

Greater Norwich Growth Board

Date: Thursday, 17 June 2021

Time: 10:00

Venue: Virtual - Microsoft Teams

Board Members:

Norwich City Council:

Councillor Alan Waters (chair elect)

South Norfolk Council:

Councillor John Fuller (vice chair elect)

Norfolk County Council:

Councillor Andrew Proctor (chair)

Broadland District Council:

Councillor Shaun Vincent

**New Anglia Local Enterprise
Partnership:**

C J Green

Officers:

Stephen Evans
Graham Nelson

Trevor Holden
Phil Courtier

Tom McCabe
Vince Muspratt

Trevor Holden
Phil Courtier

Chris Starkie

Jobs, homes and prosperity for local people



NORWICH
City Council



Norfolk County Council

NEWANGLIA
Local Enterprise Partnership
for Norfolk and Suffolk

Agenda

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1 Handover

Handover of chair from Councillor Proctor, Norfolk County Council, to Councillor Waters, Norwich City Council.

Confirmation of Councillor Fuller, South Norfolk Council as vice chair.

2 Apologies

To receive apologies for absence

3 Declarations of interest

(Please note that it is the responsibility of individual members to declare an interest prior to the item if they arrive late for the meeting)

4 Minutes

5 - 8

To approve the accuracy of the minutes of the meeting held on 18 March 2021

(The exempt minute for this meeting is agenda item 10)

5 Greater Norwich Infrastructure Plan 2021

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Phil Courtier, Director of Place, Broadland and South Norfolk District Councils

6 Greater Norwich Sports and Physical Activity Strategy

107 - 114

Graham Nelson, Executive Director of Development and City Services, Norwich City Council

7 Greater Norwich City Deal Borrowing

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8 Date of next meeting

30 September at 14:00

Venue will be either at City Hall, St Peters Street or virtual (to be confirmed)

9 Exclusion of the public

Consideration of exclusion of the public.

EXEMPT ITEMS:

(During consideration of these items the meeting is not likely to be open to the press and the public.)

To consider whether the press and public should be excluded from the meeting during consideration of an agenda item on the grounds that it involves the likely disclosure of exempt information as specified in Part 1 of Schedule 12 A of the Local Government Act 1972 or it being confidential for the purposes of Section 100A(2) of that Act.

In each case, members are asked to decide whether, in all circumstances, the public interest in maintaining the exemption (and discussing the matter in private) outweighs the public interest in disclosing the information.

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***10 Exempt minutes 18 March 2021**

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- This report is not for publication because it would disclose information relating to the financial or business affairs of any particular person (including the authority holding that information) as in para 3 of Schedule 12A to the Local Government Act 1972.

Date of publication: **Wednesday, 09 June 2021**

FOR FURTHER INFORMATION PLEASE CONTACT:

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Access



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Greater Norwich Growth Board Meeting Minutes

Date: Thursday 18 March 2021

Time: 2.00pm

Venue: Online; virtual Teams Live meeting

Present:

Board Members:

Broadland District Council:

Cllr Shaun Vincent

Norwich City Council:

Cllr Alan Waters

South Norfolk Council:

Cllr John Fuller

Norfolk County Council:

Cllr Andrew Proctor (Chair)

New Anglia LEP

CJ Green

In attendance:

Hollie Adams

Harvey Bullen

Grace Burke

Ruth Oyeniya

Matt Tracey

Officers:

Trevor Holden
Phil Courtier

Graham Nelson
Stephen Evans

Trevor Holden
Phil Courtier

Vince Muspratt

Chris Starkie

Committee Officer, Norfolk County Council
(clerking)

Director of Financial Management, Norfolk County Council

Greater Norwich Project Team Leader, Norfolk County Council

Greater Norwich Senior Project Officer, Norfolk County Council

Growth and Infrastructure Group Manager, Norfolk County Council

1. APOLOGIES

- 1.1 Apologies were received from Judith Davison.

2. DECLARATIONS OF INTEREST

- 2.1 No interests were declared.

3. MINUTES

- 3.1 The minutes of the meeting held on 1 December 2020 were agreed as an accurate record.

4. GREATER NORWICH ANNUAL GROWTH PROGRAMME

- 4.1 The Greater Norwich Growth Board received the report confirming the Greater Norwich Annual Growth Programme outlining the new projects prioritised for delivery in 2021-22 and to be funded, either wholly or in part, by the Infrastructure Investment Fund.
- 4.2 The Greater Norwich Growth Board **AGREED** the Greater Norwich Annual Growth Programme 2021/22.

5. LONG STRATTON BYPASS CITY DEAL LOAN DRAW DOWN

- 5.1 The Greater Norwich Growth Board received the report outlining the details of the borrowing facility, a summary of the Long Stratton Bypass budget, forecasting the loan repayments that would be required to be paid from the Infrastructure Investment Fund and setting out the future decision-making process.
- 5.2 Norfolk County Council had submitted its outline business case for the scheme on 15 January 2021 and were awaiting the outcome from the Department for Transport (DfT). The report sought approval from the Board to draw down the City Deal loan subject to all partners entering into a loan agreement.
- 5.3 The following points were discussed and noted:
- Cllr Alan Waters stressed the importance for Norwich of the Transport for Norwich Strategy being in place in the same timeframe as this scheme to ensure coherence with the Western Link and the Long Stratton Bypass. Graham Nelson confirmed a timetable was in place between District Councils and Norfolk County Council to progress the Transport for Norwich Strategy.
 - The Transport for Norwich Strategy was related to the Transforming Cities Funding (TCF) work but the TCF would be delivered over the next 2 years while the road schemes would be delivered over a longer period, meaning a strategy would need to be drawn up looking ahead and defining aims, modal shift and ambitions related to climate change and government initiatives.
 - Officers confirmed that the developer contribution outlined in sections 3.3 and 3.5 of the report was an additional contribution, separate to the CIL supported borrowing
 - Officers had met to discuss supporting requirements around governance and reported there was a clear shared ambition around the timeframe for the

delivery of the Transport for Norwich Strategy.

- South Norfolk Council was underwriting developer contributions. In the event of any shortfall in this contribution, CIL or other developer arrangements may be required to recover these costs in due course.
- £10m had been allocated for the project but £6.7 was projected at this time. Board Members felt that if the full £10m was required they would like to know the factors which influenced this.

5.4 The Greater Norwich Growth Board:

- (i) **RECOMMENDED** that the City Deal loan is drawn down to support delivery of Long Stratton Bypass, subject to all partners signing a supporting legal agreement and agreement by all partner authorities' Full Councils.
- (ii) **INSTRUCTED** the Infrastructure Delivery Board to progress the legal agreement which will commit the Greater Norwich partners to underwrite future loan repayments.

6. EXCLUSION OF THE PUBLIC

6.1 The Greater Norwich Growth Board **AGREED** to exclude the public from the meeting under section 100A of the Local Government Act 1972 for consideration of items 7, "City Deal Borrowing", and 8, "Exempt Minutes of meeting held on 1 December 2020", on the grounds that they would involve the likely disclosure of exempt information as defined by paragraph 3 of Part 1 of Schedule 12A to the Act, and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

6.2 The public session concluded 14:18

7. CITY DEAL BORROWING

7.1 The Greater Norwich Growth Board received and discussed the exempt report "City Deal Borrowing".

7/2 The Greater Norwich Growth Board **AGREED** the recommendations as set out in the exempt report.

8. EXEMPT MINUTES OF MEETING HELD ON 01 DECEMBER 2020

8.1 The Greater Norwich Growth Board **agreed** the exempt minutes of the meeting held on 1 December 2020 as an accurate record.

The meeting concluded at 15:06

Greater Norwich Infrastructure Plan 2021
*Phil Courtier, Director of Place,
Broadland and South Norfolk District Councils*

Summary

This report introduces the Draft Greater Norwich Infrastructure Plan (GNIP) 2021.

Recommendations

- (i) The board is recommended to accept the Draft GNIP 2021 (appended to the report).
- (ii) The board is asked to note that by accepting the GNIP this will initiate the opening of the 'call for projects' for the Infrastructure Investment Fund (IIF-strategic pooled CIL).

1. Introduction

- 1.1 The Greater Norwich Infrastructure Plan (GNIP), provides a high level summary of all infrastructure that is required to support growth within Greater Norwich, as planned within the adopted Joint Core Strategy.
- 1.2 The 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.
- 1.3 The GNIP outlines funding arrangements including the City Deal, New Anglia LEP Growth Deal, Community Infrastructure Levy, Transforming Cities plus other thematic funding streams.
- 1.4 Whilst there is a range of thematic based mechanisms supporting the delivery of infrastructure within Greater Norwich, the GNIP's main focus is with green infrastructure, transport, schools and community facilities (which includes libraries, sports, recreation and neighbourhood plans)

2. Development of the Draft GNIP 2021

- 2.1 This version supersedes the GNIP published in June 2020. The current update has been informed by:
 - A programme of green infrastructure projects developed by the Green Infrastructure Programme Team;
 - An updated transport programme developed through the Transport for Norwich co-ordination group;
 - An updated capital programme for education;
 - Updated detail on community projects;
 - Infrastructure identified in adopted and emerging Neighbourhood Plans.

- Information supplied by project delivery teams both internally and externally to the GNGB districts.
- Thematic strategic priorities which projects will later be measured against during the assessment process for the Infrastructure Investment Fund.
- A brief update regarding the emerging Greater Norwich Local Plan together with its key diagram.

3. Acceptance of the Draft GNIP 2021

- 3.1 The GNIP informs the development of the Greater Norwich 5 Year Infrastructure Investment Plan and in turn the allocation of Community Infrastructure Levy through the Infrastructure Investment Fund (IIF-strategic pooled CIL).
- 3.2 Once the Draft GNIP 2021 is accepted by the GNGB, this will initiate the opening of the 'call for projects' and the Greater Norwich partner authorities are welcomed to submit an application for CIL funding through the IIF.
- 3.3 The Draft GNIP 2021 is appended to the report.

4. Future publications of the GNIP

- 4.1 As detailed within chapter 5 of the GNIP 2021, extensive work has already been undertaken to plan the growth beyond the adopted Joint Core Strategy (JCS) period. The emerging Greater Norwich Local Plan will extend the JCS's growth targets by another twelve years, to 2038.
- 4.2 The Infrastructure Delivery board have therefore instructed that a review of the GNIP should be undertaken so that future versions align more closely with the emerging local plan whilst also moving to a more digitised format that is visual, accessible and easier to understand. It is expected that the GNIP 2022 will look quite different.

5. Recommendations

- 5.1 (i) The board is recommended to accept the Draft Greater Norwich Infrastructure Plan 2021.
- (ii) The board is asked to note that by accepting the GNIP this will initiate the opening of the 'call for projects' for the Infrastructure Investment Fund.

6. Issues and Risks

- 6.1 **Other resource implications (staff, property)**
The opening of the 'call for projects' will be managed by the existing resource within the Greater Norwich Project Team.
- 6.2 **Legal implications**
None identified
- 6.3 **Risks**
None identified
- 6.4 **Equality**
None identified

6.5 Environmental implications

Any project environmental impact analysis will be undertaken by the thematic groups as required and is not considered within the GNIP.

Officer Contact

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

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Greater Norwich Growth Board

Greater Norwich Infrastructure Plan

June 2021



Jobs, homes, prosperity for local people

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This section lists all projects identified within agreed neighbourhood plans.	

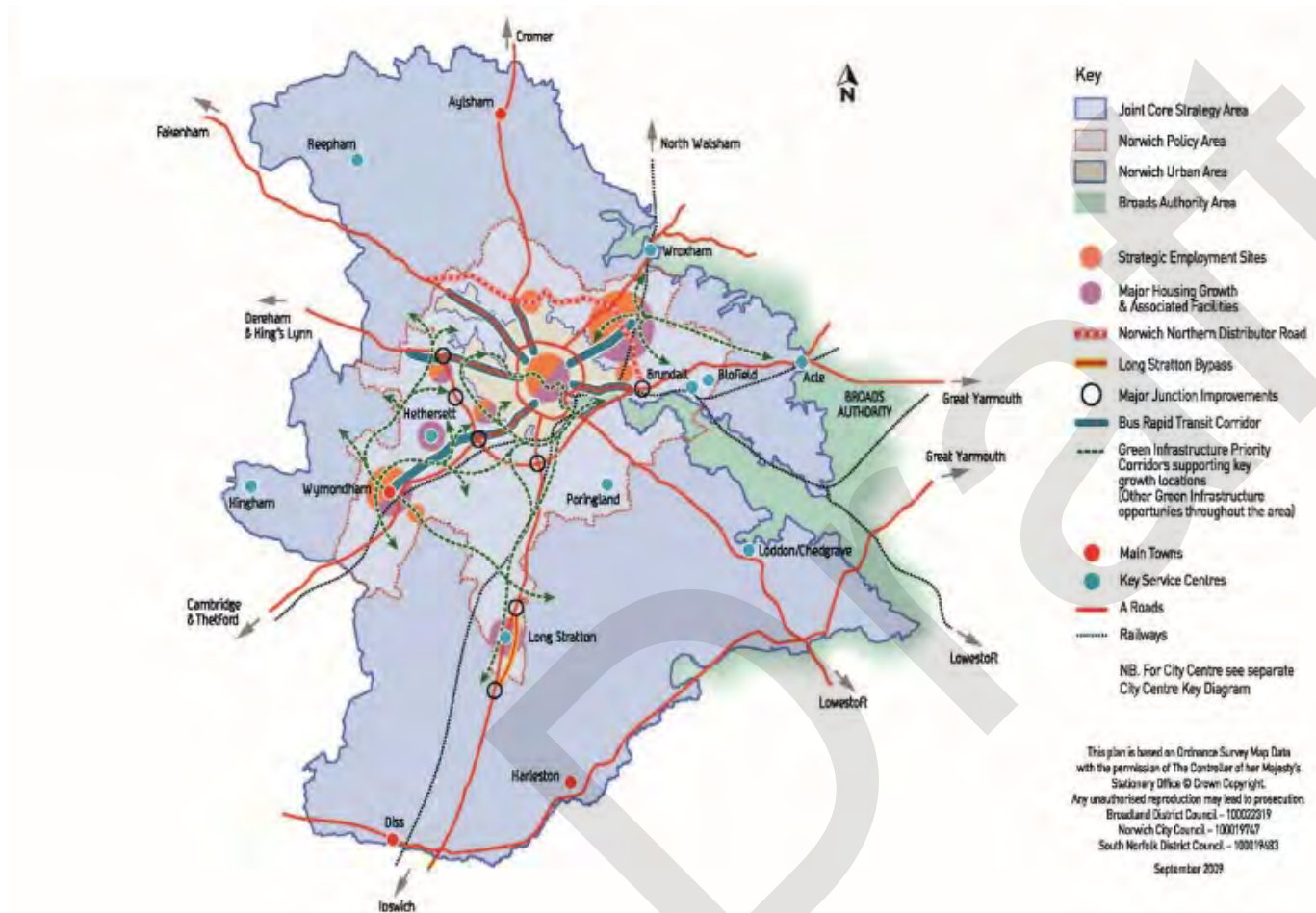
1. Introduction

- 1.1 The Greater Norwich area, covering the districts of Broadland, Norwich and South Norfolk, is a key engine of growth for the United Kingdom. The [Joint Core Strategy](#) for the area (JCS) aims to deliver 27,000 jobs and 37,000 homes between 2008 and 2026¹. Greater Norwich is one of the fastest growing areas in the country and has established itself as a leader in health and life sciences, digital creative technologies 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 to coordinate 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 as Greater Norwich's current adopted strategy along with subsidiary local plan documents. It also supports local strategic plans, local economic strategies, the Greater Norwich City Deal, the Norfolk and Suffolk Economic Strategy, the Local Industrial Strategy and the LEPs Restart Recovery Plan. It draws on this 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 (often through competitive bidding processes) 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), the emerging refresh of the strategy in the Greater Norwich Local Plan (see Figure 2), and 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 on significant sites over the next few years.

