
	Norwich / South Norfolk	Dereham Road / Longwater Lane. Introduce bus lanes and an off-carriageway cycle path between Longwater Lane and Wendene.	Referenced in Transforming Cities application. Some initial design work completed.	583	583		Transforming Cities				X	X	X			
	Norwich / South Norfolk	Dereham Road / Richmond Road (including link to Bowthorpe). Upgrade the crossing so it is capable of being used conveniently by people on foot and cycle.	Referenced in Transforming Cities application. Some initial design work completed.	291	291		Transforming Cities				X	X	X			
	Norwich / South Norfolk	Dereham Road / Breckland Road and Costessey / Bowthorpe mobility hub. Allow buses to access a bus gate bypass of Wendene roundabout on the old alignment of Dereham Road combined with the consolidation of bus stops and better access by replacing the subway with a signal-controlled pedestrian and cycle crossing. Introduce mobility hub facilities.	Referenced in Transforming Cities application. Some initial design work completed.	3,106	3,106		Transforming Cities				X	X	X			
	Norwich / South Norfolk	Purple pedalway (Earlham Green Lane – Marriott's Way). Upgrade the quality and safety of the purple pedalway between Marriott's Way and Bowthorpe Three Score to further encourage sustainable travel in this area.	Referenced in Transforming Cities application. Some initial design work completed.	557	557		Transforming Cities				X	X	X			
	Norwich / South Norfolk	Marriott's Way to Hellesdon Road. Realign Marriott's Way with a surfaced and ramped path on a more direct route along the track bed of the railway enabled by the installation of a new cycle and pedestrian crossing close to Hellesdon Bridge.	Referenced in Transforming Cities application. Some initial design work completed.	101	101		Transforming Cities				X	X	X			
	Norwich / South Norfolk	Dereham Road outbound approach to Larkman Lane including Larkman mobility Hub. Introduce an outbound bus lane on the approach to Larkman Lane and introduce mobility hub facilities.	Referenced in Transforming Cities application. Some initial design work completed.	986	986		Transforming Cities				X	X	X			
	Norwich / South Norfolk	Dereham Road – Waterworks Road. Dereham Road inbound bus lane Waterworks Road – Bowthorpe Road.	Referenced in Transforming Cities application. Some initial design work completed.	901	901		Transforming Cities				X	X	X			
	Norwich / South Norfolk	Dereham Road / Old Palace Road / Heigham Road. Options are being considered for bus and cycle lane provision.	Referenced in Transforming Cities application. Some initial design work completed.	321	321		Transforming Cities				X	X	X			
	Norwich / South Norfolk	Introduce mobility hub facilities and catchment works Easton, Queens Hills, Dereham Road (near Hotblack Road) and Dereham Road (near Duoro Place).	Referenced in Transforming Cities application. Some initial design work completed.	1,917	1,917		Transforming Cities				X	X	X			
<b>T10</b>	<b>Broadland / Norwich</b>	<b>Yarmouth Road Sustainable Transport Corridor (including BRT and cycling)</b>		<b>10000</b>												
	Broadland / Norwich	Cycle improvements on St Williams Way at junction with the outer ring road.	Funded by TCF Tranche 1. Works to be completed Summer 2020 (delayed due to COVID-19).	900	900	900	TCF/NCC	900			900					
	Broadland / Norwich	Broadland Way. Provide traffic-free pedestrian and cycle path between Middle Road and Broad Lane.	Referenced in Transforming Cities application. Some initial design work completed.	5,274	5,274		Transforming Cities				X	X	X			
	Broadland / Norwich	Yarmouth Road / Pound Lane. Provide eastbound bus lane on approach and seek to reduce delays and improve capacity through the junction.	Referenced in Transforming Cities application. Some initial design work completed.	1,954	1,954		Transforming Cities				X	X	X			



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
	Broadland / Norwich	Yarmouth Road / Thunder Lane. Identify options to provide priority to the main traffic flow on Yarmouth Road.	Referenced in Transforming Cities application. Some initial design work completed.	107	107		Transforming Cities					X	X	X			
	Broadland / Norwich	Thorpe Road / Harvey Lane – bus priority. Introduce a bus lane on the outbound approach to Harvey Lane.	Referenced in Transforming Cities application. Some initial design work completed.	21	21		Transforming Cities					X	X	X			
	Broadland / Norwich	Removal of parking at pinch points. Seek to relocate / remove existing on street parking at pinch point locations along Yarmouth Road.	Referenced in Transforming Cities application. Some initial design work completed.	17	17		Transforming Cities					X	X	X			
	Broadland / Norwich	Purple Pedalway: Lion Wood. Provide a more appropriate surfaced path so cyclists and people with mobility problems can access the woodland and move between neighbouring areas. Install sustainable urban drainage features to capture and infiltrate floodwater to mitigate flooding.	Referenced in Transforming Cities application. Some initial design work completed.	414	414		Transforming Cities					X	X	X			
	Broadland / Norwich	Rackheath – East-West highway link across railway. Build a highway bridge over the rail line as part of the growth triangle link road.	Referenced in Transforming Cities application.	12,976	12,976		Transforming Cities					X	X	X			
