

Greater Norwich Growth Board

Date: 02 December 2021

Time: 14:00

Venue: Virtual – Zoom

Board Members:

Norwich City Council:

Cllr Alan Waters (chair)

South Norfolk Council:

Cllr John Fuller (vice chair)

Norfolk County Council:

Cllr Andrew Proctor

Broadland District Council:

Cllr Shaun Vincent

New Anglia Local Enterprise Partnership:

CJ 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

1.	Apologies
2.	Declarations of Interest
3.	Minutes of meeting held on 30 September 2021 (Page 5)
4.	IIF Project Showcase – GP69: Aylsham Sports Hub (Presentation) <i>Dan Goodwin, Communities Officer, Broadland & South Norfolk District Councils</i>
5.	Greater Norwich Joint Five Year Infrastructure Investment Plan 2022-27 (Page 9) <i>Phil Courtier, Director of Place, Broadland and South Norfolk District Councils</i>
6.	Greater Norwich Green Infrastructure Strategy and Delivery Plan (Page 67) <i>Vince Muspratt, Director Growth and Economic Development, Norfolk County Council</i>

Date of Next Meeting

16 March 2022 at 13:00

(location will be dependent on social distancing rules)

FOR FURTHER INFORMATION PLEASE CONTACT:

Greater Norwich Project Team Leader: Grace Burke

t: 01603 222727

e: grace.burke@norfolk.gov.uk

Greater Norwich Projects Team, Norfolk County Council, Martineau Lane, Norwich, NR1 2DH



If you would like this agenda in large print, audio, Braille, alternative format or in a different language, please call Grace Burke, Greater Norwich Project Team Leader on 01603 222727 or email grace.burke@norfolk.gov.uk



Please call Grace Burke, Greater Norwich Project Team Leader on 01603 222727 or email grace.burke@norfolk.gov.uk in advance of the meeting if you have any queries regarding access requirements.

Minutes

Date: Thursday, 30 September 2021

Time: 14:00 to 14:50

Venue: Virtual – Zoom

Present:

Board Members:

Norwich City Council:

Councillor Alan Waters (chair)

South Norfolk Council:

Councillor John Fuller (vice chair)

Broadland District Council:

Councillor Shaun Vincent

Norfolk County Council:

Councillor Andrew Proctor

In attendance:

Grace Burke

Harvey Bullen

Matt Tracey

Sebastian Gasse

Officers:

Graham Nelson

Trevor Holden
Phil Courtier

*Trevor Holden
Phil Courtier*

Vince Muspratt

Greater Norwich project team leader

Assistant director of finance, Norfolk County
Council

Growth & infrastructure group manager,
Norfolk County Council

Head of education participation, Norfolk
County Council

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1. Apologies

Apologies were received from CJ Green and Chris Starkie, New Anglia Local Enterprise Partnership, Tom McCabe, Norfolk County Council and Stephen Evans, Norwich City Council.

2. Declarations of Interests

There were no declarations of interests.

3. Minutes

RESOLVED to agree the accuracy of the meeting held on 17 June 2021.

4. IIF Project Showcase – GP49: Earlham Millennium Green

(Matthew Davies, Project Officer, Norwich Fringe Project, Development and City Services, Norwich City Council attended the meeting for this item.)

Matthew Davies gave a power point presentation to demonstrate the outcome of the 2015 CIL (community infrastructure levy) funded project to improve biodiversity and access to Earlham Millennium Green, located between Earlham Road and West Earlham/Clover Hill, along the Yare Valley, and managed by the Norwich Fringe Project for the city council as one of its natural areas. The project was carried out in three phases and included: the replacement of the wooden boardwalk around the pond, with raised banks using silt removed from the pond; the installation of a pipe to ensure an all-year round water supply to the pond from the ditch network and conserving its biodiversity; the replacement of fishing/dipping platforms with long lasting, sustainable plastic (that was recyclable); the provision of new surfaces for pathways and improved wheelchair access; and signage to encourage community use. The Norwich Fringe Project volunteers had carried out the work which kept costs down.