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

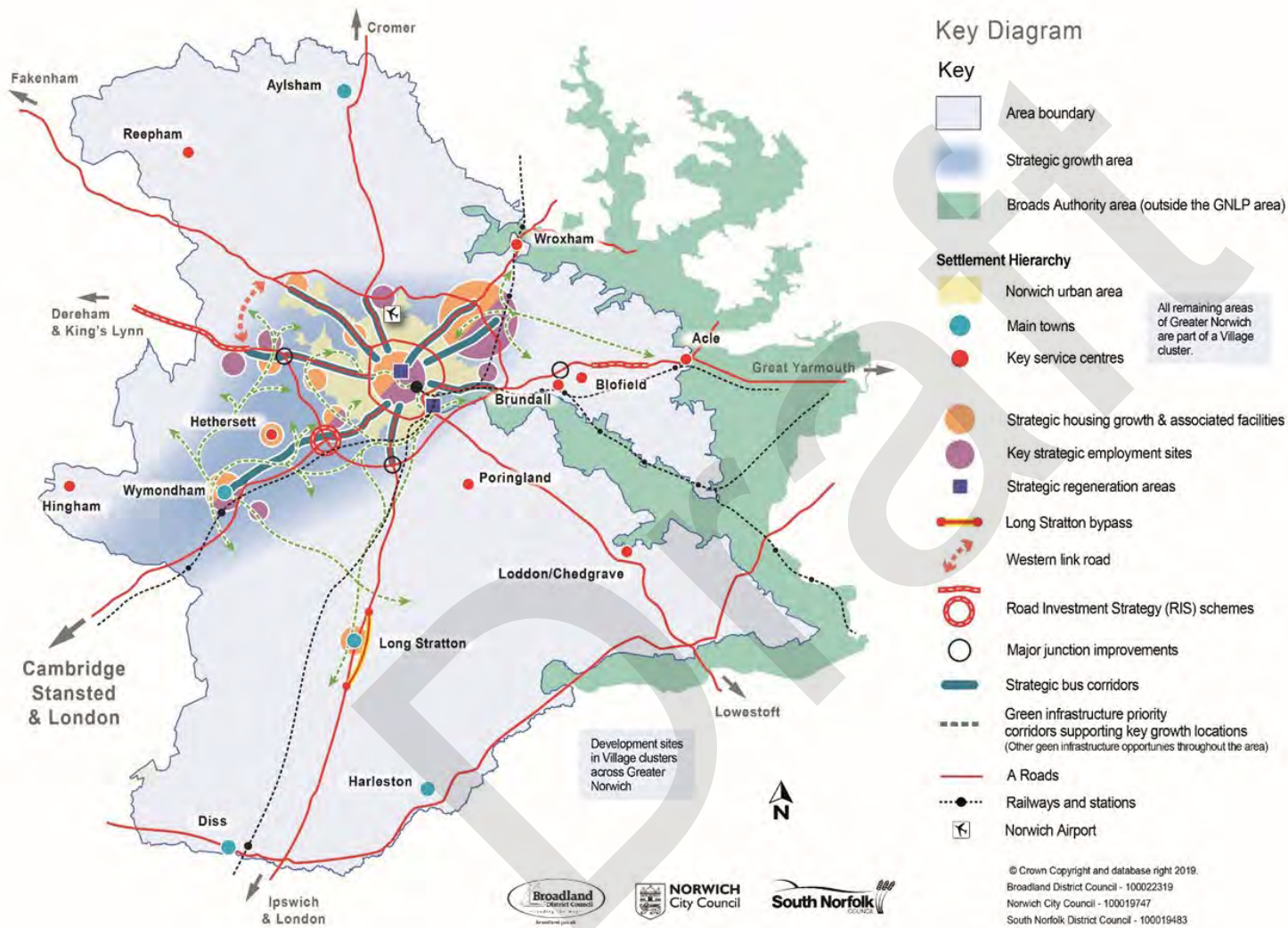
- 1.8 Many elements of key infrastructure can be implemented incrementally to reflect emerging patterns of growth. This includes:
- Enhancements to public transport corridors and the city centre transport network to deliver the key components that contribute towards the delivery of a reliable and efficient public transport network.
 - Enhancing the green infrastructure network.
 - Providing better cycling and walking infrastructure to maximise the benefits of active travel, extending cycle and walking networks that are already established.
- 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:
- National policy and events such as Brexit and the Covid-19 outbreak affect programme delivery and funding streams.
 - 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.
 - Opportunities will be taken to bring forward infrastructure as they arise. An example might be if government announces a funding bid and we are successful with an application.
 - Significant revisions in the timing of delivery can lead to the need for delivery alternations to be made in response to changes that have occurred in the interim period.

Figure 1: Joint Core Strategy key diagram.



Please note that the Joint Core Strategy is Greater Norwich’s currently adopted plan. The map above will be superseded by the emerging Greater Norwich Local Plan’s (GNLP) Key Diagram on its adoption, scheduled for late 2022. The Key Diagram of the draft GNLP, which should be submitted for examination in summer 2021, is shown in Fig 2.

Figure 2: Draft GNLP Key Diagram



- 1.11 The Greater Norwich Local Plan extended the planning for growth over and above that which is already adopted within the JCS. Referred to as the emerging Growth Strategy, it plans for 33,000 new jobs and makes provision for 49,500 new homes (to ensure the identified need of 40,550 is met) from 2018 to 2038. It retains the main growth focus from the JCS on the south-west to north-east axis, defined in the GNLP as the Strategic Growth Area (SGA). This contains 74% of the growth in the plan including:
- The main Cambridge Norwich Tech Corridor area: an area which includes Norwich, the North East Growth Triangle, the remainder of the Norwich Fringe, Hethersett and Wymondham.
 - All the key strategic employment areas in the plan.
 - All but one of the strategic scale housing growth locations (the exception is Long Stratton).
 - High quality public transport, road and cycling infrastructure (both existing and planned).
 - The great majority of brownfield sites in the area, including strategic regeneration areas at East Norwich and the North City Centre.
- 1.12 Identifying the SGA promotes the strategic economic strengths and sectors of Greater Norwich. By linking to other regional growth corridors, it places Greater Norwich firmly on the national stage for growth and boosts its access to external funding.

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 GNGB is a partnership that is unlike any other in the UK. They have chosen to work together to accelerate the delivery of infrastructure within the wider Greater Norwich area, because they truly understand the benefits that can be achieved by looking beyond individual administrative boundaries.
- 2.3 Since the establishment of the GNGB in 2014, their partnership working practices and particularly the pooling arrangements of Community Infrastructure Levy (CIL) contributions within the Infrastructure Investment Fund (IIF), are now considered an exemplar model of working. They have been cited by the Planning Advisory Service (PAS) as a partnership who are pursuing ambitious growth agendas under strong strategic leadership and cross boundary collaboration. They also became the winners of the partnership working category at the 2020 national Planning Awards. An accolade that has confirmed that their unique working arrangement is to be celebrated.
- 2.4 The partnership looks forward to continuing to work together to pool their shared skills and resources, leveraging additional funding, increasing delivery outcomes and driving forward the adoption of their emerging Greater Norwich Local Plan, which will extend their joint planned period till 2038.
- 2.5 Since 2014, the partnership has allocated over £21m of IIF funding and £40m of CIL supported borrowing which has levered in at least an additional £180m to deliver infrastructure projects within the Greater Norwich area.
- 2.6 The City Deal identified a £440m infrastructure investment programme developed from the JCS Infrastructure Framework. To help fund the programme a forecasted £74m² of CIL has been identified from the housing trajectory. The GNGB work collaboratively to close the gap in funding by identifying and prioritising projects, lobbying and identifying alternative funding and on occasion borrowing in order to support its delivery. A non-exhaustive list of other funding sources includes:
- Growing Places Fund
 - City Deals
 - Business Rates Pool (BRP)
 - Growing Business Fund
 - Enterprise Zone accelerator fund
 - Enterprise Zone business rates retention challenge fund
 - Local Major Transport Schemes
 - New Anglia Local Enterprise Partnership (NALEP)

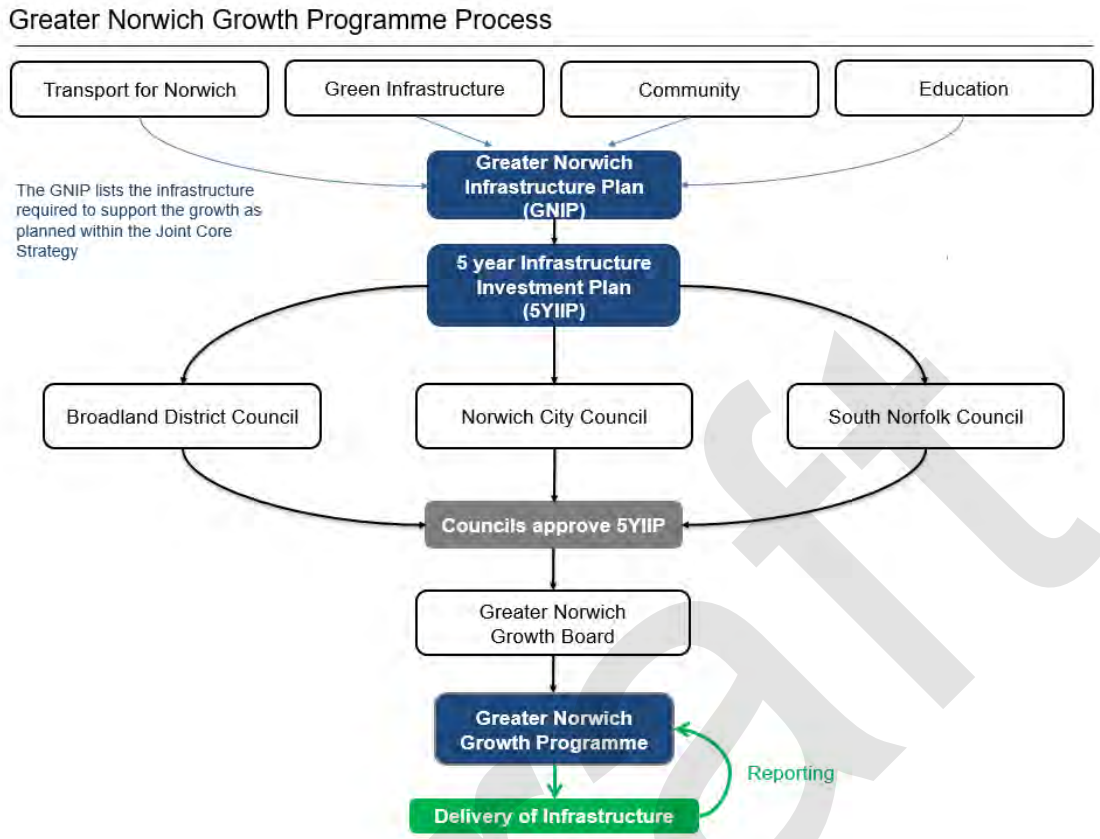
² *The complexity of CIL forecasting leads to a very high margin of error in any projections, either up or down. This forecast has been calculated prior to knowing the full effects of the Covid-19 outbreak on CIL income.

- Homes England
- Housing Infrastructure Fund
- National Productivity Investment Fund (NPIF)
- Transforming Cities Fund
- Active Travel Fund
- Government Major Road Network
- Access for All
- Capability Fund
- Future High Streets Fund
- Sovereign Wealth
- Industrial Strategy related funding
- Norfolk Strategic Fund
- The Leveling Up Fund
- Capacity Building Fund
- Towns Fund Deal
- Shared Prosperity Fund
- Community Renewal Fund

2.7 Estimates for the total forecast amount of CIL collected over the plan period have reduced over previous years. This is due in part to the increase in CIL exemption categories, but also due to officers now having a greater understanding of the complex nature of CIL and therefore improving the way in which the forecast is calculated. The GNGB were planning to undertake a review of CIL alongside the development of the Greater Norwich Local Plan, but this was put on hold following the publication of the [Planning For The Future](#) white paper in August 2020, which proposes the cessation of CIL in favour of a new Infrastructure Levy. More details regarding this change are expected to be published by Government in summer 2021.

2.8 The GNIP's 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 process for agreeing this programme is explained in Figure 3.

Figure 3: Greater Norwich Growth Programme process



Progress on delivering key infrastructure

- 2.9 The Government committed to a series of improvements to the A47, to be delivered by Highways England. These include dualling schemes either side of Norwich, at Blofield to Burlingham and Easton to Tuddenham, both to be delivered in the spring 2023 to 2024/25 period.
- 2.10 A major improvement at the Thickthorn junction to address existing and future congestion problems has also been included in the Highways England A47 corridor improvement programme. The scheme has a construction period from spring 2023 to 2024/25.
- 2.11 Delivery of the Transport for Norwich (TfN) programme is a [New Anglia Strategic Economic Plan](#) priority and remains a priority in the [Norfolk and Suffolk Economic Strategy](#). New Anglia LEP's Growth Deal One (July 2014), and the later Growth Deal Two (February 2015), confirmed Local Growth Funding (LGF) of £13m, which helped fund scheme delivery in the period 2015-2020. 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.
- 2.12 The current TfN programme includes funding of:
- £6.1m from the Department for Transport's Transforming Cities Fund (TCF) – Phase 1
 - £32.2m from the Department for Transport's Transforming Cities Fund (TCF) – Phase 2
 - £1.5m from the Department for Transport's Active Travel Fund
 - £0.3m from the Department for Transport's Capability Fund
 - £18.8m private contributions, of which £18m is from First Bus for investment in new buses and service enhancements
 - £7.9m from local contributions
- This enables the delivery of transport infrastructure schemes within the TfN area for the period 2020-2023.
- 2.13 Recent highway improvement schemes and initiatives that have been delivered using the TCF funding include the following:
- Implementation of a bike share scheme with Beryl across Greater Norwich that incorporates bikes, e-bikes and e-scooters (the latter being part of the national government e-scooter trials).
 - Improvements to Norwich Bus Station, which included larger and refurbished toilets, improved lighting and seating and enhanced travel information.
 - 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.
 - Provision of a safer and more direct cycle and pedestrian route along the Marriott's Way.
 - Improvements to key sections of the Blue, Green and Yellow pedalways, including Newmarket Road, Earlham Road and through Eaton village.

- A 'flagship' off-carriageway cycleway linking Wymondham to Hethersett.