	Broadland / Norwich	Introduction of mobility hub facilities and catchment works at Harvey Lane, near Primrose Crescent, Broadland Business Park and Postwick Park & Ride.	Referenced in Transforming Cities application.	1,492	1,492		Transforming Cities					X	X	X			
<b>T11</b>	<b>Broadland Norwich</b>	<b>Salhouse Rd Sustainable Transport Corridor (including BRT and cycling)</b>															
	Broadland Norwich	Sustainable transport improvements along Salhouse Road.	Whilst no improvements to Salhouse Road were included in the Transforming Cities application, investment along this corridor will be considered as part of the review of the TfN Strategy.	Not known	Not known							X	X	X			
<b>T12</b>	<b>Broadland / Norwich</b>	<b>A140 Sustainable Transport Corridor (including BRT and cycling)</b>															
T12.1	Broadland / Norwich	Cromer Road and Aylsham Road (Fifers Lane – Glenmore Gardens). Provide significant lengths of inbound bus lanes on Cromer Road and Aylsham Road.	Referenced in Transforming Cities application. Some initial design work completed.	416	416		Transforming Cities					X	X	X			
	Norwich	Airport Industrial Estate. Options being considered for provision of improved bus, cycle and pedestrian links between the airport terminal and the airport industrial estate, particularly the Norwich Aviation Academy.	Referenced in Transforming Cities application. Some initial design work completed. Third Party land required.	2,002	2,002		Transforming Cities					X	X	X			
	Broadland / Norwich	Yellow pedalway extension to Horsham St Faith. Provide an off-carriageway cycle path on the east side of Holt Road to better connect these locations.	Referenced in Transforming Cities application. Some initial design work completed. Third Party land required.	603	603		Transforming Cities					X	X	X			
	Broadland / Norwich	Boundary junction. Seek to prioritise bus movements on Cromer Road and Reepham Road approaches to the Boundary junction, assisting cyclists and pedestrian crossing movements.	Referenced in Transforming Cities application. Some initial design work completed.	52	52		Transforming Cities					X	X	X			
	Broadland / Norwich	Vera Road – Rye Avenue crossing. Provide new signalised crossing of the outer ring road for cyclists and pedestrians between Rye Avenue and Vera Road.	Referenced in Transforming Cities application. Some initial design work completed.	481	481		Transforming Cities					X	X	X			
	Norwich	St Augustine's Gate. Modify the approach to this junction to reduce conflict between road users.	Referenced in Transforming Cities application. Some initial design work completed.	147	147		Transforming Cities					X	X	X			
	Broadland	NE Park & Ride supersite (airport). Consider the potential for a new Park & Ride site accessed off the Broadland Northway junction on A140. This could provide additional capacity and would benefit from other public transport measures along the corridor.	Referenced in Transforming Cities application. Will largely be dependent on outcome of TfN strategy review.	8,893	8,893		Transforming Cities					X	X	X			
<b>T13 and T14</b>	<b>Norwich / South Norfolk</b>	<b>A11/B1172 Sustainable Transport Corridor (including BRT and cycling)</b>		<b>6560</b>													
	Norwich / South Norfolk	A11/ORR Daniels Road junction improvement and cycle lanes	Works to be completed 2019/20 on Colman Road between A11/ORR junction and South Park Avenue. Also junction works at South Park Avenue. Revised pedestrian crossing facilities and parking restrictions	1200	1200		LGF		70	150	650						
	Norwich / South Norfolk	Newmarket Road (Eaton Road – Christchurch Road) including Newmarket Road mobility hub. Extend stepped cycle track from Christchurch Road to the outer ring road and provide a controlled crossing over Eaton Road. Review measures through the Eaton Road, outer ring road and Christchurch Road junctions that will improve bus and general traffic flow	Referenced in Transforming Cities application. Some initial design work completed.	1,726	1,726		LGF / Transforming Cities		20			X	X	X			
	Norwich / South Norfolk	Cycle link extension to Wymondham	Local Growth Fund works to be completed Summer 2020. Additional works funded through Transforming Cities Tranche 1 sees improvements to Churchfields junction and an additional length of segregated cycle track in Hethersett	1470	1470		LGF / Transforming Cities		300	1010	160						
<b>T15</b>	<b>Broadland</b>	<b>Growth Triangle Internal Link Road</b>				<b>14350</b>	<b>Developer</b>		<b>2350</b>	<b>4850</b>							
T15.1	Broadland	East West Link Road: BBP to Plumstead Rd	Delivered through development (BFLF)		6000	6000	S106/S278	-		3000							

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
T15.2.1	Broadland	East West Link Road: Plumstead Road Junction and North Bound Spur	Scheme Development		400	400	LGF/CIL	-	X								
T15.2.2	Broadland	East West Link Road: Plumstead Rd to Salhouse Rd	Delivered through development (Land South of Salhouse Rd)		TBC		TBC	TBC		X	X						
T15.3	Broadland	East West Link Road: Salhouse Rd to Wroxham Rd	Delivered through development (WHF)		3250	3250	S106/S278	-	X								
T15.4	Broadland	East West Link Road: Wroxham Road to B1150	Delivered through development (NS&OC)		TBC		S106/S278	TBC				X	X				