Graham Nelson, executive director of development and city services, Norwich City Council, said that the board had supported Earlham Millennium Green and the provision of a bridge at Bowthorpe Southern Park, as part of a network of investment on green infrastructure and improved community access linking Norwich Research Park, Colney, Eaton, University of East Anglia and Norfolk and Norwich Hospital.

RESOLVED to thank Matthew Davies, project officer, for the presentation and to ask him to convey the board's gratitude to the Norwich Fringe Project volunteers for their contribution and work on the project.

5. Children's Services Capital Programme update

Sebastian Gasse, head of education participation, Norfolk County Council, presented the report. He referred to the previous item and said that photographs could be

presented to the board in future, suggesting that the board might like to see images of the new schools recently opened at Hethersett.

During discussion, Councillor Proctor said that there was a need to provide schools in relation to the large housing developments being built and spoke in support of using the £2 million annual CIL contributions for capital educational schemes on an ongoing basis to furnish loans (up to £30-40 million) rather than allocating it to named schemes. There was no S106 funding available for schools in the Greater Norwich area.

Councillor Fuller commented that he had been pleased when the board had first allocated the £2 million per annum as he had considered that education was part of the infrastructure load of building houses and had been concerned that previous board members had supported road infrastructure over education. Developer contributions had not been realised and there was not the funding available to fill the gap in school provision in the Greater Norwich area. He was open to using the funding more flexibly to service borrowing where CIL regulations allowed, but the Greater Norwich Growth board or the partner district councils could not take on the liability of the repayments for servicing the loans which should lie with the county council as the statutory provider and holder of the assets.

Members agreed that there needed to be further information on the finances before it could be committed but there was agreement that funding should be used more flexibly to deliver schools. The chair commented on the role of central government to provide DfE (Department of Education) funding for Free Schools or direct to local authorities to provide new schools. A perennial question from residents was that they wanted communities not just houses and that people were concerned about the provision of schools and health facilities. Members considered that there needed to be further consideration of the financial implications of recommendation (2). Officers undertook to review the viability of funding going forward and consider the financial implications and report back to the board.

RESOLVED to:

- (1) note the ongoing need for additional school places in response to housing growth;
- (2) agree to consider the use of City Deal Borrowing to support the delivery of Greater Norwich capital education projects within their future decision making, subject to a report on the viability and financial implications to the board;
- (3) continue to support the shared responsibility with Norfolk County Council to ensure the delivery of schools' infrastructure resulting from housing development in the Greater Norwich Area.

6. City Deal Borrowing and the establishment of the Strategic Investment Fund

Harvey Bullen, assistant director of finance, Norfolk County Council, presented the report.

During discussion, Councillor Fuller spoke in support of the proposal and suggested that the challenge going forward would be to identify schemes to provide cash flow to fund the longer-term schemes. The Long Stratton ByPass was a good example of this recyclable funding model. South Norfolk Council would secure S106 funding through the planning process and therefore the developer's contribution would be legally enforceable.

The chair thanked the officers on behalf of the board.

RESOLVED to:

- (1) agree the draft Terms of Reference for both the initial City Deal borrowing and the Strategic Investment Fund (SIF), as detailed below in (3) and as appended to the report at Appendix A and Appendix B;
- (2) instruct the Infrastructure Delivery Board (IDB) to design and agree the processes that are required to support the delivery of strategic infrastructure projects through both the initial City Deal borrowing and the SIF;
- (3) recommend the establishment of the SIF to each District Authority's Cabinet and Full Council; seeking agreement to draw down the initial £20m through the City Deal and for the interest and loan repayments to be made from the Infrastructure Investment Fund (IIF – pooled CIL);
- (4) seek delegated authority from each District Authority's Cabinet and Full Council to oversee the allocation of the £20m City Deal borrowing and SIF on a scheme by scheme basis. This will be done in accordance with the fund's Terms of Reference, the Greater Norwich Growth Board's Joint Working Agreement and under the direction of Norfolk County Council as the Greater Norwich Growth Board's Accountable Body.