2.10 The TCF 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. Schemes that will be delivered over the period 2020-2023 include the following:

- Improvements to walking, cycling provision and public realm in Tombland.
- A contraflow lane to provide cyclists and bus passengers with a more direct and improved access to the rail station and city centre along Thorpe Road.
- Improved bus stop infrastructure, pedestrian and public realm facilities through the busy heart of the city centre.
- Widened pavements and an improved cycle and pedestrian environment along King Street improving the connection between cultural institutions, substantial new residential developments and the city centre.
- Improved access and facilities at Norwich Bus Station and Norwich Rail station, new transport interchanges at the Norfolk & Norwich University Hospital and at Bowthorpe, and works at Wymondham rail station to enable the Cambridge-bound platform to be fully accessible.
- Interventions within the Norwich Lanes area of the city that will improve the environment for walking and cycling.
- Improvements to cycle and pedestrian facilities along the Marriott's Way.
- Provision of a new transport link between the International Aviation Academy / Airport industrial estate and Norwich International Airport for buses, pedestrians and cycles.
- Works on key junctions at Heartsease and Kett's Hill to address poor accident records.
- Expansion of Thickthorn Park and Ride site.
- Bus priority at traffic signals and along key radial public transport routes into the city.
- Provision of new and transformative wayfinding infrastructure.

2.11 The County Council was successful in securing indicative funding of £1.5m from the Active Travel Fund, with the intention to deliver the following:

- Mandatory cycle lanes on Heartsease Lane, St Williams Way and Ipswich Road.
- Review the temporary traffic restrictions on Exchange Street and St Benedicts Street (introduced under the Emergency Active Travel Fund) and make a permanent arrangement.
- Deliver a programme that enables people to make a shift in their travel behaviour, reducing the reliance on private car use.

2.12 The County Council has secured indicative funding of £0.3m from the Capability Fund and it is the intention that this will be used to deliver a countywide Local Cycle and Walking Infrastructure Plan (LCWIP). It is anticipated that further government funding for delivery will be secured but at present details about this are not known.

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 provides more detail regarding the themes that are prioritised within Greater Norwich's adopted CIL charging policy. These 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 the planned growth, but they are funded and delivered by other means. Project-specific delivery details feature in the Infrastructure Framework within Appendix A.

Green Infrastructure

- 3.3 Green Infrastructure is the provision of multi-functional green spaces to meet a wide range of social, economic and environmental needs. The most comprehensive green infrastructure evidence for the Greater Norwich area is the Greater Norwich Green Infrastructure Strategy 2007, which was prepared as an evidence document for the JCS and has since guided planning policies and the long-term delivery of the network. Work to update the 2007 Strategy and the identification of a green infrastructure delivery plan is currently being scoped.
- 3.4 The 2007 Plan focused 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 significant housing growth:
- 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).
 - Broadland Country Park (funded and in delivery phase).
- 3.5 The projects in the GNIP are affected by various policy streams; they are informed by the need to mitigate potential impacts on Natura 2000 sites under the Habitats Regulations as well as the creation of Nature Recovery Networks as part of the Government's [25 Year Environment Plan](#). In January 2020, the Government also published the [Environment Bill](#), which is anticipated to become legislation later this year. This includes the need to leave the natural environment in a measurably better state than beforehand, in doing so achieving Biodiversity Net Gain. Green Infrastructure initiatives should aim to work towards bringing back and enhancing wildlife, particularly to areas that aren't necessarily accessible to the public. In addition, housing growth brings

increased demand for adequate and appropriate provision of public access points, routes and services. It is also a key concern that enough high-quality green space is available for the outdoor recreation needs of the growing population. These aims can be effectively delivered through management of the existing green infrastructure network and developing improvements to the provision of multi-purpose green spaces and networks.

3.6 Strategic priorities:

- Projects that support delivery of Biodiversity Net Gain, and other biodiversity enhancements.
- Projects which support the delivery of, or connectivity to the Green Loop.
- Projects which support the access and connectivity to the Wensum Riverside Walk, from Hellesdon to Whitlingham.
- Projects which support the access and connectivity to the Red pedalway (which includes Marriott's 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

3.7 Provision is guided by the Local Transport Plan and the transport strategy for the Norwich area, both of which are under review. The Norwich Area Transportation Strategy (NATS) will be replaced by the Transport for Norwich strategy (TfN). The following guiding principles and delivery themes 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.
- 3.8 Scheme objectives consistent with the requirements of the Transforming Cities Fund (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.
- 3.9 The delivery of transport schemes in 2019/20 and 2020/21 funded through the TCF is outlined within Section 2 of this report. Section 2.10 details the schemes that will be delivered in the period 2021/22 – 2022/23 through both TCF and the Active Travel Fund.
- 3.10 The construction of a new Norwich Western Link (NWL) highway is being promoted, which will link the Broadland Northway with the A47 to the west of Norwich. In May 2020, the Department for Transport (DfT) approved the Strategic Outline Business Case submitted by Norfolk County Council, meaning that the project has conditional entry into DfT's 'Large Local Majors' funding programme and funding of £1m was secured to continue developing the project. Work to develop the Outline Business Case and the procurement of a contractor is due to complete in June 2021
- 3.11 A bypass for Long Stratton is also being promoted. This is required to deliver the housing in the village as well as to improve the major road connection. An Outline Business Case was submitted to government in January 2021; it already having secured entry into DfT's Major Road Network funding programme. More detail is given in Section 4.
- 3.12 TfN will continue to work with Highways England, Network Rail and bus and rail operators on the delivery of essential transport infrastructure.

Education

- 3.13 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.

- 3.14 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.

Community infrastructure

- 3.15 Parishes will receive 15% of the CIL to deliver community infrastructure projects that they deem necessary to support growth in their area. This rises to 25% where there is an adopted Neighbourhood Plan (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 to allocate this element of CIL income.

Sports and Recreation

- 3.16 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.
- 3.17 The Playing Pitch and Built Sports Facilities Strategy was adopted in 2014 and lead to the priorities as defined below. Delivery and monitoring of this strategy is overseen by the Sport and Physical Activity Working Group, who have recently secured match funding through Sport England to review and develop the 2014 Strategy using Sport England's Strategic Outcome Planning Guidance. A new Sports and Physical Activity Strategy is due to be completed by Spring 2022 and will result in a clear long-term plan, identifying how and where additional facilities should be prioritised.
- 3.18 Strategic priorities:
- Projects that improve the quality and capacity of sports facilities.
 - Projects that encourage adoption of healthier lifestyles through individual and community participation in sport and physical activity.
 - 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

- 3.19 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.
- 3.20 The Greater Norwich housing growth locations show an impact to the north east of Norwich centered around Rackheath, with an estimate of some 13,500 dwellings. This has previously been identified as an area that will require additional library facilities due to the scale and size of the development. It was previously recognised that the delivery of a library service from a multi-functional hub was important in this area. To make this happen the library service would need an appropriate site to be secured and funding to build the facility
- 3.21 The library service currently has a number of infrastructure projects progressing in the Greater Norwich area;
- The extension of Sprowston and Plumstead Road libraries.
 - The creation of additional meeting space along with the refurbishment of the first floor, combined with a change of shelving to produce a flexible public area at the Norfolk and Norwich Millennium library.
 - The provision of improved public toilet access at Taverham library.
- These projects are being funded by a combination of S106 monies and external funding.

Community Centres

- 3.22 Across the Greater Norwich area there are 30 community centres. These provide spaces for activities such as parent and toddler groups, parties, community events and exercise classes. In Broadland and South Norfolk most of these community centres (including the smaller village halls), are managed and maintained by parish and town councils themselves. Their maintenance is mostly funded by neighbourhood CIL income received by the parish or town council. Many of the centres in Norwich are run by charities to which the council lease or license the building on peppercorn rents, the centres that are subject to community asset transfer are fully repaired and maintained by the tenants.

Waste and recycling

- 3.23 Household waste is collected by Norfolk's district, borough and city councils. Norfolk County Council is responsible for the provision of Recycling Centres and for the disposal of the waste which cannot be recycled. There are currently 20 recycling centres across Norfolk providing places for residents to deposit waste for reuse, recycling or disposal.

- 3.24 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.
- 3.25 There are currently seven Recycling Centres in the Greater Norwich area, two of which are due to close with replacements underway:
- Norwich North, Norwich's Mile Cross Recycling Centre is due to close in Autumn 2021 but delivery works for its £2.75m replacement near the airport are already underway.
 - Norwich South, the smaller Ketteringham site is being replaced by a £1.9m site being built on an underused part of the Harford Park and Ride site.
- 3.26 Funding for these two new recycling centre sites has been allocated by Norfolk County Council in addition to that for an extension of Morningthorpe recycling centre.

Police, Ambulance and Fire services

- 3.27 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 Broadland Northway, 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.
- 3.28 Upgrades continue to be performed across the Norfolk Ambulance station estate with focus on improved sustainability and welfare for staff. A large investment has recently been completed in Longwater where facilities have been upgraded to support the Trust's ambitious vehicle preparation programme. Response locations are in review to ensure Ambulances are located to meet increasing patient needs in the area, including collaboration with Fire and Police services.
- 3.29 Norfolk Fire and Rescue Service undertake timely reviews of their community risk profile to take into account any significant changes which includes major developments, the outcome of this risk assessment will inform any required changes to fire cover where there is a forecasted reduction in emergency response times (time taken to get a fire engine to the scene of an emergency from time of call). Any changes will be subject to formal consultation through their Integrated Risk Management Plan.

Health

- 3.30 Health care facilities and the infrastructure needed to promote healthy lifestyles are both required. Health organisations across Norfolk and Waveney now work together as the Norfolk and Waveney Sustainability and Transformation Partnership (STP) and will become an Integrated Care System (ICS) by April 2022.

Health organisations involved with the STP in Greater Norwich include the following:

- Norfolk & Waveney NHS Clinical Commissioning Group
- Norfolk Community Health and Care NHS Trust
- East Coast Community Healthcare CIC
- 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 draft 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 emerging Greater Norwich Local Plan. 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 Infrastructure Delivery Plan reflects what is currently known but will require reviewing and updating annually.

- 3.31 The STP estates programme continues to engage with the Greater Norwich 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.

Housing

- 3.32 The Joint Core Strategy policy target, at the point of adoption, for delivery of affordable housing was 33% on qualifying sites. Later, Ministerial Statements and the National Planning Policy Framework increased the threshold above which affordable units should be delivered to only sites of 10 or more units. A Strategic Housing Market Assessment (SHMA) covering Greater Norwich (as well as Central Norfolk) was published in 2016 and updated in 2017. Further updates are in production to inform the GNLP examination. The emerging GNLP policy on affordable housing includes a target of 28% in the city centre and 33% elsewhere on major development sites. Until the GNLP is tested and adopted, affordable housing provision will continue to be considered by the individual district planning departments in accordance with policy requirements.

Electricity

- 3.33 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. It is expected that capacity issues will need to be addressed at Sprowston, Peachman Way (Broadland Business Park), Earlham and Cringleford, which serve a significant proportion of planned growth.
- 3.34 The study states that the network operators who are investing in new energy infrastructure in meeting their regulatory requirements, are not required to invest 'ahead of need'. Therefore, a development site with planning permission is not sufficient to force them to invest in extensive energy infrastructure. This will inevitably have an impact on the pace of growth.
- 3.35 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.
- 3.36 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.
- 3.37 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 2030. 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.
- Given the challenges highlighted above, some locations which are currently most suitable for additional development, where there aren't significant energy constraints:
- South-east and southern Norwich - particularly where load has been freed up by reductions in industrial usage.
 - Areas in the east of South Norfolk district, supplied by Ilketshall Grid.

Gas

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

Water

- 3.39 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.
- 3.40 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.

- 3.41 Norfolk Water Strategy Programme. This project is a partnership between Norfolk County Council, Water Resources East, Anglian Water and The Nature Conservancy. The Norfolk Water Strategy Programme will develop a county-wide sustainable water management plan for Norfolk which aims to secure access to good quality, long-term water resources for all water users while delivering environmental improvements at scale. A Water Fund will also be established, the first of its kind in the UK. Water Funds enhance financial and governance mechanisms which unite public, private and society stakeholders around a common goal to contribute to water security through nature-based solutions. The sustainable water management plan and water fund will be in place by October 2022.

Waste Recycling (wastewater)

- 3.42 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.
- 3.43 Developers are charged directly by Anglian Water for water to be supplied and for foul water to be drained, plus 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

- 3.44 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.
- 3.45 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.
- 3.46 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.
- 3.47 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

- 3.48 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.
- 3.49 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 completed spring 2020 and Superfast coverage had reached 95%.
- 3.50 As of March 2021 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=E1000020>
- Broadland – 95.95%
 - Norwich – 99.38%
 - South Norfolk – 94.79%
- 3.51 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%
- 3.52 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. At the end of March 2021 Gigabit capable coverage is:
- Broadland – 7.98%
 - Norwich – 6.38%
 - South Norfolk – 10.06%
- 3.53 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) capable 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.
- 3.54 In addition, the LFFN programme is designed to stimulate commercial investment and the Government offers Gigabit Voucher Schemes, which provides grants for businesses and residents to promote uptake of Gigabit capable broadband infrastructure. Vouchers can be pooled and details are available at <https://gigabitvoucher.culture.gov.uk/> at the time of writing, these are only available in rural areas.
- 3.55 In March 2020, the Government introduced a Broadband Universal Service

Obligation which will allow residents to request a minimum download speed of 10Mbps.

Mobile voice and data coverage

- 3.56 Norfolk County Council is working productively with mobile network operators to improve coverage and there is increasing evidence that this has been happening. 4G coverage has improved to 84.6% in 2020 and 5G is now available on some networks in parts of Norwich. 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 launched Shared Rural Network will inject £1bn of private sector and government funding into removing mobile telephony “not spots” in rural areas.
- 3.57 Norfolk County Council periodically measures coverage to quantify improvements and help direct network investments to where they are most needed.
- 3.58 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 is strategically planned to support Greater Norwich's planned growth, as shown in Figure 1. This chapter gives a delivery update of the key sites within the major growth locations which are under construction or likely to start on site in the near future.

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 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 schemes 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 2020:
- Over 7,000 dwellings had planning permission; and,
 - Planning applications had been lodged for a further 1,298 dwellings. At the time of writing permission has now been issued for 842 of these homes, with the remaining being subject to a Committee resolution to grant planning permission.
- 4.6 While delivery will span a number of years, many of the identified sites have now started on site or are expected to begin construction within the next 3 years. In addition, contracts have now been agreed with the development partner to deliver the major new settlement at North Rackheath, a planning application for which can be expected within the next 12 months.