T15.5	Broadland	East West Link Road: North Walsham Road to Buxton Road	Delivered through development (NS&OC). LIF bid agreed in principle		3700	3700	LIF - developer	3700		1850	1850						
T15.6	Broadland	East West Link Road: Buxton Road to St Faiths Road	Delivered through development (NS&OC).		TBC		S106/S278	TBC		X							
T15.7	Broadland	East West Link Road: St Faith's Road to Airport Industrial Estate	Access through to the Airport Industrial Estate remains under review. Local Cllr concerns. Housing coming forward for land to north of Repton Avenue / Meteor Close so access arrangements are under consideration		TBC	1000	S106/S278/CIL	TBC		500	500						
T15.8	Broadland	Cycle Links Plumstead Road to Green Lane Crossing	Delivered through development (Land South of Salhouse Rd)		TBC		S106/S278	TBC		X							
T15.9	Broadland	Cycle Links Plumstead Road to Salhouse Road	Delivered through development (Land South of Salhouse Rd)		TBC		S106/S278	TBC		X	X						
T15.10	Broadland	Cycle Links NS&OC Wroxham Road junction to WHF Road Link Junction	Requires Project Brief / Feasibility		TBC		CIL /Other	TBC						X			
<b>T16</b>	<b>South Norfolk</b>	<b>A140 south Sustainable Transport Corridor (including Core Bus Route and cycling)</b>															
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			X	X					
T16	South Norfolk	Bus priority Harford A47 Junction	Not progressed. Under review														
<b>T19</b>	<b>Broadland</b>	<b>North Walsham Road Core Bus Route Enhancements</b>															
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			30			X	X					
	Broadland	Re-routing of North Walsham Road	Associated with Beeston Park development				Developer										
<b>T20</b>	<b>Broadland</b>	<b>Spixworth Rd Core Bus Route</b>															
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			30			X	X					
<b>T21</b>	<b>Broadland</b>	<b>Sprowston Rd Wroxham Rd Core Bus Route</b>															
T21.1	Broadland	Wroxham Road. Extend existing bus lane on Wroxham Road and convert to 24hrs to improve reliability of buses. Improve path on west side and allow cycling between Allen's Avenue and Blue Boar Lane with new crossings on Wroxham Road and Chartwell Road.	Referenced in Transforming Cities application. Some initial design work completed.	2,002	2,002		Transforming Cities				X	X	X				
	Broadland / Norwich	Sprowston Road (south of the outer ring road). Provide new inbound and outbound bus lanes and seek to provide an outbound segregated cycle track.	Referenced in Transforming Cities application. Some initial design work completed.	1,412	1,412		Transforming Cities				X	X	X				
	Norwich	Sprowston Road (Magdalen Road – Denmark Road). Options considered for addressing this could include parking removal or the introduction of a one-way system.	Referenced in Transforming Cities application. Some initial design work completed.	237	237		Transforming Cities				X	X	X				
	Broadland	North East Norwich new Park & Ride supersite. Potential replacement Park & Ride site accessed from the Broadland Northway serving the Sprowston Road corridor.	Referenced in Transforming Cities application. Will largely be dependent on outcome of T1N strategy review.	8,426	8,426		Transforming Cities				X	X	X				
	Broadland / Norwich	Introduce mobility hub facilities and catchment works at Wroxham Road shops, Sprowston Road near Templemere and Sprowston Road near Denmark Opening.	Referenced in Transforming Cities application. Some initial design work completed.	1,885	1,885		Transforming Cities				X	X	X				
<b>T23</b>	<b>Broadland</b>	<b>Plumstead Rd Core Bus Route</b>															
T23.1	Broadland	Plumstead Road / Woodside Road. Consider options to amend the junction layout to make it easier to navigate for buses and other road users.	Referenced in Transforming Cities application. Some initial design work completed.	1,362	1,362		Transforming Cities				X	X	X				
	Broadland	Plumstead Road roundabout to access Lothbury land and land owned by Broadland DC	Scheme being delivered by Broadland DC.	1500	1500		Broadland DC / LGF				X	X	X				

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
	Broadland	Heartsease Fiveways Roundabout. Consider options to improve the junction to provide improved facilities for all users.	Referenced in Transforming Cities application. Some initial design work completed.	1,635	1,635		Transforming Cities					X	X	X			
	Norwich	Kett's Hill Roundabout. Introduce a bus lane on Kett's Hill approach facilitated by the removal of parked cars and alterations to the roundabout to improve safety for cyclists.	Referenced in Transforming Cities application. Some initial design work completed.	52	52		Transforming Cities					X	X	X			
	Broadland	Introduce mobility hub facilities and catchment works at Plumstead Road shops, Salhouse Road (near Atlantic Avenue) and Rackheath.	Referenced in Transforming Cities application. Some initial design work completed.	1,745	1,745		Transforming Cities					X	X	X			
	<b>Norwich South Norfolk</b>	<b>Bracondale and A146 Core Bus Route</b>	<b>Needs scheme development</b>				<b>S106</b>										
	Norwich South Norfolk	Improvements to traffic and bus flow.	Although this corridor was not included in the Transforming Cities application there remains an aspiration for improvements to bus, pedestrian and cycles	Not known	Not known						X	X	X				
	<b>T24</b>	<b>South Norfolk</b>	<b>Wymondham areas improvements</b>				<b>S106</b>										