7. Date of Next Meeting

RESOLVED to confirm that the next meeting will be held at 14:00 on Thursday, 2 December 2021.

CHAIR

**Draft Greater Norwich Joint
Five Year Infrastructure Investment Plan 2022-2027**

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

Summary

This report presents the Draft Greater Norwich Joint Five Year Infrastructure Investment Plan 2022-27, for collective review ahead of the Plan being considered by each individual partners' Cabinets and Councils in February 2021, before returning to this Board in March 2021.

Recommendations

The GNGB is asked to recommend to each District Cabinet and Full Council:

- (i) the approval of the Draft Five Year Infrastructure Investment Plan 2022-27 (the Plan- Appendix 1)
- (ii) the approval of the proposed 2022/23 Annual Growth Programme (page 20, within the Plan)
- (iii) to agree the draft legal loan agreement for the draw down of £6.733m through the Greater Norwich City Deal, to support the delivery of Long Stratton Bypass (Appendix E within the Plan)
- (iv) Subject to (iii) for the GNGB to be granted delegated authority to sign the final legal loan agreement together with their s151 officer's, under the direction of Norfolk County Council as the Accountable Body. (as detailed in 3.)

1. Background

- 1.1 The GNGB agreed at its meeting on 24 March 2016 to produce an annual Joint Five Year Infrastructure Investment Plan (5YIIP) to help to provide a longer term, more strategic context for infrastructure decision making as well as eliminating the need to approve individual projects at Partner Cabinets and Councils more than once a year. (subject to the GNGB not recommending any substantial changes to the Programme)

2. Plan Summary

- 2.1 The projects identified within this 5YIIP are those currently considered to be a priority for delivery to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal; one of the key strands of the City Deal was the delivery of an infrastructure programme facilitated by a pooled funding arrangement between the Authorities.

- 2.2 Income received from the Community Infrastructure Levy (CIL) is pooled within the Infrastructure Investment Fund (IIF) and allocated to infrastructure projects forming the Greater Norwich Growth Programme, which is administered by the Greater Norwich Growth Board (GNGB).
- 2.4 The new projects which have been recommended to receive IIF funding during the forthcoming financial year (the first of the planned five years) are proposed to be adopted as the 2022/23 Annual Growth Programme (AGP).
- 2.5 The 5YIIP is being recommended to the GNGB for collective review ahead of it being considered by the individual partners' Cabinets and Councils in February 2022. The 5YIIP along with the confirmed Annual Growth Programme 22/23 will then return to the GNGB at their meeting on 16th March 2022 for final agreement and commitment of funds.
- 2.6 This Plan incorporates the updated position on infrastructure delivery, includes revised CIL income forecasts, provides updates on projects accepted within previous AGPs and outlines planned preparatory work for infrastructure schemes for future years.
- 2.7 Appendix A details the projects which are being proposed within the 2022/23 Annual Growth programme. Those which if agreed will receive IIF funding to support their delivery in the forthcoming financial year.
- 2.8 Appendix B provides a financial overview and delivery timeframe of each project which has been allocated funding from the IIF since its establishment. This is referred to as the Full Growth Programme with all projects listed by their GP number. This is supported by a map showing the project numbers coloured in accordance with its infrastructure thematic grouping added as Appendix C.
- 2.9 Appendix D provides delivery updates for all projects that are still underway. The number of projects included within this section of the Plan has greatly increased in recent years but the map also aims to complement this section by offering a more visual understating of where the projects are located and how they support the Greater Norwich growth areas.

3. Long Stratton Bypass

- 3.1 This Plan also provides a delivery update for Long Stratton Bypass (LSBP), recommending the draw down of £6.733m borrowing to support its delivery. This is to cover the local contribution, having already secured £26.2m of match funding from the Department for Transport.
- 3.2 Up to £10m of reduced cost borrowing was ringfenced to LSBP within the Greater Norwich City Deal agreement which all partners signed with government in December 2013, a commitment which has been reestablished in each version of the 5YIIP.
- 3.3 The City Deal borrowing is to be drawn down by Norfolk County Council as the GNGBs Accountable body, and the draft legal loan agreement to support this is included within the Appendix E of the Plan.