4.7 Emerging developments in the north east sector are summarised in Table 1:

Table 1: North East sector – significant sites for early delivery

Site Location	Development	Status	Expected start
Beeston Park (Land North of Sprowston and Old Catton)	3,520 dwellings, employment, shops, services, cafes, restaurants and pubs, a hotel, two primary schools, community space	Outline Planning Permission Granted. Reserve Matters Application for Phase 1 Strategic Infrastructure Submitted.	2022/23
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. Construction of employment unit underway.	Commenced
Brook & Laurel Farms	600 dwellings and associated infrastructure including a link road between Plumstead Rd and BBP.	Permitted (pre-CIL)	TBC
Home Farm, Sprowston	164 Homes	Permitted (pre-CIL) 128 homes built as of 1 st April 2020	Commenced
Land adjacent to Salhouse Road (Rackheath)	89 dwellings and ancillary works	Permitted (pre-CIL) 79 homes built as of 1 st April 2020.	Commenced
Land East of Buxton Road (Spixworth)	Residential Development of 225 New Homes	Permitted	2021/22
Land South of Green Lane East, Rackheath	157 Dwellings together with Associated Access, Open Spaces & Infrastructure	Permitted	Commenced
Green Lane West, Rackheath	Construction of 322 Dwellings with Associated Access, Open Space,	Permitted	2022/23

	Landscaping, Associated Works & increasing Height of Bund to NDR		
Land South of Salhouse Road, Sprowston – Phase 1	Residential Development comprising 251 Houses & Associated Infrastructure	Permitted	Commenced
Land South of Salhouse Road, Sprowston – Phase 2	Residential development of 365 dwellings & associated infrastructure, including elements of the Growth Triangle orbital link road.	Permitted	2021/22
Land South of Salhouse Road, Sprowston – Phase 3	Residential development of 535 dwellings & associated infrastructure, including land for Primary School	Permitted	Commenced
Land North of Smea Lane, Great Plumstead	Development of up to 272 residential dwellings, 2ha site for Primary School, Public Open Space and associated infrastructure. Separate application approved on allocation site for further 11 Self-Build Units.	Outline Planning Permission Granted.	2021/22
Land South of Smea Lane, Postwick	Residential development of 520 dwellings with Associated Infrastructure, including Public Open Space and 2ha Site for education, community recreation or specialist housing uses.	Hybrid Planning Permission (including 315 homes in detail) with Committee resolution to grant planning permission.	2022/23
Norwich International Airport	Development for aviation related development and general employment.	Outline Planning Permission Granted	TBC

Repton Avenue, Old Catton	Mixed Use Development of 340 Residential Dwellings, including 12 self-build units and 5,640 sqm of Small Business Units.	Permitted	Commenced
White House Farm (Sprowston) (Phase1)	1,233 dwellings, Link road, Primary School and woodland park	Permitted (pre-CIL) 858 dwellings built as of 1 April 2020. Link road, Primary School and woodland park open for use.	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 infrastructure The Greater Norwich Local Plan proposed a further phase of approximately 1,400 homes.	Outline Planning Application with Committee Resolution to Grant Permission	2022/23
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.	2022/23
Land to the north of Yarmouth Road, Blofield	163 dwellings and associated open space	Permitted. 30 homes complete as of 1 April 2020.	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	Permitted	2021/22
Land East of Memorial Hall, Brundall	Up to 170 dwellings, a community/sports pavilion, a Country park, formal and/or informal outdoor sports provision.	Hybrid permission, including 23 dwellings in detail, granted.	TBC

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 is at Bowthorpe, and developments at UEA are included under the South West Sector as they will share some of the same infrastructure.
- 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.

Table 2: Norwich City - significant sites for early delivery

Site/ Location	Development	Status	Expected start
City Centre			
Anglia Square	1250+ dwellings, hotel, retail and commercial, cinema, multi- storey car parks, place of worship and associated works to the highway and public realm areas	Refused by SoS	N/A
Barrack Street	Mixed use office (20,500sqm), shop units, hotel and 200 dwellings	Allocated	TBC
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	Substantially complete
Whitefriars	218 dwellings, commercial floorspace, museum floorspace	Permitted	Dwellings under construction

Edge of centre (Dereham Rd corridor)			
Goldsmith Street	105 dwellings in total, 12 of which are currently on hold	Permitted	Complete save for 12 dwellings (future delivery)
Edge of centre to south east sector			
Land adjoining NCFC: Carrow Quay and Groundsman's Hut	323 dwellings	Permitted	Dwellings under construction
North west sector (Fakenham Rd corridor)			
Havers Road	100 dwellings	Allocated	TBC
Mile Cross Depot	Envisaged redevelopment to include. 150-200 dwellings.	Allocated	20/21- 24/25

Purpose Built Student Accommodation and Care Homes/Supported living			
Blackdale Site, University of East Anglia	915 student bedrooms: 514 beds in Phase 1, 401 in Phase 2.	Permitted	Phase 1 complete Phase 2 outline consent
St Crispins House, Duke Street	686 student bedrooms	Permitted	22-23
Car Park rear of Premier Inn, Duke Street	139 student bedrooms	Permitted	22-23
Car Park adjacent to Sentinel House, Queens Road/Surrey Street	252 student bedrooms	Permitted	22-23
28 Mousehold Lane	77 bedroom care home and 42 supported living apartments	Permitted	22-23

East Norwich

- 4.10 The Carrow Works site has recently become available for redevelopment following its vacation by Britvic / Unilever. This presents a major opportunity to unlock development on the wider East Norwich sites (including the long term vacant and heavily constrained Deal and Utilities sites) by significantly increasing the scale of development that can be achieved, with the potential to attract significant public sector investment in the infrastructure needed to ensure delivery.
- 4.11 There are a number of significant challenges to delivery on the East Norwich sites. These include restricted access, flood risk, site contamination and heritage, and the limited capacity of the strategic road network in this part of the city to accommodate significant additional traffic generation. Key infrastructure requirements include roads and bridges, sustainable transport links, green infrastructure, potentially a marina (to justify a fixed bridge over the Wensum), and social / community infrastructure potentially including a new primary school.
- 4.12 The East Norwich Masterplan is currently in preparation to aid delivering a vision for East Norwich as a new productive quarter for the future growth of the city. It envisages that the quarter, which extends to around 50 ha in size, could provide up to 4,000 new homes and 100,000 sqm of employment space, accommodating up to 6,000 new jobs. The draft Greater Norwich Local Plan allocates the East Norwich sites as a strategic allocation for residential led mixed-use development. The policy requires development to be undertaken comprehensively in accordance with the masterplan, which will provide the evidence base to support the allocation.

South West

- 4.13 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 the UEA (Norwich) and the strategic employment locations at Longwater, Hethel, Wymondham, the Norwich Research Park (NRP) and the Norfolk and Norwich Hospital.
- 4.14 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. An application for the development is expected to be submitted in 2021. If approved, the improved junction is expected to be open to traffic in autumn 2024.
- 4.15 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. The application for the scheme was submitted to the Secretary of State in March 2021. Subject to approval, work is expected to be begun in Spring/Summer 2022 with the new road open to traffic by March 2025.
- 4.16 A Local Development Order exists for the Food Enterprise Park between Easton and Honingham, where the first occupier is the new 25,000 sqft Condominium mustard mill.

Table 3: 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 for 50 dwellings approved.	Consent	Initial phase Complete. Phase 2 21/22 – 22/23.
Browick Road, Interchange	Allocation of 15ha (net) of B1, B2, B8 employment land.	Allocated	TBC
Easton	Development of approximately 954 dwellings, provision of expanded primary school and enhanced village centre and other associated infrastructure. The Draft GNLP proposes further increase of 90 dwellings on this site, to a total of 1,044.	Outline Planning Permission for 890 homes, 291 of which have detailed permission. Separate detailed permission for further 64 homes.	2021/22

Site/ Location	Development	Status	Expected start
Hethel Technology Park	20ha of Greenfield land located next to Hethel Engineering Centre. The initial development will deliver circa 50,000m ² or workshop (80%) and office space (20%)	Market assessment and Masterplan in place	TBC
Threescore-Bowthorpe	1000 dwellings, plus housing with care	Outline permission for whole site (pre-CIL) Full permission for Phase 2	Care home completed 2016, phase 2 housing (151 dwellings) largely complete Phase 3 (90 dwellings to commence 22/23)
Land adjacent to Gonville Hall, Wymondham	335 dwellings and associated infrastructure.	Permitted	2021/22
Johnsons Farm, Wymondham	The Draft GNLP proposes 50 dwellings on this site.	Subject to GNLP	TBC
Land north and south of A11 (Cringleford)	Outline permission for 650 dwellings over two parcels, includes commercial facilities and sports pitches.	Permitted	Commenced
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	Commenced
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) Approx. 340 dwellings complete at 1 April 2020	Commenced
North-west Wymondham (Norwich Common, Carpenter's Barn, Spinks Lane, Wymondham RFC site)	Residential development of 1,322 dwellings and associated infrastructure The Draft GNLP proposes the allocation of an additional 50 dwellings in this location.	Permitted (some pre-CIL, some post-CIL) Approx. 800 dwellings completed at Feb 2020	Commenced

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.	Permitted	Commenced
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) Almost complete at 1 April 2020.	Commenced
Roundhouse Park (Cringleford)	Development of 999 dwellings, including Cringleford Primary School, the Willow Centre and new commercial units.	Permitted (pre-CIL) Almost complete at 1 April 2020.	Commenced
South Wymondham (incl. BOCM Paul & Sale Ground)	Development of 1,308, including provision of new primary school site.	Permitted (pre-CIL) Approx. 350 dwellings completed at Feb 2020	Commenced
West of Lodge Farm (Costessey)	Residential development of 509 dwellings and associated infrastructure.	Permitted (pre-CIL) 279 dwellings completed at 1 April 2020.	Commenced

Long Stratton

- 4.17 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;
 - facilitate further growth in the village.
- 4.18 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 250th new dwelling (unless viability information demonstrates that a higher threshold is necessary and that the highways impacts of a higher figure would not be unacceptable).
- 4.19 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 2021. 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
- 4.20 The bypass has been determined a regional priority for Major Route Network (MRN) funding in Transport East's Regional Evidence base, submitted to DfT in summer 2019. DfT have confirmed conditional approval for the scheme and awarded funding to develop the Outline Business Case. This was submitted to DfT in January 2021. The indicative scheme cost is about £37.44m, 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 mid-2023 with completion about 18 months later.
- 4.21 Development will also be required to facilitate other supporting infrastructure, including an additional primary school.

Table 4 Long Stratton significant sites for delivery:

Site/ Location	Development	Status	Expected start
Long Stratton	1800 dwellings plus 9.5ha employment land. Infrastructure package to include Long Stratton bypass, primary school, community facilities, public open space and associated infrastructure.	Allocated and application under consideration	2023/24
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 ³

4.22 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).

4.23 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.

³ The Norwich Policy Area is defined within the currently adopted Joint Core Strategy (shown in Fig. 1). This area is expected to be superseded by the Strategic Growth Area within the emerging Greater Norwich Local Plan, as shown in Fig. 2

Table 5: 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
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 Phase 1 under construction. Phase 2 detailed application for 157 dwellings approved.	Commenced
Land to the East of Holt Road (Horsford)	Erection of 304 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)	Approx. 500 remaining unbuilt dwellings and associated infrastructure including open space and Country Park.	Permitted	Commenced
Various Framingham Earl / Poringland	Development of 994 dwellings and associated infrastructure	Permitted Approx. 650 dwellings complete at Feb 2020	Commenced

Outside the Norwich Policy Area

- 4.24 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 that are likely to be secured through the planning process. Infrastructure requirements will be kept under review.

Draft

5 Greater Norwich Local Plan

5.1 Extensive work has already been undertaken to plan the growth beyond the adopted Joint Core Strategy period. The emerging Greater Norwich Local Plan will extend the JCS's growth targets till 2026 by another twelve years, to 2038.

5.2 The GNLP's sustainable development and inclusive growth targets are being supported by delivery of the following between 2018 and 2038:

- to meet the need of around 40,550 new homes, provision is made for a minimum of 49,492 additional new homes;
- to aid delivery of 33,000 additional jobs and support key economic sectors, around 360 hectares of employment land is allocated, and employment opportunities are promoted at the local level;
- provision of necessary supporting infrastructure;
- environmental protection and enhancement measures including further improvements to the green infrastructure network will be delivered.

The sustainable growth strategy is illustrated in the Key Diagram Figure 2.

Infrastructure

5.3 The sustainable growth strategy will also be supported by improvements to the transport system, green infrastructure and services.

Infrastructure will be delivered through:

- On-site and off-site provision required of development through conditions or legal agreements;
- Pooled use of the Community Infrastructure Levy⁴, or any successor source of infrastructure payment;
- Maximising opportunities to access Government and other sources of funding;
- Capital investment of public bodies and utilities companies; and
- Locally led delivery vehicles.

The timeline for the adoption of the GNLP:

Regulations 22 to 26 Submission, Examination and Adoption Stages

Submission of GNLP to the Secretary of State	July 2021
Public Examination	November/December 2021
Adoption of the Greater Norwich Local Plan	September 2022

⁴ CIL has been in operation in Greater Norwich since 2014. It has helped to deliver a wide range of projects including transport, green infrastructure, leisure and community facilities. Examples include CIL funding in 2020 supporting the purchase of land to create Broadland Country Park, new sporting facilities in Aylsham and Wymondham, the development of a long distance walking trail and a new roundabout on Plumstead Road.

Appendix A – Infrastructure Framework

Transport

District	Project/Scheme Description	Status	Total Estimated Project Cost	Total Estimated Scheme Cost	Contributory funding	SOURCE	Funding need	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
			(£,000)	(£,000)	(£,000)		(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)
South Norfolk	Thickthorn										X	X				
South Norfolk	Thickthorn Park and Ride expansion	Land secured from S106. Funding secured through Transforming Cities	2500	2500		Transforming Cities					X	X	X			
South Norfolk	Longwater															
South Norfolk	Longwater Scheme Development	Various options are under development. 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				Developer					X	X	X			
South Norfolk	Norwich Research Park expansion, B1108 and other transport improvements	NRP expansion permitted and under construction				Government grant, S106, NRP										
South Norfolk	Provision of new public transport, pedestrian and cycle link between the UEA and NRP crossing the River Yare	Initial feasibility completed 2018. Funding was not secured through the Transforming Cities Fund so delivery would need to be via an alternative funding source	15000	15000		Unknown	15000						X	x	x	x

South Norfolk	Provision of a new public transport interchange at the Norfolk & Norwich University Hospital	Funding secured through Transforming Cities	1304	1304		Transforming Cities					30	166	1108			
Norwich	City Centre Measures															
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						
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							
Norwich	Tombland. Improvements to pedestrian, cycling and public realm.	Works to be completed May 2021	2200	2200		Transforming Cities			21	1928	254					
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		Unknown			X	X	X	X				
Norwich	Bus and pedestrian improvements to St Stephens Street, Red Lion Street, Surrey Street and William Booth Street.	Funding secured through Transforming Cities	4800	4800		Transforming Cities			48	218	1844	2690				
Norwich	City College to St Stephens roundabout. Improvements to pedestrian and cycle facilities.	Funding secured through Transforming Cities	750	750		Transforming Cities				X	X	X				

Norwich	<p>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.</p>	Funding secured through Transforming Cities	2226	2226		Transforming Cities				113	1885	228			
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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 centre. This will complement the proposed works on city Thorpe Road at Norwich rail station to improve facilities for buses, pedestrians and cyclists	Funding secured through Transforming Cities. Will be complete July 2021	801	801		Transforming Cities					31	770				
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.	Funding secured through Transforming Cities	300	300		Transforming Cities					46	254				
Norwich	St Stephens roundabout. Provide an improved environment for pedestrians and cyclists and an enhanced gateway to the city.	Funding was not secured through Transforming Cities. Remains an aspiration.	6000	6000		Unknown	6000						X	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.	Funding secured through Transforming Cities	2884	2884		Transforming Cities				40	140	2704			
Norwich	Norwich Bus Station Mobility Hub	Funding secured through Transforming Cities	307	307		Transforming Cities				16	130	161			
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.	Funding was not secured through Transforming Cities. Remains an aspiration.	4000	4000		Unknown	4000					X	x	x	x

Norwich	Palace Street (Pink pedalway). Extend the two way off-carriageway cycle track from Tombland to St Martin at Palace Plain.	Funding was not secured through Transforming Cities. Remains an aspiration.	500	500		Unknown	500					X	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.	Funding secured through Transforming Cities	1054	1054		Transforming Cities				116	938				
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.	Being delivered as part of the Transforming Cities programme	800	800		NCC local match					400	400			