T24.1	South Norfolk	Wymondham train station mobility hub. Provide step-free access to the Cambridge-bound platform. Provide facilities for buses and coaches to adequately serve Wymondham station forecourt. Introduce mobility hub facilities.	Referenced in Transforming Cities application.	1,121	1,121		S106 / Transforming Cities					X	X	X			
T24.2 (CF3-5 and GI P 5.3)	South Norfolk	Hethel sustainable access package	Needs scheme development	30	30			30			X	X					
	<b>T31</b>	<b>Norwich / South Norfolk / Broadland</b>	<b>Pink Pedalway</b>														
T14.2 (?)	Norwich South Norfolk	Pink Pedalway Route Extension (B1172)			250	250	LGF/CIL										
T31.1	Norwich	Salhouse Road (pink)	Brief Issued, design work underway		365	365	CCAG/S106/LTP										
T31.4	South Norfolk	Pedestrian Cycle links along Colney Lane (pink)	Secured		250	250	S106										
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				Rackheath PoD/CIL			X							
	Broadland	Pink pedalway: Salhouse Road. Extend the Pink pedalway with an off-carriageway cycling and walking path between Harrison's Wood and the Broadland Northway.	Referenced in Transforming Cities application.	453	453		Transforming Cities										
<b>On site and direct mitigation development transport projects</b>																	
(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 NFN.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
<b>Highest priority projects currently being progressed</b>															
Broadland	North West Woodlands - delivery of new country park	West Broadland GI Plan	Land purchased	1100	750	CIL/Other	350				750	350			
Broadland	Green Loop - Bure Valley railway a140 Crossing	Green Loop	Feasibility	tbc		CIL/Other									
Norwich / Broadland	Lion Wood - SUDS project, to improve the drainage of water from Pilling estate through Lion Wood, enhancing and improving the biodiversity	Thorpe Ridge to The Broads via North Burlingham	Feasibility work about to commence.	260	10	Anglian Water @ NCC	250				10	100	150		
Norwich	Marriott's Way / Hellesdon Station Area	Marriott's Way and the Wensum	CIL offered. Awaiting confirmation of matched TCF funding.	453	£218k TCF, £2k Fringe / TCV	TCF / Fringe	0			-	55	311	87		
Norwich	Kett's Heights - to enhance and improve biodiversity and access	Thorpe Ridge - Norwich link	10k Neighbourhood CIL in 16/17 of which 90% delivered . Landscape and boundary condition reports underway for wider project.	305	12	Friends of Ketts Heights	293					150	155		
Norwich	Riverside Walk Missing Link Duke St to St George's St	Norwich - Wensum Parkway	Feasibility	1,200	880	CIL / Other	320				100	1,100			
South Norfolk	Cringleford Connections and access scheme	Wymondham to Norwich A11 Corridor	Feasibility phase	120	60	CIL	60								
South Norfolk	Wymondham A11 Corridor GI study	Wymondham to Norwich A11 Corridor	Feasibility and design	TBC		BRP/ CIL/ Other									
Norfolk Council Council/ Broadland	Green Loop- connecting Broadland Way, Bure Valley Path and Marriotts Way	NE Norwich	Feasibility on-going	tbc		Other/CIL	tbc								
Norfolk Council Council	Burlingham Country Park	NE Norwich - East Broadland GI Plan	Feasibility at stage 1	tbc	0	Other/CIL	tbc								
Norfolk Council Council	Yare Valley Parkway	SW Norwich	Feasibility on-going	tbc		Other/CIL	tbc								
<b>Projects being progressed and delivered</b>															
Broadland	Great Plumstead Hospital - cycling and pedestrian enhancement and biodiversity project	Broadland		185		CIL/Other	185								
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	Strumpshaw Pit Circular Walk	East Broadland GI	Delivery underway	60	60	CIL/Other	0			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 Phase 2 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 Phase 2 Delivery	105	S106 ?	CIL/S106	105		35	35	35				
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	tbc	100	Intereg/NCC	tbc				100	900			

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	Marty's Marsh	East Broadland GI	In delivery phase	0		S106											
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	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	Haveringland 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							
Broadland	MW: Aylsham Gateway	Marriott's Way and the Wensum		30		CIL / other	30					30					
Broadland	MW: Crossing over Taverham Road in Drayton	Marriott's Way and the Wensum		100		CIL / other	100						100				
Norwich	Yare and Wensum Valleys Link (Norwich, Broadland and SNDC)	Norwich Fringe South	Commenced design. Some sub-projects at construction stage.	229	59	S106	170			75	154						
Norwich	20 Acre Wood - access improvement project and Niegbourhood CIL	Norwich Fringe South	Underway	100	72	Nbhd CIL @ strat CIL	28				90						
Norwich	Earlham Millennium Green Improvement Project: Phase 3	Norwich Fringe South	Porejct 80% complete	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 developer 30k CIL	-			1	29						
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		5	2	13	1,811						
Norwich	Castle Gardens Norwich	Norwich - Wensum Parkway	Design work commenced. Likely start on site in September 2020	220	£70 S106 / £150 CIL	CIL/S106	-			5	215						

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) Additional CIL funding awarded	342	342	CIL	-			63	267						
Norwich	MW: Inner Ring Road crossing	Marriott's Way and the Wensum		600		CIL / other	600								300	300	