- 3.4 The Five Year Infrastructure Investment Plan provides financial information which supports the decision making to borrow through the City Deal agreement. It is therefore appropriate that the decision to borrow to support the delivery of LSBP is progressed alongside this Plan.
- 3.5 The draft legal agreement mirrors the terms as agreed by all partners in 2016 when City Deal borrowing was drawn down to support delivery of the Broadland Northway (previously known as the NDR). The agreement requires the commitment from all partners to allocate funding from the IIF to pay the interest and capital loan repayments for a period of 25 years. Using current interest rates, the forecasted annual repayment to be paid from the IIF is in the region of £348,000.
- 3.6 Each Greater Norwich CIL receiving authority is recommended to review and agree the draft legal loan agreement within Appendix E of the Plan.
- 3.7 Subject to the agreement of the draft by all District Cabinet and Full Councils, it is proposed that the final legal loan agreement will return to a special meeting of the GNGB when delivery of LSBP has progressed to the point that the loan monies are required. The GNGB seeks delegated authority to sign the final legal loan agreement together with their s151 officers under the direction of Norfolk County Council as the Accountable Body. As agreed within the GNGBs signed Joint Working Agreement, a unanimous decision will be required from all board members (the Council Leaders) prior to the signing and the draw down being actioned.

4. Recommendations

The draft joint Five Year Infrastructure Plan 2022-27 including its Appendix's A- E are included as Appendix 1.

The GNGB is asked to recommend to each District Cabinet and Full Council:

- (i) the approval of the Draft Five Year Infrastructure Investment Plan 2022-27
- (ii) the approval of the proposed 2022/23 Annual Growth Programme
- (iii) to agree the draft legal loan agreement for the draw down of £6.733m through the Greater Norwich City Deal, to support the delivery of Long Stratton Bypass (Appendix E of the Plan)
- (iv) Subject to (iii) for the GNGB to be granted delegated authority to sign the final legal loan agreement together with their s151 officer's, under the direction of Norfolk County Council as the Accountable Body. (as detailed in 3.)

5. Issues and Risks

5.1 Other resource implications (staff, property)

The growth programme requires continuous monitoring and reporting which will be undertaken by the existing resource of the Greater Norwich Projects Team. Resources for project delivery will be the responsibility for the project manager and sponsor.

5.2 Legal implications

The pooling arrangements and the designation of an Accountable Body are set out in the Joint Working Agreement which was signed on 21 October 2015 and is supported by the Infrastructure Investment Fund Programme Governance. Which is agreed by all partners.

The Long Stratton Bypass loan draw down will be underwritten by a legal agreement which will need to be signed by all partners. The draft legal agreement is included within the Appendix E of the draft 5YIIP and the recommendation is for delegated authority for final sign off to be granted to the GNGB together with each Distinct authority's s151 officer under the direction of Norfolk County Council as their Accountable Body. As agreed within the GNGBs signed Joint Working Agreement, a unanimous decision will be required from all GNGB partners prior to the draw down being actioned

5.3 Risks

The risks related to project cost and delivery remain with the project manager and sponsor. New projects are asked to sign an IIF funding offer letter to cover any additional project specific risks subject to specific conditions.

There is a risk that there will not be enough money within the IIF to make interest and loan repayments in the medium to long term. This risk is alleviated by the agreed monitoring and reporting processes that the GNGB adhere to. This Plan provides an annual financial update and any new allocations are only agreed when all existing commitments are considered. A cash reserve equal to one year's interest and loan repayment will also be put aside to act as a safeguard against any unforeseeable financial events.

5.4 Equality

No specific issues arising from the funding of the Growth Programme. Individual project issues are the responsibility of the project manager and sponsor

5.5 Human rights implications

No specific issues arising from the funding of the Growth Programme. Individual project issues are the responsibility of the project manager and sponsor

5.6 Environmental implications

Project managers and sponsors will be required to meet their own environmental obligations.