Norwich	Create bridge structure between Duke Street and St Georges Street to fill the final missing link in the city centre section of the River Wensum path	Considered as part of the 'Connecting the Lanes' programme	2000	2000	800	Sustrans	1200					X	X	X		
Norwich	Make temporary exclusion of general traffic in Exchange Street permanent. Upgrade public realm to create attractive walking and cycling link into the city centre from St Andrews Street	Considered as part of the 'Connecting the Lanes' programme	1200000	1200000		Unknown	1200000					X	X	X		
Norwich	Redesign Upper St Giles with high quality pedestrian priority treatment.	Considered as part of the 'Connecting the Lanes' programme	1000000	1000000		Unknown	1000000					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.	Funding secured through Transforming Cities	486	486		Transforming Cities					64	422				

Broadland	Fakenham Road/Drayton High Road (including BRT and cycling)															
Broadland Norwich	Fakenham Rd BRT Feasibility (Scheme Identification) - revenue	Although this corridor was not included in our Transforming Cities application 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		Unknown	30			X	X	x	x	x	x	x
Norwich / South Norfolk	Dereham Road Sustainable Transport Corridor (including BRT and cycling)															
Norwich	Pedestrian crossing facilities provided at the Dereham Road / Bowthorpe Road junction and Heigham Street / Mile Cross Road junction, with associated 20mph restrictions	Funded by TCF tranche one	500	500		TCF	500			500						
Norwich / South Norfolk	Dereham Road / Longwater Lane. Introduce bus lanes and an off-carriageway cycle path between Longwater Lane and Wendene.	Funding secured through Transforming Cities	589	589		Transforming Cities					5	112	472			

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.	Funding secured through Transforming Cities	526	526		Transforming Cities					14	100	412			
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 cycle crossing. Introduce mobility hub facilities. consolidation of bus stops and better access by replacing the subway with a signal-controlled pedestrian crossing	Funding secured through Transforming Cities	3541	3541		Transforming Cities					45	352	3144			

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.	Funding secured through Transforming Cities	224	224		Transforming Cities					6	4	214			
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.	Funding secured through Transforming Cities	769	769		Transforming Cities					9	120	640			
Norwich / South Norfolk	Dereham Road / Old Palace Road / Heigham Road. Options are being considered for bus and cycle lane provision.	Funding secured through Transforming Cities	400	400		Transforming Cities					1	63	336			
Norwich / South Norfolk	Introduce mobility hub facilities and catchment works Easton, Queens Hills, Dereham Road (near Hotblack Road) and Dereham Road (near Duoro Place).	Funding was not secured through Transforming Cities. Remains an aspiration.	2000	2000		Unknown	2000					X	X	x	x	x

Broadland / Norwich	Yarmouth Road Sustainable Transport Corridor (including BRT and cycling)		10000												
Broadland / Norwich	Cycle improvements on St Williams Way at junction with the outer ring road.	Works completed 2020	900	900		Transforming Cities				900					
Broadland / Norwich	Broadland Way. Provide traffic-free pedestrian and cycle path between Middle Road and Broad Lane.	Funding was not secured through Transforming Cities. Remains an aspiration.	5000	5000		Unknown	5000					X	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.	Funding was not secured through Transforming Cities. Remains an aspiration.	2000	2000		Unknown	2000					X	x	x	x
Broadland / Norwich	Yarmouth Road / Thunder Lane. Identify options to provide priority to the main traffic flow on Yarmouth Road.	Funding was not secured through Transforming Cities. Remains an aspiration.	150	150		Unknown	150					X	x	x	x
Broadland / Norwich	Thorpe Road / Harvey Lane – bus priority. Introduce a bus lane on the outbound approach to Harvey Lane.	Funding was not secured through Transforming Cities. Remains an aspiration.	150	150		Unknown	150					X	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.	Funding was not secured through Transforming Cities. Remains an aspiration.	20	20		Unknown	20						X	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.	Funding was not secured through Transforming Cities. Remains an aspiration.	420	420		Unknown	420						X	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.	Funding was not secured through Transforming Cities. Remains an aspiration.	13000	13000		Unknown	13000						X	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.	Funding was not secured through Transforming Cities. Remains an aspiration.	1500	1500		Unknown	1500						X	x	x	x

Broadland Norwich	Salhouse Rd Sustainable Transport Corridor (including BRT and cycling)														
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		
Broadland / Norwich	A140 Sustainable Transport Corridor (including BRT and cycling)														
Broadland / Norwich	Cromer Road and Aylsham Road (Fifers Lane – Glenmore Gardens). Provide significant lengths of inbound bus lanes on Cromer Road and Aylsham Road.	Funding secured through Transforming Cities	750	750		Transforming Cities					93	657			
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.	Funding secured through Transforming Cities	1171	1171		Transforming Cities					15	574	582		

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.	Funding was not secured through Transforming Cities. Remains an aspiration. A good level of feasibility undertaken.	2000	2000	500	Transforming Cities	1500					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.	Funding secured through Transforming Cities	434	434		Transforming Cities					51	383				
Norwich	St Augustine's Gate. Modify the approach to this junction to reduce conflict between road users.	Funding was not secured through Transforming Cities. Remains an aspiration.	Unknown	Unknown		Unknown	Unknown						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.	Funding was not secured through Transforming Cities. Needs to be considered as part of the review of the Transport for Norwich Strategy	9000	9000		Unknown	9000						X	x	x	x

Norwich / South Norfolk	A11/B1172 Sustainable Transport Corridor (including BRT and cycling)		6560												
Norwich / South Norfolk	A11/ORR Daniels Road junction improvement and cycle lanes	Works completed 2019/20	850	850		LGF / NCC		70	150	630					
Norwich South Norfolk	A11 north slip road to Cringleford cycle track	Works completed 2018	148	148		LGF		112	36						
Norwich South Norfolk	Roundhouse Way Bus Interchange	Completed 2019	800	800	50	LGF/CIL		90	190	480					
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.	Funding secured through Transforming Cities	803	803		Transforming Cities		20			5	74	704		
Norwich / South Norfolk	Cycle link extension to Wymondham	Completed Summer 2020	1470	1470		LGF / Transforming Cities		300	1010	160					

Broadland	Growth Triangle Internal Link Road				14350	Developer		2350	4850	-	-	-	-			
Broadland	East West Link Road: BBP to Plumstead Rd	Delivered through development (BFLF)		6000	6000	S106/S278	-		3000							
Broadland	East West Link Road: Plumstead Road Junction and North Bound Spur	Scheme Development		400	400	LGF/CIL	-	X								
Broadland	East West Link Road: Plumstead Rd to Salhouse Rd	Delivered through development (Land South of Salhouse Rd)		TBC		TBC	TBC		X	X						
Broadland	East West Link Road: Salhouse Rd to Wroxham Rd	Delivered through development (WHF)		3250	3250	S106/S278	-	X								
Broadland	East West Link Road: Wroxham Road to B1150	Delivered through development (NS&OC)		TBC		S106/S278	TBC			X	X					
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						
Broadland	East West Link Road: Buxton Road to St Faiths Road	Delivered through development (NS&OC).		TBC		S106/S278	TBC		X							
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						
Broadland	Cycle Links Plumstead Road to Green Lane Crossing	Delivered through development (Land South of Salhouse Rd)		TBC		S106/S278	TBC		X							
Broadland	Cycle Links Plumstead Road to Salhouse Road	Delivered through development (Land South of Salhouse Rd)		TBC		S106/S278	TBC		X	X						

Broadland	Cycle Links NS&OC Wroxham Road junction to WHF Road Link Junction	Requires Project Brief / Feasibility		TBC		CIL /Other	TBC						X			
South Norfolk	A140 south Sustainable Transport Corridor (including Core Bus Route and cycling)															
South Norfolk	A140 Corridor scheme identification including analysis between City Centre and Harford (BRT/Yellow Pedalway)	Feasibility work undertaken. Although this corridor was not included in the Transforming Cities application there remains an aspiration for improvements to bus, pedestrian and cycles											X	X	X	
South Norfolk	Bus priority Harford A47 Junction	Not progressed. Under review														
Broadland	North Walsham Road Core Bus Route Enhancements															
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	50	50		Unknown	50						X	X	X	
Broadland	Re-routing of North Walsham Road	Associated with Beeston Park development				Developer										

Broadland	Spixworth Rd Core Bus Route														
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	50	50		Unknown	50					x	x	x	
Broadland	Sprowston Rd Wroxham Rd Core Bus Route														
Broadland	Wroxham Road. Extend existing bus lane on Wroxham Road and convert to 24hrs to improve reliability of buses. Identify opportunities to improve cycling facilities along this corridor.	Funding was not secured through Transforming Cities. Remains an aspiration.	Unknown	Unknown		Unknown						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.	Funding secured through Transforming Cities	889	889		Transforming Cities				22	501	366			
Norwich	Sprowston Road (Magdalen Road – Denmark Road). Options considered for addressing this could include parking removal or the introduction of a one-way system.	Funding secured through Transforming Cities	837	837		Transforming Cities				52	55	730			

Broadland	North East Norwich new Park & Ride supersite. Potential replacement Park & Ride site accessed from the Broadland Northway serving the Sprowston Road corridor.	Funding was not secured through Transforming Cities. Needs to be considered as part of the review of the Transport for Norwich Strategy	9000	9000		Unknown	9000					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.	Funding was not secured through Transforming Cities. Remains an aspiration.	1500	1500		Unknown	1500					X	x	x	
Broadland	Plumstead Rd Core Bus Route														
Broadland	Plumstead Road / Woodside Road. Consider options to amend the junction layout to make it easier to navigate for buses and other road users.	Funding was not secured through Transforming Cities. Further work needed on feasibility	50	50		Unknown	50					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			
Broadland	Heartsease Fiveways Roundabout. Consider options to improve the junction to provide improved facilities for all users.	Funding secured through Transforming Cities	3862	3862		Transforming Cities				17	300	3545			

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.	Funding secured through Transforming Cities	84	84		Transforming Cities					11	11	62			
Broadland	Introduce mobility hub facilities and catchment works at Plumstead Road shops, Salhouse Road (near Atlantic Avenue) and Rackheath.	Funding was not secured through Transforming Cities. Remains an aspiration.	1500	1500		Unknown	1500						x	x	x	
Norwich South Norfolk	Bracondale and A146 Core Bus Route	Needs scheme development				S106										
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		Unknown	Unknown						x	x	x	
South Norfolk	Wymondham areas improvements					S106										
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.	Funding secured through Transforming Cities	800	800		Transforming Cities / NCC					22	16	762			

South Norfolk	Bus interchange improvements at Wymondham Rail Station	Funding was not secured through Transforming Cities. Remains an aspiration.	Not known	Not known		Unknown						x	x	x	
South Norfolk	New subway/underpass at Wymondham Railway Bridge	Being delivered by developer	Not known	Not known		Developer						x	x	x	
South Norfolk	Hethel sustainable access package	Needs scheme development	30	30		Unknown	30					x	x	x	
Norwich / South Norfolk / Broadland	Pink Pedalway														
Norwich	Salhouse Road (pink)	Some design work undertaken to identify ped and cycle improvements. More work needed.	Unknown			Unknown	Unknown					x	x	x	
South Norfolk	Pedestrian Cycle links along Colney Lane (pink)	Further information needed				Unknown									
Broadland	Salhouse Rd Phase 2 to NDR (pink)	Some design work undertaken to identify ped and cycle improvements. More work needed.				Unknown						x	x	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.	Funding was not secured through Transforming Cities. Remains an aspiration.				Unknown						x	x	x	
Norwich	Deal Ground supporting infrastructure			3480	3480	Developer									

South Norfolk	South Wymondham supporting infrastructure			3500	3500	Developer											
Broadland	Improvements to A1042/B1150 Junction & B1150/George Hill Junction	Delivered by NS & OC development				S278				X	X						
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											
Broadland	Junction Improvements in the Form of a Mini-Roundabout at Yarmouth Road / Griffin Lane	Delivered by PB&GL Scheme				S106 / S278											
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										
South Norfolk	Hethersett Link Road	Delivered by development				S106										

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Green Infrastructure

District	Project/Scheme Description	GI Priority Area	Status	Total Est. Scheme Cost	Contributory funding	SOURCE	Funding need	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
				(£,000)	(£,000)		(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)
Highest priority projects currently being progressed															
Broadland	Pedestrian Crossing/Cyclepath - Access to Broadland Country Park	West Broadland GI Plan	Project Development. Recommended by Traffic Assessment Report NCC 2021	520000	TBC	CIL	TBC								
Broadland	Brundall shared Cycleways Project	East Broadland GI Plan	Project Development	TBC	TBC	CIL	TBC								
Norfolk County Council/ Broadland	Green Loop-connecting Broadland Way, Bure Valley Path and Marriott's Way	NE Norwich	Feasibility on-going	TBC	TBC	Other/CIL	TBC								
Norfolk County Council	Burlingham Country Park	NE Norwich - East Broadland GI Plan	Feasibility at stage 1	TBC	0	Other/CIL	TBC								
Norfolk County Council	Yare Valley Parkway	SW Norwich	Feasibility on-going	TBC	TBC	Other/CIL	TBC								
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	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	Scole to Diss Footpath/Cycle route			TBC	TBC	CIL	TBC								
South Norfolk	Queen's Hills Community Park - Access and link improvements to Costessey	Norwich Fringe west		TBC	TBC	CIL	TBC								
South Norfolk	Caister Roman Town - Access improvements	Norwich Fringe South	part of the project has already been costed and just requires funding, other parts require a feasibility study and funding	TBC	TBC	CIL	TBC								
Projects being progressed and delivered															
Broadland	Green Loop - Bure Valley railway a140 Crossing	Green Loop	Feasibility	TBC	TBC	CIL/Other	TBC								
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	TBC	TBC	S106	TBC								
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 NEGT 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	TBC	TBC	CIL/other	TBC								
Broadland	Hellesdon to Drayton Greenway	North-west Forest & Heaths and Marriott's Way & the Wensum	Phase 1 Feasibility & Design Phase2 Delivery	105	S106?	Cil / S106	105	35	35	35					
Broadland	Drayton to Horsford Greenway	North-west Forest & Heaths and Marriott's Way & the Wensum	Phase 1 Feasibility & Design Phase2 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	5,000		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	TBC		CIL / Other	TBC			X					
Broadland	Lenwade to Hevingham Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility	TBC		CIL / Other	TBC			X					
Broadland	Haveringland to Cawston Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility	TBC		CIL / Other	TBC			X					
Broadland	Broadland East to West Secondary Corridor Via Marsham	GNGB Secondary Corridors	Requires project brief / feasibility	TBC		CIL / Other	TBC			X					
Broadland	Buxton Heath to Aylsham Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility	TBC		CIL / Other	TBC			X					
Broadland	Hevingham to Thorpe Marriott Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility	TBC		CIL / Other	TBC			X					
Broadland	Catton Park to Spixworth Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility	TBC		CIL / S106	TBC			X					
Broadland	Beeston Park to Spixworth Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility	TBC		CIL / Other	TBC			X					
Broadland	Thorpe Woodlands to Broadwalk Plantation Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility	TBC		CIL / S106	TBC			X					
Broadland	Thorpe Woodlands to Dobbs Beck (Via Harrisons Plantation) Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility	TBC		CIL / S106	TBC			X					
Broadland	Thorpe Woodlands to Dobbs Beck (via Rackheath Park) Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility	TBC		CIL / S106	TBC			X					