South Norfolk	Frenze Beck - Restoration and access enhancement project	Diss	Project Delivery	40		CIL	40				40						
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/Other	30										
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 Design stage	0		CIL	-				98						
South Norfolk	Boudicca Way cycle route	GNGB Secondary Corridors	Preliminary design work	23		CIL	23				20	3					
South Norfolk	Boudicca Way links to development	GNGB Secondary Corridors	Preliminary design work	17		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	MW: Trim Track - Costessey	Marriott's Way and the Wensum		10		CIL	10				10						
South Norfolk	Wherryman's Way : Yare Valley Cycle Route	Yare Valley (Norwich to Yarmouth)	Project Delivery	23		CIL	23			8	15000						
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 South Norfolk	MW: Crossing Points Improvement Project	Marriott's Way and the Wensum		89	HLF bid for £10k	CIL / other	79		89								
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				
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				
<b>Projects expected to be delivered by development</b>																	
Broadland	North Sprowston and Old Catton GI Linkages - Focus on Church Lane	Norwich to The Broads (Mousehold Heath through the NEGT 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 NEGT 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 NEGT 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 NEGT 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 NEGT 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 NEGT 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 NEGT 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 NEGT 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 Pinebanks site secured through the grant of planning permission.			S106	0										
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 - NEGT 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
<b>Community Facilities</b>															
Broadland	Brook & Laurel Farm Community Building	Requires Project Brief / Feasibility	500	100	S106/CIL	370									x
Broadland	North Sprowston & Old Catton Community Space including library	Requires Project Brief / Feasibility	2,400	0	S106/CIL	2,400									x
Broadland	Rackheath Community Building	Requires Project Brief / Feasibility	500	0	S106/CIL	500									x
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			x						
Broadland	Great Plumstead Open Space / Community Orchard	Project Development	25	0	CIL	25			x	x					
Norwich	Earlham Park toilets	80	80	CIL n'hood	0			40	40						
Norwich	Strategic play (including 5 projects)	430	430	0	430			115	100	115	100				
<b>Libraries</b>															
Broadland	Expansion of Sprowston Library	Commencing planning			S106/CIL				X						
South Norfolk	Expansion of Long Stratton library	Awaiting developer contributions once development proceeds.			S106/CIL										
<b>Sports Facilities</b>															
Broadland	Extend and Refurbish Rackheath Pavilion	Requires Project Brief / Feasibility	TBC from feasibility		CIL n'hood	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									
Broadland	Modernisation of Hellesdon High School sports hall	TBC from feasibility			S106/ CIL										
Broadland	Gym and Dance Hall contribution Aylsham	Planning Permission Secured (District Reference: 20190804)	1626	1000	S106/Other	626						x			
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		S106/ CIL										
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		S106/ CIL										
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 complete, New Phase 3 being developed	6500	1000 CIL	CIL and other			x	x	x	x					
Broadland	Brundall 3G Football Pitch Sports HUB Yarmouth Road. Ready to select contractor	Design required	1400		S106				x	x						
Norwich	Football Pitch Improvements	Condition survey undertaken/project plan being written/dependent on Norfolk FA LFFP.	115	15	CIL/S106				40	40	35					
Norwich	Tennis court installation and improvements.	Project ready to go awaiting funding response from SE and Lottery Community Fund	435	320	City Council Capital, S106, Sport England?	115					435					
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											
South Norfolk	Improvements to Hales cricket and bowls clubhouse	Project subject to delays due to site access/utility issues.	160	130	CIL	30			1	29						
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	600			2000	1200	600					
South Norfolk	Improvements to Wymondham (Ketts Park) tennis clubhouse and courts	planning and funding in place, delivery imminent	300	300	S106, LTA, Sport England & CIL	0					300					
South Norfolk	Delivery of improvements to Crusaders RFC clubhouse	PP in place, funding now being secured. Delivery imminent	600	600	RFU, developer and CRFC & CIL	0					600					
<b>Waste Recycling Centres</b>																
Broadland	Mile Cross RC replacement A140/NDR	Funding approved. Planning required	2750		S106/NCC											
South Norfolk	Wymondham RC replacement	Funding approved. Planning required	2200		NCC											
South Norfolk	Hartford(Ketteringham RC replacement	Funding approved. Planning required	1925		NCC											
South Norfolk	Morningthorpe RC extension/relocation	Funding approved. Planning required	1650		NCC											

Policing															