5.7 Data Protection Impact Assessment

Not applicable

Officer Contact

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

Name	Telephone Number	Email address
Grace Burke	01603 222727	grace.burke@norfolk.gov.uk
Ruth Oyeniya	01603 222125	ruth.oyeniya@norfolk.gov.uk

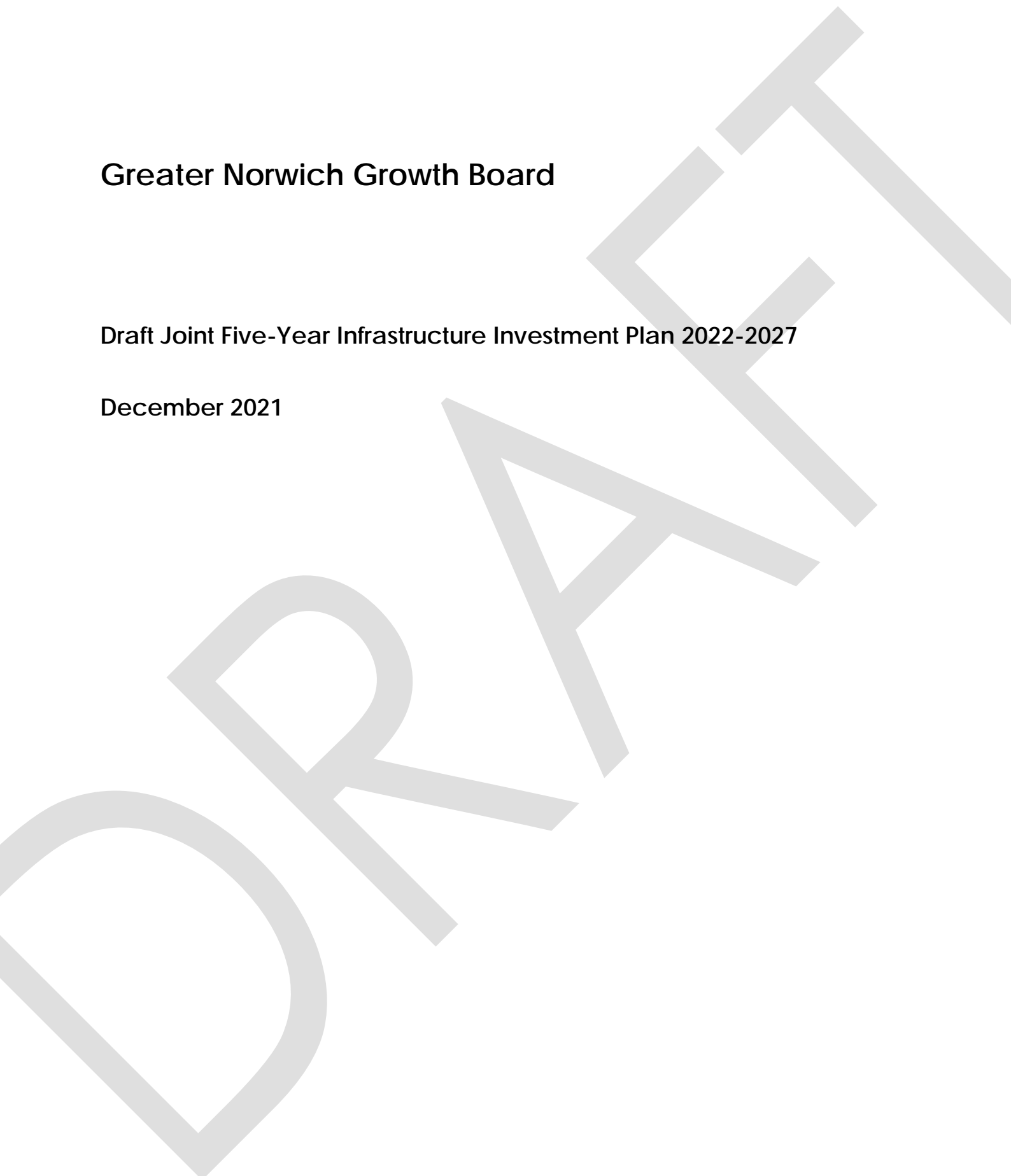
Attachments:

Appendix 1 – Draft Greater Norwich Joint Five-Year Infrastructure Investment Plan 2022-27

Greater Norwich Growth Board

Draft Joint Five-Year Infrastructure Investment Plan 2022-2027

December 2021



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INTRODUCTION

The projects identified within this Infrastructure Investment Plan are those currently considered to be a priority for delivery, to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal; one of the key strands of the City Deal was the delivery of an infrastructure programme facilitated by a pooled funding arrangement between the Authorities.