Broadland	Thorpe Woodlands to Witton Run Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility	TBC		CIL / S106	TBC			X					
Broadland	Thorpe Woodlands to Smea Lane Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility	TBC		CIL / S106	TBC			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				
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							
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 improvement project	Wymondham		140		CIL/Other	140								
South Norfolk	Poringland Woods - Access and improvement scheme	Poringland		30		CIL/Other	30								
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 - Tuttlies 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 Delivery	97	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					
South Norfolk	Cringleford Country Park	Norwich Fringe South	Land to be purchased	400000	300000	CIL	TBC								
South Norfolk	Smockmill Common - improved pedestrian access	South Norfolk	Require project developments permissions and funding	TBC	TBC	CIL, possibly EA	TBC								
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	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 report underway for wider project.	305	12	Friends of Kett's Heights	293				150	155			

Norwich	20 Acre Wood - access improvement project and Neighbourhood CIL	Norwich Fringe South	Underway	100	72	Nbhd CIL @ Strat CIL	28			90					
Norwich	Earlham Millennium Green Improvement Project: Phase 3	Norwich Fringe South	Project 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	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		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	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	

Area-wide	MW: Biodiversity Management with Community Engagement	Marriott's Way and the Wensum	Ready to commence delivery	160	£4k Nor.Fringe Project, £15k HLF, £30k sought - Norfolk Biodiversity Part	CIL / Other	101	45	28	29	29	29			
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	TBC		CIL/other	TBC				x	x			
Projects expected to be delivered by development															
Broadland	North Sprowston and Old Catton GI Linkages - Focus on Church Lane	Norwich To The Broads (Mousehold Heath through the NEGT to the Broads)	Requires Project Brief	TBC		Dev (Beyond Green)					x				
Broadland	North-South GI Connectivity NE Rackheath	Norwich To The Broads (Mousehold Heath through the NEGT to the Broads)	Requires Feasibility	TBC		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	TBC		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	TBC		CIL	0								

Broadland	Spowston Manor Golf Course - Retention and protection of bat roosts	Norwich to The Broads (Mousehold Heath through the NEGТ to the Broads)	Mainly protection; Requires Project Brief	TBC		DEV	0	0							
Broadland	North Spowston and Old Catton GI Linkages - Focus on Church Lane	Norwich to The Broads (Mousehold Heath through the NEGТ to the Broads)	Requires Project Brief	TBC		Dev (Beeston Park)	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 NEGТ to the Broads)	Requires Project Brief / Feasibility	TBC		S106	0	0	0	0					
Broadland	Parkland NE of Thorpe End	Norwich to The Broads (Mousehold Heath through the NEGТ to the Broads)	Requires Project Brief / Feasibility	TBC		S106	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.	TBC		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	TBC			0								
Broadland	Landscaping of Green Lane East and Brook Farm Road Links	GNGB Primary Linkage corridor: East Broadland GI	To be delivered by development	TBC		Dev	0								
Broadland	Landscaping of Middle Road, Gt & Lt Plumstead	GNGB Primary Linkage corridor: East Broadland GI	Delivered by development (NDR / Brook & Laurel Farm)	TBC		Dev	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)	TBC		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)	TBC			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)	TBC			0								
Broadland	NDR Mitigation (Culvert north of Redhall Farm)	NDR MITIGATION	Delivered by NDR	TBC			0								
Broadland	NDR Mitigation (Bat gantry and Culvert north of Garden Plantation)	NDR MITIGATION	Delivered by NDR	TBC			0								
Broadland	NDR Mitigation (Culvert and new tree belt north of Sprowston Wood)	NDR MITIGATION	Delivered by NDR	TBC			0								
Broadland	NDR Mitigation (Bat Gantry, Culvert and Brown Bridge NDR Middle Road Crossing)	NDR MITIGATION	Delivered by NDR	TBC			0								
Broadland	NDR Mitigation (Bat Gantry and Culvert at Smea Lane)	NDR MITIGATION	Delivered by NDR	TBC			0								
	OTHER NDR MITIGATION TO FOLLOW (LIST NEEDS TO BE COMPILED)	NDR MITIGATION		TBC			0								
Broadland	Orbital Cycle Route - NEG2 to Norwich Airport	Norwich Fringe North	Delivered by Development	TBC		S106/S278/CIL	0								
Broadland	Delivery of Open Space inc. Play Space and Sports Pitches - North East Norwich	Norwich Fringe North	Delivered by Development	TBC		S106	0								

Broadland	Delivery of Sport Pitches, Children's Play and Informal Open Space at White House Farm	Norwich Fringe North	Delivered by Development	TBC		S106	0								
Broadland	Delivery of Sport Pitches, Children's Play and Informal Open Space at Beeston Park	Norwich Fringe North	Delivered by Development	TBC		Dev	0								
Broadland	Delivery of Sport Pitches, Children's Play and Informal Open Space at Brook Farm	Norwich Fringe North	Delivered by Development	TBC			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	TBC		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	TBC		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	TBC		Dev	0								
Broadland	North -South GI Connectivity: Catton, Sprowston Spixworth	Norwich Fringe North	To be delivered through development	TBC			0								

Broadland	West-East GI Connectivity: Catton, Sprowston Spixworth	Norwich Fringe North	To be delivered through development	TBC			0									
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			
Norwich	Threescore Development: Bowthorpe Historic Parkland	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	94		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 Marriott's Way	TBC		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	Crangleford Landscape Protection Zone (ENV1 of Neighbourhood Plan)	Norwich Fringe South	Delivered by Development	TBC		S106	0									

South Norfolk	Cringleford Gateway Tree Belt (ENV2 of Neighbourhood Plan)	Norwich Fringe South	Delivered by Development	TBC		S106	0								
South Norfolk	Cringleford Walking and Cycling (SCC3 of Neighbourhood Plan)	Norwich Fringe South	Delivered by Development (linked with NFS 3.1)	TBC		S106	0								
South Norfolk	Wymondham GI Evidence and Project Plan	South West	Delivered by Development	TBC	£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			

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Communities

District	Project/Scheme Description	Status	Total Estimated Project Cost	Contributory funding	SOURCE	Funding need	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
			(£,000)	(£,000)		(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)
Community Facilities																
Broadland	Brook & Laurel Farm Community Building	Requires Project Brief / Feasibility	500	100	S106/CIL	370									x	
Broadland	Children's Playspace delivered through the development of allocations within the Growth Triangle	Delivered by development.			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						
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	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	
Norwich	Earlham Park toilets		80	0	CIL n'hood	80			40	40						
Norwich	Strategic play (including 5 projects)		430	0	430	430			115	100	115	100				

Sports Facilities																
Broadland	Buxton Football Club new pavilion	Feasibility Required	100	50	Football Foundation and CIL	50						50				
Broadland	Yare Boat Club expansion	Planning Permission Secured (District Reference: 20190804)	240	100	Club funds, Sport England and CIL	140						140				
Broadland	A new sports hall in Acle	Feasibility Study required	2700		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	Brundall 3G Football Pitch Sports HUB Yarmouth Road Ready to select contractor	Design required	1400		S106					x	x					
Broadland	Extend and Refurbish Rackheath Pavilion	Requires Project Brief / Feasibility	TBC from feasibility		CIL n'hood	TBC				x						
Broadland	Gym and Dance Hall contribution Aylsham	Planning Permission Secured (District Reference: 20190804)	1626	1000	S106/Other	626						x				
Broadland	Improve Facilities at King George V Playing Field	Requires Project Brief / Feasibility	TBC from feasibility		S106, CIL and Other											
Broadland	Modernisation of Hellesdon High School sports hall	TBC from feasibility			S106/ CIL											
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	Modernisation of Thorpe St Andrew School swimming pool	Feasibility Study required	1000		S106/ CIL											
Broadland	New pitch provision in NEGT	To be delivered by Development			S106	n/a										
Broadland	New Sports Hall in Thorpe St Andrew	Feasibility Study required	2700	1900	S106/ CIL	800										
Broadland	Sports Hall Provision in Reepham	Feasibility Study required	TBC from feasibility		S106											
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					
Norwich	Football Pitch Improvements	Projects underway but C19 delays	115	15	CIL/S106					40	40	35				
Norwich	Tennis court installation and improvements.	Project ready to go.	435	320	City Council Capital, S106	115					435					
South Norfolk	New Artificial Grass Pitch, new changing facilities and natural turf pitch expansion at Colney Lane Playing Fields	PP in place, funding now being secured.	4000	3500	UEA, Football Foundation and CIL	500						500				
South Norfolk	Artificial Grass Pitch in Diss	Linked to above project, potentially on Diss High School site	500		CIL/ Other									500		
South Norfolk	Delivery of improvements to Crusaders RFC clubhouse	PP in place, funding now being secured.	600	600	RFU, developer and CRFC & CIL	0					600					

South Norfolk	Improvements to Hales cricket and bowls clubhouse	Project subject to delays due to site access/utility issues.	160	130	CIL	30					30					
South Norfolk	Improvements to Wymondham (Kett's Park) tennis clubhouse and courts	Linked to above, PP in place, funding being secured	300	300	S106, LTA, Sport England & CIL	0						300				
South Norfolk	Long Stratton Sports Hub, pitch improvements	Work expected on pavilion to commence April 2019, pool work at tender stage.	3200	2,700	CIL/ Other	500			2000	1200						
South Norfolk	New 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	New Pitches North Hethersett	To be Delivered by Development			S106	n/a		x								
Libraries																
Broadland	Expansion of Sprowston Library	Commencing planning - Project should be completed in 21-22	TBC		S106	TBC						X				
Broadland	Taverham Library - Provision of access to toilet facilities	Commencing planning - Project should be completed in 21-22	TBC			TBC						X				
Norwich	Expansion of Plumstead Road Library	Continuing the planning process - Project should be completed in 21-22	TBC		NCC Capital	TBC					X	X				

Norwich	Norfolk and Norwich Millennium Library - refurbishment of the first floor and change of shelving to produce a flexible public area.	Commencing planning - Project should be completed in 21-22	TBC		Capital bid	TBC							X				
Norwich	Norfolk and Norwich Millennium Library - Second Floor creation of additional public meeting space	Commencing planning - Project should be completed in 21-22	TBC		NCC Capital	TBC							X				
South Norfolk	Expansion of Long Stratton library	Awaiting developer contributions once development proceeds.	TBC		S106/CIL	TBC									X		
Waste Recycling Centres																	
Broadland	Mile Cross RC replacement A140/NDR	Funding approved. Planning granted, construction underway. Completion expected Sept 2021	2750		S106/NCC	TBC											
South Norfolk	Harford(Ketteringham RC replacement	Funding approved. Planning granted, construction underway. Completion expected Oct 2021	1925		NCC	TBC											
South Norfolk	Morningthorpe RC extension/relocation	Funding approved. Planning required	1650		NCC	TBC											
South Norfolk	Wymondham RC replacement	Funding approved. Planning required	2200		NCC	TBC											

Health																
SN	IRU - NNUH	Project in progress- Site development	TBC		Trust Capital	TBC										
N	Norwich Community Hospital	Site development	TBC		TBC	TBC										
N	Hellesdon Hospital Phase 2	Site development	TBC		TBC	TBC										
N	Hellesdon Hospital	Project in progress- Site development	TBC		Gov Capital	TBC										
B	NN - Blofield Surgery extension		TBC		ETTF	TBC										
SN	SN - East Harling new build		TBC		TBC	TBC										
SN	SN - Mattishall Surgery new build		TBC		ETTF/Other	TBC										
SN	SN - Humbleyard Practice new build		TBC		TBC	TBC										
N	N - Oak Street Medical Practice (the new Mills Link project) extension		TBC		TBC	TBC										
N	N - Thorpewood extension		TBC		TBC	TBC										
N	N - Prospect Medical Practice extension		TBC		TBC	TBC										
N	Wave 4b Norwich Project (TBC)	Project in progress	TBC		Gov Capital	TBC										
SN	SN - Dereham Health Hub	Site Development	TBC		TBC	TBC										
B	Kelling Hospital redevelopment	Site Development	TBC		TBC	TBC										
SN	Minor injuries unit at Cromer Hospital into full UTC	Site Development	TBC		TBC	TBC										
B	Wave 4b North Norfolk Project (Rackheath) new build	Project in progress	TBC		Gov Capital	TBC										

SN	SN - Diss Health Hub		TBC		TBC	TBC										
SN	Dereham Hospital redevelopment	Site development	TBC		TBC	TBC										
SN	CCS - Cringleford extension		TBC		Trust Capital	TBC										
B	NN - Aylsham Market Surgery		TBC		TBC	TBC										
N	N - Norwich Practices Health Centre (Rouen House)		TBC		TBC	TBC										
N	N - Woodcock Road Surgery		TBC		TBC	TBC										
SN	SN - Church Hill Surgery		TBC		TBC	TBC										
SN	SN - Harleston Medical Practice		TBC		TBC	TBC										
SN	SN - Long Stratton Medical Partnership		TBC		TBC	TBC										
SN	SN - Old Mill & Millgates Medical Partnership		TBC		TBC	TBC										
SN	SN - Wymondham Medical Partnership		TBC		TBC	TBC										
SN	SN - Shipdham Surgery		TBC		TBC	TBC										
N	NCH&C/NSFT Joint HQ		TBC		TBC	TBC										
GN	Master Planning for NCH, Dereham & Kelling Hospital redevelopments	Site Development	TBC		TBC	TBC										

Education

District	Project/Scheme Description	Status	Total Estimated Project Cost	Contributory Funding & source	Contributory Funding & source	Funding shortfall	To fund from other sources	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
			(£,000)	S106 (£,000)	Basic Need (£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)
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	Wymondham High Extension	last phase of masterplan commenced	TBC	6,100			0									
South Norfolk	Wymondham New 420 Primary Silfield	Targeting Sept 2023 opening date	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	next phase of masterplan commenced	TBC	1,754	5,036			1,210								
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	Cringleford New 420 Primary	Design progressing awaiting access to site as set out in S106. Expected opening Sept 2023	8,000	1,000 CIL	0	7,000						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	New site in North Norwich identified	26,000			26,00						2,600	2,600	2,600	7,800
	Sprowston Community Academy expansion to 11FE	Opening Sept 2022	7,500	3500 S106	4000 BN	0				500	3,500	3,500			
Broadland	Blofield New 420 Primary	Discussions with Broadland/Parish on new site.	8,000	1,000 CIL	7,000	8,000					500	3,500	4,000		
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									
Broadland	Rackheath New 420 Primary #1	Waiting for development to commence	8,000			8,000									
Broadland	Rackheath New 420 Primary #2	Waiting for development to commence	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

Appendix B Neighbourhood Plans

District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	Contributory funding (£,000)	Source
Acle Neighbourhood Plan (adopted February 2015)					
Broadland	Improved foot and cycle links to countryside and surrounding villages	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Improved access to Wherry Line - Pedestrian and Cycle access to Station and Facilities.	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Traffic Calming and Pedestrian Crossing of A1064	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Village Centre Public Realm Improvements incl. increasing pavement width and open space	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Improvement to existing Pre-School Facility at Primary School	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Improvements to Building and Sports Facilities	Requires Project Brief / Feasibility	TBC		CIL and Other
Aylsham Neighbourhood Plan (adopted July 2019)					
Broadland	Create a cycleway linking Aylsham to the wider area and possibly, over time, connections to Norwich	Requires Project Brief / Feasibility	TBC		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	TBC		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	TBC		CIL and Other
Broadland	Incorporate 'dementia friendly' designs into new developments	Requires Project Brief / Feasibility	TBC		CIL and Other