Broadland	Vicinity of Postwick Junction- Police deployment base	Norfolk Constabulary Broadland Command Policing Plan	TBC		Other										x
Broadland	North Norwich- new facility to support planned growth		TBC		Other										
Broadland	Taverham- new facility to support planned growth		TBC		Other										
Health Care															
SN	IRU - NNUH	Project in progress- Site development			Trust Capital										
N	Norwich Community Hospital	Site development			TBC										
N	Hellesdon Hospital Phase 2	Site development			TBC										
N	Hellesdon Hospital	Project in progress- Site development			Gov Capital										
B	NN - Blofield Surgery extension				ETTF										
SN	SN - East Harling new build				TBC										
SN	SN - Mattishall Surgery new build				ETTF/Other										
SN	SN - Humbleyard Practice new build				TBC										
N	N - Oak Street Medical Practice (the new Mills Link project) extension				TBC										
N	N - Thorpewood extension				TBC										
N	N - Prospect Medical Practice extension				TBC										
N	Wave 4b Norwich Project (TBC)	Project in progress			Gov Capital										
SN	SN - Dereham Health Hub	Site Development			TBC										
B	Kelling Hospital redevelopment	Site Development			TBC										
SN	Minor injuries unit at Cromer Hospital into full UTC	Site Development			TBC										
B	Wave 4b North Norfolk Project (Rackheath) new build	Project in progress			Gov Capital										
SN	SN - Parish Fields (Diss) reconfiguration				ETTF										
SN	SN - The Grove Surgery extension				TBC										
SN	SN - Thetford Healthy Living Centre reconfiguration				TBC										
B	NN - Aylsham Market Surgery additional consulting rooms extension				TBC										
SN	Wave 4b South Norfolk Project (Attleborough) new build	Project in progress			Gov Capital										
B	NN - Acle Medical Partnership extension				ETTF/3PD										
B	NN - Coltishall Medical Practice reconfiguration				ETTF										
SN	SN - Shipdham Surgery				TBC										
B	NN - Reepham and Hungate Street Surgeries				TBC										
B	NN - Drayton Medical Practice				ETTF										
N	N - Lawson Road Surgery - internal refurb				TBC										
N	N - Old Catton Medical Practice				TBC										
N	N - Magdalen Medical Practice - extension				TBC										
N	N - Prospect Medical Practice - new build				TBC										
N	N - East Norwich Medical Partnership				TBC										
SN	SN - The Lawns (Diss)				TBC										
N	N - Taverham Partnership				TBC										
SN	SN - Diss Health Hub				TBC										
SN	Dereham Hospital redevelopment	Site development			TBC										
SN	CCS - Cringleford extension				Trust Capital										
B	NN - Aylsham Market Surgery				TBC										
N	N - Norwich Practices Health Centre (Rouen House)				TBC										
N	N - Woodcock Road Surgery				TBC										
SN	SN - Church Hill Surgery				TBC										
SN	SN - Harleston Medical Practice				TBC										
SN	SN - Long Stratton Medical Partnership				TBC										
SN	SN - Old Mill & Millgates Medical Partnership				TBC										
SN	SN - Wymondham Medical Partnership				TBC										

SN	SN - Shipdham Surgery				TBC												
N	NCH&C/NSFT Joint HQ				TBC												
GN	Master Planning for NCH, Dereham & Kelling Hospital redevelopments	Site Development			TBC												

## Education

District	Project/Scheme Description	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			2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
South Norfolk	Trowse New 210 Primary	on site with completion schedule Autumn 2020	5,000	800	4,200		0			1,720							
South Norfolk	Hethersett New 420 Primary	on site with completion schedule Autumn 2020	8,000	4,500	3,500		0		3,750	3,750							
Norwich	Bowthorpe infant and junior school expansion	Feasibility completed on existing schools awaiting housing growth	4,000	2,500		1,500	0					500	1,750	1,750			
South Norfolk	Hethersett Junior reorganisation	on site with completion scheduled Autumn 2021	4,100		3,100		1,000			500	1,800	1,800					
South Norfolk	Wymondham High Extension	On site completion late 2020	6,100	6,100			0			1,000	2,550	2,550					
South Norfolk	Wymondham New 420 Primary Silfield	Developed design underway but paused due to access and services	8,000	5,100	0		2,900					3,750	3,750				
South Norfolk	Mulbarton Primary expansion to 3FE	Masterplan complete. Awaiting pressure on pupil numbers	4,150			4,150					500	1500	2150				
Broadland	Little Plumstead VA Primary Extension to 420	Planning approval received. Awaiting pressure on pupil numbers	4,050	400		350	3,300		250	400		1,700	1,700				
South Norfolk	Hethersett High Academy expansion	On site completion Autumn 2020	8,000	1,754	5,036		1,210			2,000	3,000	3,000					
Broadland	Hellesdon New 420 Primary	Waiting for development to commence	8,000	0	0	8,000						500	3,500	4,000			
South Norfolk	Easton Primary Extension to 420	Awaiting further housing growth for permanent capital project	4,000	0	0	4,000						1,000	1,500	1,500			
South Norfolk	Hingham Primary Mobile Replacement/capacity increase to 210	Planning application made	1,000	0	0	221	779				450	450					
South Norfolk	Cringleford New 420 Primary	Design progressing awaiting access to site as set out in S106	8,000	0	0	8,000						500	3,500	4,000			
South Norfolk	Long Stratton New 420 Primary	Waiting for development to commence	8,000	0	0	8,000									500	3,500	4,000