Blofield Neighbourhood Plan (adopted July 2016)					
Broadland	Provision of New Community Green Assets: Woodland or Community Garden	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Secure Allotments in Perpetuity		TBC		TBC
Broadland	Public Realm Improvements at Village Gateways	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Community Hall	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Create Community Hub in Blofield and Blofield Heath	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Improvements to Hemblington Primary School, including identifying suitable pick up and drop off points	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Improvements to Blofield Primary School, including identifying suitable pick up and drop off points	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Improvements to Blofield Health Care Centre, including capacity and increased car parking.	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Improve Broadband Connectivity	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	New Pedestrian Crossings at The Street, Plantation Road and Woodbastwick Road	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Footpath/Cycleway between Blofield and Blofield Heath	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Improve Pedestrian Access to Countryside	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Highway Improvements on The Street, including enhanced parking and crossing facilities.	Requires Project Brief / Feasibility	TBC		CIL and Other

Brundall Neighbourhood Plan (adopted March 2016)					
Broadland	Public Realm Improvements at Local Centres and Gateways	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Footway and Cycleway Improvements	Requires Project Brief / Feasibility	TBC		CIL and Other
Drayton Neighbourhood Plan (adopted July 2016)					
Broadland	Improve public parking facilities, without harming appearance/character of village	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	The creation of enhanced public realm on School Road -Fakenham Road to Hall Lane.	Requires Project Brief / Feasibility	TBC		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	TBC		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	TBC		CIL and Other
Broadland	comprehensive de-cluttering of the village centre and removal of unnecessary or obsolete street furniture	Requires Project Brief / Feasibility	TBC		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	TBC		CIL and Other
Broadland	protect/improve the network of formal and informal footpaths or cycling routes in Drayton	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Improved road crossing opportunities and facilities on Fakenham Road	Requires Project Brief / Feasibility	TBC		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	TBC		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	TBC		CIL and Other
Broadland	The introduction of safe, segregated cycleways on the existing network and as part of any new road schemes where appropriate.	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	The introduction of secure cycle parking at bus stops and village centre locations	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Enhance the environment between Drayton Drewray, Drayton Wood and Canham's Hill to improve their connectivity.	Requires Project Brief / Feasibility	TBC		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	TBC		CIL and Other
Broadland	limited formal car parking for visitors to Drayton Drewray to improve accessibility to all.	Requires Project Brief / Feasibility	TBC		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	TBC		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	TBC		CIL and Other
Broadland	The introduction of secure cycle parking at bus stops and village centre locations	Requires Project Brief / Feasibility	TBC		CIL and Other
Great and Little Plumstead neighbourhood Plan (adopted July 2015)					
Broadland	New Changing Rooms Gt Plumstead Playing Field	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Water Lane Footpath Improvements	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	New Bus Stop opposite Bus Shelter	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Junction Improvements at Brick Kilns Public House	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Woodland Walk Extension at Thorpe End	Requires Project Brief / Feasibility	TBC		CIL and Other
Hellesdon neighbourhood Plan (December 2017)					
Broadland	Improve the quality of existing parks and open spaces throughout Hellesdon	Requires Project Brief / Feasibility	TBC		CIL and Other
Horsford neighbourhood Plan (adopted July 2018)					
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	TBC		CIL and Other
Broadland	Outdoor recreation space with seating and public toilets	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Identify new allotment sites	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Provide additional education facilities - merge separate school sites to one	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Expand primary health care provision, including parking for cars and bikes	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Encourage evening bus service	Requires Project Brief / Feasibility	TBC		CIL and Other

Broadland	Provide community transport scheme	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Review impact of NDR on traffic in village	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Improve pedestrian safety - speed limit warning signs, safe crossings over Holt Road	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Develop recreation walks	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Tree planting	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Signage for locally important heritage sites	Requires Project Brief / Feasibility	TBC		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 (adopted July 2016)					
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 n Church Street	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Spixworth Road Parking and Speed Reductions	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Crossing facility at St Faiths Road and Fifers Lane	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Reduce rat running 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 Plan (adopted July 2017)					
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 (adopted July 2017)					
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 (adopted May 2014)					
Broadland	New Pedestrian and Cycle Link Plantation Drive to Harrison's Plantation (Via Cottage Plantation)	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Community Hub - Diamond Centre	Feasibility Ongoing	TBC		CIL and Other
Broadland	Public Realm Improvements at Wroxham Road Local Centre and Tree Planting along Wroxham Road	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Public Realm Improvements incl. Traffic Calming Measures, Planting and review of on-street parking. School Lane, Sprowston	Requires Project Brief / Feasibility	TBC		CIL and Other

Spixworth Neighbourhood Plan (approved to go to Referendum 6 May 2021)					
Broadland	Highways and Junction Improvements - North Walsham Road and Crostwick Lane junction	Requires Project Brief / Feasibility	TBC		TBC
Broadland	Highways and Junction Improvements - Buxton Road and Church Lane Junction -	Requires Project Brief / Feasibility	TBC		TBC
Broadland	North Walsham Road and Buxton Road - Create footpath and cycleway along North Walsham Road to link existing cycle network on A1270 Broadland Northway, to create a circular link to the existing Buxton Road cycle and footpath	Requires Project Brief / Feasibility	TBC		TBC
Broadland	Footpath improvements - Buxton Road between Church and Ivy Road	Requires Project Brief / Feasibility	TBC		TBC
Broadland	Safe crossing near Church - Buxton Road	Requires Project Brief / Feasibility	TBC		TBC
Broadland	Traffic calming measures to reduce road speeds and improve road safety	Requires Project Brief / Feasibility	TBC		TBC
Broadland	Spixworth and Crostwick Common - provision of a footpath/cycleway linking the development to Spixworth and Crostwick Common	If site GNLP0467 is allocated through the new local plan, seek provision as a planning requirement	TBC		TBC
Broadland	Rackheath Lane - Relating to above, if access road is from the North Walsham Road, reduce the speed limit to 30mph and install a road crossing to Rackheath Lane	Requires Project Brief / Feasibility	TBC		TBC
Broadland	Flood and Mitigation - Improve drainage on Buxton Road	Requires Project Brief / Feasibility	TBC		TBC
Broadland	Spixworth - enhance facilities at Village Hall	Requires Project Brief / Feasibility	TBC		TBC
Broadland	New Village Hall or Community Centre or refurbishment of existing Village Hall	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Develop facilities at new sports field - multi-use sport facilities, changing rooms, car park	Requires Project Brief / Feasibility	TBC		TBC
Broadland	Parish allotments at St Mary's - work with developer and resolve access and parking issues	Requires Project Brief / Feasibility	TBC		S106

Strumpshaw Neighbourhood Plan (adopted July 2014)					
Broadland	Community Room and Allotments	To be delivered through development	TBC		S106
Broadland	Toilet, Kitchen and Amenity Facilities at St Peters Church		TBC		CIL and Other
Taverham Neighbourhood Plan (approved to go to Referendum 6 May 2021)					
Broadland	Taverham (Transport and access) – Identify new areas for public car parking for use in Marriott's way to support new developments	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Identification of new walking and cycling routes linked to the Broadland Northway	Requires Project Brief / Feasibility	TBC		TBC
Broadland	Link local green spaces to Fir Covert Road and the proposed supermarket	Requires Project Brief / Feasibility	TBC		TBC
Broadland	Taverham (Environment & Landscape) - identification of new open spaces / enhancement of existing	Requires Project Brief / Feasibility	TBC		CIL and Other
Broadland	Taverham (Community Infrastructure) - investigate further recreational facilities for young people	Requires Project Brief / Feasibility	TBC		TBC
Wroxham Neighbourhood Plan (adopted March 2019)					
Broadland	Public realm improvements	Requires Project Brief / Feasibility	TBC		TBC
Broadland	Ensure that gaps between neighbouring settlements remain in accordance with HBE5	Requires Project Brief / Feasibility	TBC		TBC
Broadland	Work with existing community buildings to recognise their potential	Requires Project Brief / Feasibility	TBC		TBC
Broadland	Investigate the potential for further public open space, to be owned/leased by the Parish Council	Requires Project Brief / Feasibility	TBC		TBC
Broadland	Secure an additional riverside recreation area, which can be easily accessed by all.	Requires Project Brief / Feasibility	TBC		TBC
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	TBC		TBC
Broadland	Work with Norfolk County Council to consider further crossing points.	Requires Project Brief / Feasibility	TBC		TBC
Broadland	Investigate potential for further public access to the River Bure and the Broads.	Requires Project Brief / Feasibility	TBC		TBC

Cringleford Neighbourhood Plan (adopted February 2014)					
South Norfolk	Demand for Cycling and walking facilities	Probably covered through Cycle City project?	TBC		TBC
South Norfolk	Demand for Medical / Dentistry facilities	Unlikely to be delivered other than through NHS funding	TBC		TBC
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	TBC		TBC
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.	TBC		CIL and Other
South Norfolk	Allotment and Community Orchard	A possible site is indicated on the Proposals Map. Barratts to deliver as part of the S106 (discussions are not yet finalised)	TBC		TBC
Easton Neighbourhood Plan (adopted December 2017)					
South Norfolk	New developments should respect and retain the integrity of East as a distinct settlement and avoid coalescence between Costessey and Easton.	Requires Project Brief / Feasibility	TBC		CIL and Other
South Norfolk	Developers must demonstrate an effective and sustainable management programme for GI areas. GI areas should improve biodiversity and connections with existing green spaces.	Requires Project Brief / Feasibility	TBC		TBC
South Norfolk	Existing trees and hedgerows must be retained.	Requires Project Brief / Feasibility	TBC		TBC
South Norfolk	Developments should have adequate parking	Requires Project Brief / Feasibility	TBC		TBC
South Norfolk	New village centre including multi-use village hall with off-road parking, outdoor sports and formal recreation facilities. Hall should be easily accessible from all parts of Easton.	Requires Project Brief / Feasibility	TBC		TBC
South Norfolk	Enhance and create footpaths, cycleways and public transport connections	Requires Project Brief / Feasibility	TBC		TBC
Mulbarton Neighbourhood Plan (adopted February 2016)					
South Norfolk	Improved car parking management around the schools/GP surgery	Requires Project Brief / Feasibility	TBC		CIL and Other
South Norfolk	An improvement at the B1113/A140 Harford Bridge junction	Requires Project Brief / Feasibility	TBC		CIL and Other
South Norfolk	Improved footway and road maintenance in the village	Requires Project Brief / Feasibility	TBC		CIL and Other
South Norfolk	Reduced traffic speeds on existing residential streets and lanes in the village	Requires Project Brief / Feasibility	TBC		CIL and Other
South Norfolk	Cycle routes to Hethel Engineering Centre/Lotus and Norwich	Requires Project Brief / Feasibility	TBC		CIL and Other
South Norfolk	An improved bus service	Requires Project Brief / Feasibility	TBC		CIL and Other

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Greater Norwich Infrastructure Plan
June 2021



Greater Norwich Sports and Physical Activity Strategy

Graham Nelson, Executive director of development and city services, Norwich City Council

Summary

This report provides an update on the delivery of the Greater Norwich Sports and Physical Activity Strategy which the GNGB agreed to contribute £50,000 of funding to, with the intention of this leveraging in the remaining amount.

1. Introduction

At their meeting on 24th September 2020, the GNGB members agreed for the Greater Norwich Sport and Physical Activity Strategy (the strategy) to be delivered. This new strategy will provide an update to the 2014 Sport Facility and Playing Pitch Strategy, whilst also broadening the scope of the work by ensuring that sport and physical activity focusses on outcomes that improve physical health and mental wellbeing, reducing inequalities, improving community cohesion and supports economic development. The strategy will provide a more holistic view of the way 'place' supports active lifestyles.

2. Progress to date

Having received the initial contribution of £50,000 from the GNGB, the Greater Norwich Sports and Physical Activity Working Group (SPAWG) wrote a speculative letter to Sport England to request the remaining match funding. Following a period of communication, we're very pleased to report that Sport England agreed to match fund with a further £50,000. This brought the strategy to full budget, enabling the work to proceed.

The SPAWG worked with Norfolk County Council's procurement team to prepare an Invitation to Tender and contract terms and conditions. The final tender documentation was reported to the cross thematic Delivery Officers Group before being recommended to, and then agreed by the Infrastructure Delivery Board (IDB) on 5th March 2021.

The tender period ran from 8th March to 1st April 2021 and two submissions were received. Each tender submission went through a two-stage process of appraisal and all Greater Norwich partner authorities were involved in the process.

Following the completion of a standstill period, the contract was awarded to FMG Consulting on 11th May 2021. We would like to thank NCC's procurement team, particularly Andrew Fish, for his exceptional support throughout this process.

3. Next Steps

A project 'kick off meeting' was held on Friday 21st May, whereby the FMG Consulting team were introduced to the cross-authority and cross-thematic officers. The work will now be progressed by the SPAWG, with the chair and the Greater Norwich Project Team Leader meeting FMG more regularly to support the work. The Infrastructure Delivery Board will receive regular updates and oversee the strategy's progress. The final draft strategy will be reported to the GNGB to seek their agreement before adoption.

The strategy will progress through four stages as detailed within [Sport England's Strategic Outcomes Planning Guidance](#) (see appendix B), and is expected to take no more than 12 months to deliver.

Delivery programme:

- July- Outcomes, stage one complete
- Oct- Insight, stage two complete
- Jan 2022- Intervention, stage three complete
- Spring 2022- Reporting, stage four complete

4. Issues and Risks

Other resource implications (staff, property)

The strategy will be supported by existing officer staff resource.

Legal implications

NCC's procurement processes were adhered to and the contract award was developed from an established template, both ensuring that the GNGB has met all legal requirements.

Risks

The risk of increased cost has been managed by agreeing a fixed price for the strategy work. The cross authority Greater Norwich governance arrangements will safeguard against delivery risks by allowing them to be identified early therefore enabling corrective action to be taken (see appendix A).

Equality

Equality rules within NCC's procurement were adhered to for the purpose of the contract award. Reducing inequalities in sport and physical activities is one of the proposed outcomes of this strategy work.

Environmental implications

Not applicable for the purpose of delivering the strategy. Any environmental implications of projects detailed or recommended within the final strategy will be the responsibility of the lead authority or project manager to assess.

Appendix A – Sports Strategy Governance Structure

Appendix B – Sport England's Strategic Outcomes Planning Guidance, the four stages

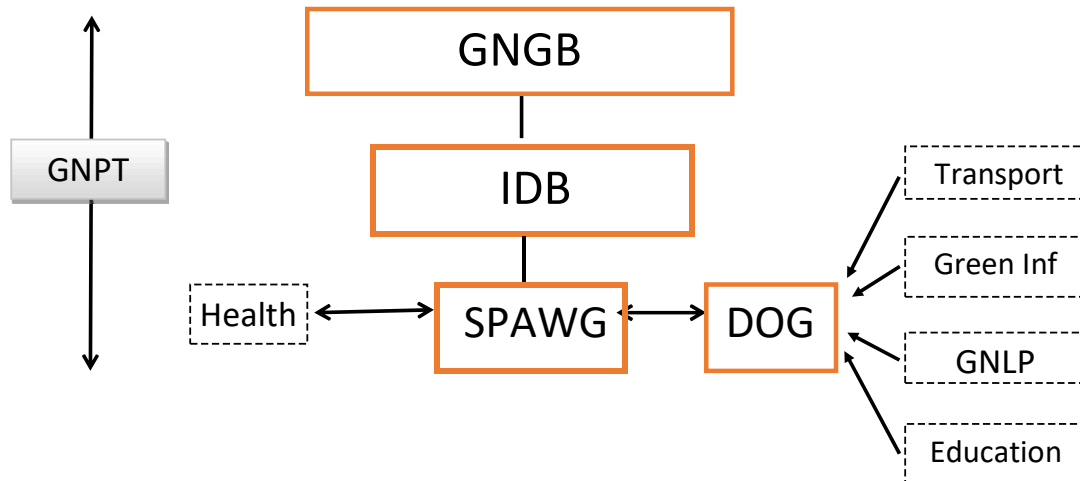
Officer Contact

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Greater Norwich Sport and Physical Activity Strategy

Governance Structure



GNGB- Greater Norwich Growth Board
 IDB- Infrastructure Delivery Board
 DOG- Delivery Officers Group
 SPAWG- Sports & Physical Activity Working Group
 GNPT- Greater Norwich Project Team
 GNLP- Greater Norwich Local Plan

(FMG- Consultants who undertook the initial scoping of works exercise)

1. Summary

The decision-making process for this strategy work will sit within the existing groups and governance structure that support the GNGB. The FMG report suggests the establishment of a specific Steering Group to direct this work, but Greater Norwich already has an established cross authority decision making structure. Enhancing these pre-existing governance arrangements will be less resource heavy and will also add greater value, because partnership working is established.

The FMG report highlights that a clear case can be made for the role that sport and physical activity can play, as a cross-cutting enabler across a range of the wider strategic outcomes. The outputs of this strategy work will be:

- Framework of cross thematic outcomes.
- Needs analysis- to include an update to the existing playing pitch and built facilities strategy.
- Greater Norwich Sport and Physical Activity Strategy- which will incorporate facility and service interventions.

2. Membership

Membership of the GNGB, IDB and DOG will continue as already established.

The SPAWG will continue to be chaired by Active Norfolk and include both thematic and planning officers but will benefit from the addition of a senior health professional to support the widening breadth of the strategy work.

Membership can change as the work progresses.

3. Roles and Responsibilities

GNGB

- Review the scope of the strategy work and instruct its delivery.
- Agree the GNGBs funding contribution.

IDB

- Present the proposal for a comprehensive review of the sport and physical activity strategy to the GNGB.
- Refine and approve the tender specification draft as prepared by the SPAWG.
- Instruct the appointment of a consultant, as recommended by the SPAWG.
- Encourage broad collaboration and participation in the strategy review.
- Have oversight of the SPAWG.

SPAWG

- Develop the tender specification draft, as prepared by FMG.
- Progress and oversee the tender process.
- Collaborate with and support the appointed consultant.
- Review progress in accordance with the strategy review delivery plan.
- Report Progress directly to the IDB and DOG.

DOG

- Input to and support the strategy work.

GNPT

- Facilitate the progression of the strategy work and meetings of all groups.
- Support the appointed consultant.

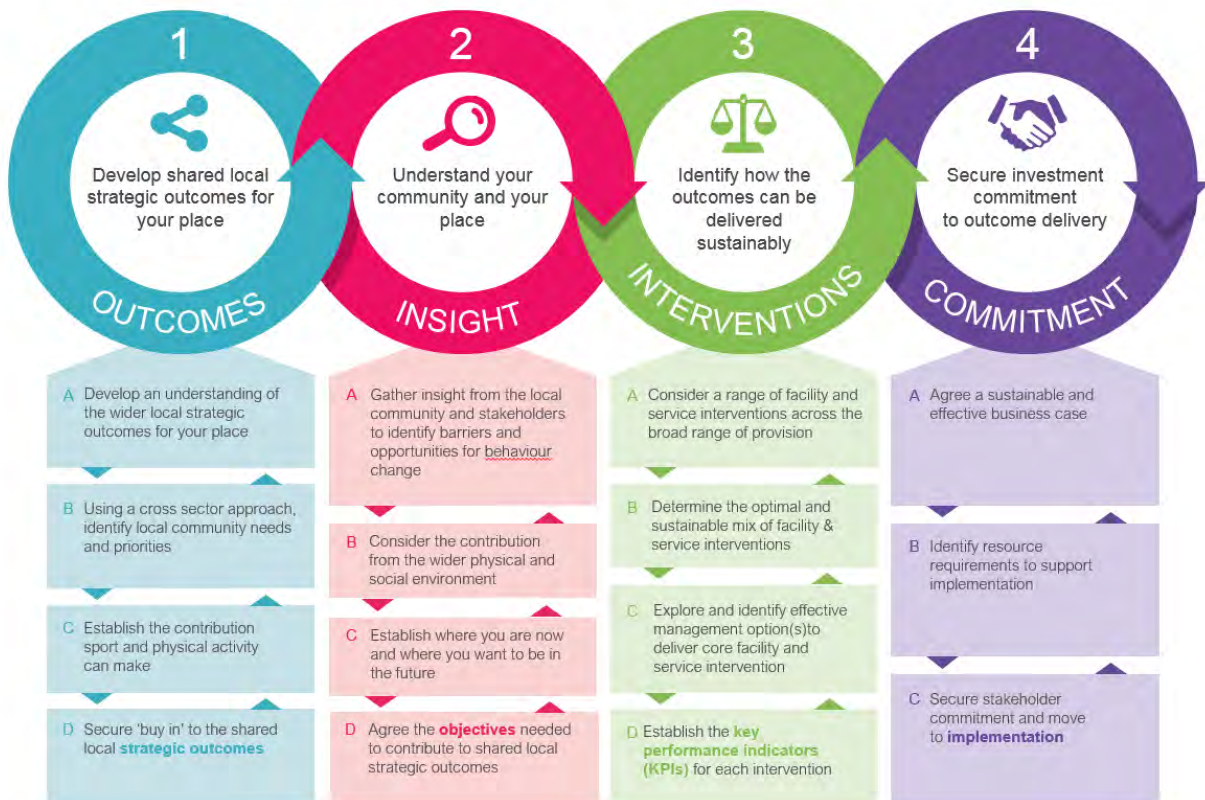
4. Frequency of Meetings

The GNGB, IDB and DOG will continue with their pre-arranged meeting schedules.

The Sports & Physical Activity Working Group will meet at least six times a year, aligning with the required decision points in the strategic review.

Methodology

The Greater Norwich Sports and Physical Activity Strategy will follow the Strategic Outcomes Planning Model developed by Sport England and include the following key elements as a minimum requirement:



Greater Norwich City Deal Borrowing

Harvey Bullen, Director of Financial Management, Norfolk County Council

Summary

On 17th March 2020 the GNGB made the decision to close the Local Infrastructure Fund (LIF) loan facility and instructed the Infrastructure Delivery Board (IDB) to prepare an updated City Deal Borrowing schedule, proposing a reassignment of the £20m previously allocated to LIF. This report provides a recommendation for the use of this available borrowing and seeks the GNGB's agreement to develop the model further.

Recommendations

- (i) Agree to the 'in principle' draw down of £20m City Deal borrowing to create a cyclical programme of funding to bring forward the delivery of major community infrastructure projects. (as detailed in section 4.)
- (ii) Agree that the Infrastructure Investment Fund (pooled CIL) should be used to repay the borrowing agreed in (i) and in accordance with legal guidance. (as detailed in section 2.)
- (iii) Instruct the Infrastructure Delivery Board to develop a model of borrowing to support Long Stratton Bypass, confirming the governance, legal and financial arrangements of the proposed loan and return to the GNGB to seek agreement to proceed on 30th September 2021.

1. Introduction

As part of the Greater Norwich City Deal agreement¹ signed with MHCLG in 2013, the GNGB were afforded the opportunity to access lower-cost loan funding from the Public Works Loans Board (PWLB)

The borrowing is allocated to specific capital projects:

- £40m for the Broadland Northway
- £10m for the Long Stratton Bypass
- £10m for Central Norwich road network schemes
- £20m to establish the Local Infrastructure Fund

To date, only the £40m for the Broadland Northway has been drawn down by the Board. This loan runs until June 2041 and is repaid in yearly instalments from the Infrastructure Investment Fund (IIF).

¹ <https://www.gov.uk/government/publications/city-deal-greater-norwich>

Details regarding the remaining £20m Strategic Infrastructure Borrowing were included within the draft Five Year Infrastructure Investment Plan 21-26 agreed by the GNGB on 18th March 2021; £10m is designated to Long Stratton Bypass. The Plan also stated that the GNGB may need to draw down further borrowing via the City Deal in order to ensure timely delivery of East Norwich. The amounts required for both these schemes is not formerly committed but the full £20m is still ringfenced to strategic projects.

The City Deal document confirms that the partners will have access to the Public Works Loan Board for the £60 million strategic Infrastructure Investment borrowing at the project rate discount for the life of the programme. The programme is considered to be to the end of the Joint Core Strategy, which is March 2026.

The City Deal document is not explicit in confirming the timeframe for borrowing the £20m for the Local Infrastructure Fund but the drawdown programme, which has been agreed, continues until March 2026.

On 17th March 2020 the GNGB made a decision to close the LIF loan facility and they instructed the IDB to prepare an updated City Deal Borrowing schedule, proposing a reassignment of the £20m allocated to LIF.

2. Legal advice received

The loan repayments for the LIF were initially planned to be repaid by third party private developers, whereas the £60m allocated to strategic infrastructure is repaid from the Infrastructure Investment Fund (IIF- pooled CIL). The GNGBs preferred option is to use the IIF to also repay the £20m, the IDB therefore sought legal advice to investigate whether there were any CIL legislative restrictions for using this alternative source of repayment.

CIL legislation has been changed many times since its initial establishment in 2010. Despite the many changes, section 60 which defines the use of CIL to repay loans, is one section that has remained untouched since 2010. It is clear that the GNGB could underwrite expenditure already incurred on infrastructure (such as loan repayments to PWLB), or expenditure on future infrastructure (such as projects to be funded by a PWLB loan arrangement). Although this is conditional on two things:

- CIL should have been collected for at least a full financial year before CIL is to be applied,
- the amount to be applied does not exceed the percentage of CIL collected in the previous financial year.

The GNGB's IIF meets both these conditions.

With regard to what the loan could be spent on; within the Localism Act, changes were made to CIL by expanding the definition of infrastructure, but it did not amend Section 60, nor dilute the 'community' aspect of the legislation but broadened it in part. Section 216(2) of the PA 2008 as originally enacted, defined infrastructure to include:

- Roads and other transport facilities (section 216(2)(a), PA 2008).
- Flood defences (section 216(2)(b), PA 2008).
- Schools and other educational facilities (section 216(2)(c), PA 2008).

- Medical facilities (section 216(2)(d), PA 2008).
- Sporting and recreational facilities (section 216(2)(e), PA 2008).
- Open spaces (section 216(2)(f), PA 2008).

CILs intended purpose is to support 'community infrastructure'. If the development is not included in the above list, then CIL cannot be used to fund it. CIL must also be tied to community need. The infrastructure definition requires its use to create a tangible benefit to the community. The creation of employment as a result of delivering commercial sites is not deemed to be tangible infrastructure. The same challenge could be made if CIL was used to support single/small developments. CIL should therefore be used to support bigger schemes which can be defined as community focused, its far riskier to use CIL to support individual development schemes.

In summary, if CIL is to be used to repay a loan to deliver infrastructure

- It must be included within the defined infrastructure list above
- The infrastructure must also deliver a clear benefit to the community

3. The scope of the City Deal agreement.

The City Deal agreement provides a wider definition of infrastructure delivery than CIL legislation allows. The legal advice confirmed that one partner could choose to draw down a loan directly from PWLB themselves and use it to underwrite expenditure already incurred on infrastructure or expenditure on future infrastructure. If they did not use CIL to repay this loan it could be used to deliver small scale or commercial projects.

It is only when the loan is being repaid by CIL that the scope of delivery is reduced to 'community infrastructure' as detailed in 2.

4. The recommended model of draw down

Having explored a number of options, the IDBs recommendation is to use the full £20m as a cyclical programme of funding to bring forward the delivery of major infrastructure projects. As projects repay the loan monies back to the GNGB, this can be reallocated to new projects and 'recycled' in perpetuity. It is assumed that the IIF is to be used to make repayments to the PWLB for the £20m initial loan draw down. Therefore, **projects to be included within this programme must adhere to CIL legislation and deliver 'community infrastructure'**

The recommended model for the loan draw down (see the diagram in the appendix to this report):

- Up to £20m is drawn down by the GNGB to support a joint programme of community infrastructure projects (infrastructure as defined in section 216(2) of the Planning Act 2008). The drawdown of the £20m does not have to be in full and it is likely to be in tranches depending on the timing and quantum of funding required for future projects.
- The relevant Lead Authority (LA) enters into an agreement with the Norfolk CC as the GNGB's accountable body to secure repayments prior to the LA receiving the

relevant portion of the £20m in order to deliver an agreed community infrastructure project. The structure of this agreement is likely to change depending on the nature of the funded project, using the example of Long Stratton bypass it is anticipated that the repayments to the GNGB will be underwritten by South Norfolk Council.

- The Treasury funding is repaid from the IIF to PWLB and the risk of ensuring sufficient funds are in the IIF to repay the loan is a shared risk between GNGB partners.
- Any repayments received by the LA from third parties through s106 agreements, borrowing agreements, roof tariffs or similar, will be repaid back to the GNGB's 'recyclable pot'
- This will lead to the development of a new and separate GNGB fund, referred to as the 'recyclable pot'. The IIF will be separate to the proposed 'recyclable pot' (the legal, financial and governance arrangements for this are yet to be developed)

Please note that the borrowing could be draw down in increments of any size. If one partner opted to draw down a portion of the £20m directly from PWLB themselves, the remaining amount could then be used within this recommended model.

5. Long Stratton Bypass

Long Stratton bypass is a major community infrastructure project that is closest to delivery. The IDB recommend that the full details of the model recommended in 4 should be developed for this project, creating a fully worked through example for the GNGB to review. The IDB will return to the GNGB with the detail of the required governance, legal and financial arrangements. Subject to agreement, this project can then form the basis for developing a cyclical fund that could support the delivery of multiple projects.

6. Recommendations

- (i) Agree to the 'in principle' draw down of £20m City Deal borrowing to create a cyclical programme of funding to bring forward the delivery of major community infrastructure projects. (as detailed in section 4.)
- (ii) Agree that the Infrastructure Investment Fund (pooled CIL) should be used to repay the borrowing agreed in (i) and in accordance with legal guidance. (as detailed in section 2.)
- (iii) Instruct the Infrastructure Delivery Board to develop a model of borrowing to support Long Stratton Bypass, confirming the governance, legal and financial arrangements of the proposed loan and return to the GNGB to seek agreement to proceed on 30th September 2021.

7. Issues and Risks

Other resource implications (staff, property)

Additional staff resource to manage the loan draw down will need to be considered and agreed if the recommended model of borrowing is progressed.

Legal implications

The recommendation is subject to the development of a legal agreement, to be signed by all partners.

Risks

The risk of managing long-term loan repayments from the IIF to PWLB will need to be considered and be built into the loan governance and administrative procedures, which are yet to be developed.

The risk of project delivery and third-party repayments will need to be considered at the point of assessing each project and acceptance into the proposed programme.

Equality

N/A

Environmental implications

N/A

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Recommended model for City Deal borrowing