Broadland	North Norwich New Secondary and existing schools	Feasibility underway for Sprowton High expansion and discussion on possible new site in North Norwich	26,000			26,000							2,600	2,600	2,600	7,800	10,400
Broadland	Blofield New 420 Primary	Discussions with Broadland/Parish on new site.	8,000			8,000					500	3,500	4,000				
Broadland	Brundall Primary extension to confirm 315 places	Planning application made	600			TBC											
Broadland	Beeston Park New Free School 420 Primary #1	Waiting for development to commence	8,000			8,000						500	3,500	4,000			

Broadland	South of Salhouse Road New 420 Primary	Waiting for development to commence	8,000			8,000							500	3,500	4,000	
Broadland	Beeston Park New Free School 420 Primary #2	Waiting for development to commence	8,000			8,000									500	7,500
Broadland	Rackheath New 420 Primary #1	Waiting for development to commence	8,000			8,000							500	3,500	4,000	
Broadland	Rackheath New 420 Primary #2	Waiting for development to commence	8,000			8,000										8,000
Broadland	Land East of Broadland Business Park New 420 Primary	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								
							2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
<b>Acle Neighbourhood Plan</b>															
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										
<b>Aylsham Neighbourhood Plan</b>															
Broadland	Create a cycleway linking Aylsham to the wider area and possibly, over time, connections to Norwich	Requires Project Brief / Feasibility			CIL and Other										
Broadland	Undertake Aylsham Town Traffic Plan to identify strategy options and proposals, such as a 'one'way' system,	Requires Project Brief / Feasibility			CIL and Other										
Broadland	Seek a pedestrian crossing on the A140 at the Bure Valley Railway to enable safe crossing and the continuation of the footpath and cycleway into Aylsham town centre from Hoveton	Requires Project Brief / Feasibility			CIL and Other										
Broadland	Incorporate 'dementia friendly' designs into new developments	Requires Project Brief / Feasibility			CIL and Other										
<b>Blofield Neighbourhood Plan</b>															
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													
<b>Brundall Neighbourhood Plan</b>																		
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													
<b>Drayton Neighbourhood Plan</b>																		
Broadland	Improve public parking facilities, without harming appearance/character of village	Requires Project Brief / Feasibility			CIL and Other													
Broadland	The creation of enhanced public realm on School Road -Fakenham Road to Hall Lane.	Requires Project Brief / Feasibility			CIL and Other													
Broadland	Improved visual and physical connections between the new public space and the Florence Carter Park and St Margaret's Church.	Requires Project Brief / Feasibility			CIL and Other													
Broadland	Tree planting in and around the village centre that reflects historic planting elsewhere in Drayton, allowing for views through spaces whilst creating a more pleasant environment.	Requires Project Brief / Feasibility			CIL and Other													
Broadland	comprehensive de-cluttering of the village centre and removal of unnecessary or obsolete street furniture	Requires Project Brief / Feasibility			CIL and Other													
Broadland	The creation of a new public space around the village cross capable of being used for a range of community events, informal meetings and social interaction.	Requires Project Brief / Feasibility			CIL and Other													
Broadland	protect/improve the network of formal and informal footpaths or cycling routes in Drayton	Requires Project Brief / Feasibility			CIL and Other													
Broadland	Improved road crossing opportunities and facilities on Fakenham Road	Requires Project Brief / Feasibility			CIL and Other													
Broadland	Improved signage and way-finding in the village centre and at key access points to footpaths and cycle routes such as connections with the Marriott's Way.	Requires Project Brief / Feasibility			CIL and Other													

Broadland	The creation of a new contiguous route running from the Low Road in the village centre to Drayton Wood and Canhams Hill and onwards to Hall Lane, School Road and Drayton Drewray and the Marriot's Way.	Requires Project Brief / Feasibility			CIL and Other													
Broadland	The introduction of safe, segregated cycle-ways on the existing network and as part of any new road schemes where appropriate.	Requires Project Brief / Feasibility			CIL and Other													
Broadland	The introduction of secure cycle parking at bus stops and village centre locations	Requires Project Brief / Feasibility			CIL and Other													
Broadland	Enhance the environment between Drayton Drewray, Drayton Wood and Canham's Hill to improve their connectivity.	Requires Project Brief / Feasibility			CIL and Other													
Broadland	Provision of safe pedestrian access to Drayton Drewray potentially including a crossing point across the Norwich Northern Distributor Route	Requires Project Brief / Feasibility			CIL and Other													
Broadland	limited formal car parking for visitors to Drayton Drewray to improve accessibility to all.	Requires Project Brief / Feasibility			CIL and Other													
Broadland	provide new or improved facilities likely to increase the use of the King George V Playing Field. This could include new sports pitches and associated facilities, new informal leisure and recreation areas or enhanced children's play equipment.	Requires Project Brief / Feasibility			CIL and Other													
Broadland	improve the safety for pedestrians and cyclists to existing formal and informal access and egress points to the King George V Playing Field.	Requires Project Brief / Feasibility			CIL and Other													
Broadland	The introduction of secure cycle parking at bus stops and village centre locations	Requires Project Brief / Feasibility			CIL and Other													
<b>Great and Little Plumstead neighbourhood Plan</b>																		
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													
<b>Hellesdon neighbourhood Plan</b>																		
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	Requires Project Brief / Feasibility	TBC			CIL and Other									
Broadland	New Scout headquarters	Requires Project Brief / Feasibility				CIL and Other									
Broadland	Outdoor recreation space with seating and public toilets	Requires Project Brief / Feasibility				CIL and Other									
Broadland	Identify new allotment sites	Requires Project Brief / Feasibility				CIL and Other									
Broadland	Provide additional education facilities - merge separate school sites to one	Requires Project Brief / Feasibility				CIL and Other									
Broadland	Expand primary health care provision, including parking for cars and bikes	Requires Project Brief / Feasibility				CIL and Other									
Broadland	Encourage evening bus service	Requires Project Brief / Feasibility				CIL and Other									
Broadland	Provide community transport scheme	Requires Project Brief / Feasibility				CIL and Other									
Broadland	Review impact of NDR on traffic in village	Requires Project Brief / Feasibility				CIL and Other									
Broadland	Improve pedestrian safety - speed limit warning signs, safe crossings over Holt Road	Requires Project Brief / Feasibility				CIL and Other									
Broadland	Develop recreation walks	Requires Project Brief / Feasibility				CIL and Other									
Broadland	Tree planting	Requires Project Brief / Feasibility				CIL and Other									
Broadland	Signage for locally important heritage sites	Requires Project Brief / Feasibility				CIL and Other									
Broadland	Improve aesthetic qualities of village, particularly for public realm on Holt Road	Requires Project Brief / Feasibility	TBC			CIL and Other									
Old Catton neighbourhood Plan															
Broadland	Junction Improvements at St Faiths Road and Fifers Lane	Requires Project Brief / Feasibility	TBC			CIL and Other									
Broadland	St Faiths Road and Lodge Lane Junction	Requires Project Brief / Feasibility	TBC			CIL and Other									
Broadland	Address traffic volumes, speed reduction and safe crossing on 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										
Wroxham Neighbourhood Plan																
Broadland	Public realm improvements	Requires Project Brief / Feasibility														
Broadland	Ensure that gaps between neighbouring settlements remain in accordance with HBE5	Requires Project Brief / Feasibility														
Broadland	Work with existing community buildings to recognise their potential	Requires Project Brief / Feasibility														

Broadland	Investigate the potential for further public open space, to be owned/leased by the Parish Council	Requires Project Brief / Feasibility																	
Broadland	Secure an additional riverside recreation area, which can be easily accessed by all.	Requires Project Brief / Feasibility																	
Broadland	Work with landowners, Norfolk County Council and neighbouring parishes to create a green loop for walkers and cyclists, away from the A1151	Requires Project Brief / Feasibility																	
Broadland	Work with Norfolk County Council to consider further crossing points.	Requires Project Brief / Feasibility																	
Broadland	Investigate potential for further public access to the River Bure and the Broads.	Requires Project Brief / Feasibility																	
<b>Cringleford Neighbourhood Plan</b>																			
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)																	
<b>Easton Neighbourhood Plan</b>																			
South Norfolk	New developments should respect and retain the integrity of East as a distinct settlement, and avoid coalescence between Costessey and Easton.		TBC																
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																	
<b>Mulbarton Neighbourhood Plan</b>																		
South Norfolk	Improved car parking management around the schools/GP surgery																	
South Norfolk	An improvement at the B1113/A140 Harford Bridge junction																	
South Norfolk	Improved footway and road maintenance in the village																	
South Norfolk	Reduced traffic speeds on existing residential streets and lanes in the village																	
South Norfolk	Cycle routes to Hethel Engineering Centre/Lotus and Norwich																	
South Norfolk	An improved bus service																	

For more information or if you require this document in another format or language, please phone:

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Greater Norwich Infrastructure Plan  
May 2020