Income received from the Community Infrastructure Levy (CIL) is pooled within the Infrastructure Investment Fund (IIF) which is administered by the Greater Norwich Growth Board (GNGB). The projects which receive IIF funding during the forthcoming financial year will be adopted as the 2022/23 Annual Growth Programme (AGP).

This Plan incorporates the updated position on infrastructure delivery, includes revised CIL income projections, provides updates on projects accepted within previous AGPs and outlines planned preparatory work for infrastructure schemes in future years.

THE GREATER NORWICH GROWTH BOARD

The Greater Norwich Growth Board is a partnership that is unlike any other in the UK. Norfolk County Council, Norwich City Council, South Norfolk District Council, Broadland District Council and the New Anglia Local Enterprise Partnership are the five partners that make up the GNGB. They have chosen to work together to accelerate the delivery of infrastructure within the wider Greater Norwich area, because they recognise the benefits that can be achieved by looking beyond individual administrative boundaries.

Since the establishment of the GNGB in 2014, their partnership working practices and particularly the pooling arrangements of CIL contributions within the IIF, are considered an exemplar model of working by the Planning Advisory Service (PAS), who have cited the GNGB as a partnership who are pursuing ambitious growth agendas under strong strategic leadership and cross boundary collaboration.

Since 2014 the partnership has allocated over £22m of IIF funding and £40m of CIL supported borrowing which has levered in at least an additional £230m to deliver infrastructure projects within the Greater Norwich area.

The GNGB's successes were emphasised when they 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. The partnership looks forward to continuing to work together to pool their shared skills and resources, leveraging additional funding and increasing delivery outcomes whilst continually planning for even bigger infrastructure schemes for the future.

DEVELOPMENT OF THE JOINT FIVE-YEAR INFRASTRUCTURE INVESTMENT PLAN

The development of this annual Plan requires the Greater Norwich Infrastructure Plan (GNIP) to be updated¹. The GNIP identifies infrastructure priorities to the end of the current Joint Core Strategy (2026) and details the progress of infrastructure delivery within the Greater Norwich area. Thematic strategic priorities identified within the GNIP feed into the project appraisal process for the IIF. The 2021 GNIP was accepted by the GNGB at the Board Meeting on 17th June 2021.

This Plan provides the reprogrammed financial commitments for IIF funding against the forecasted CIL income until 2026/27. Projects listed within the forthcoming financial year within this Five-Year Plan should be considered as the proposed Annual Growth Programme (AGP) for 2022/23 which are being recommended to be allocated funding from the IIF.

The GNGB agreed new processes for project selection on 27th of November 2018, and this is the third year that the projects have been progressed through this full process before being recommended for inclusion in the AGP. A call for new projects is triggered upon the acceptance of the GNIP. This year's call closed on 30th July, the Greater Norwich Projects Team (GNPT) appraised each submission and provided recommendations to the Infrastructure Delivery Board (IDB) alongside comments received from the Greater Norwich Delivery Officers Group. The new processes have led to clear acceptance criteria for projects, a measured and robust selection process to support informed recommendations from the IDB which enables the GNGB to allocate CIL from the IIF in a clear and decisive manner.

The GNGB will initially consider this Draft Five Year Infrastructure Investment Plan on 2nd December 2021.

As the Accountable Body for the GNGB, Norfolk County Council will also receive a report on the 2022/23 AGP in early 2022

The three District Councils will consider this Plan at their Cabinet meetings in January/February 2022. As per the agreed processes, the approval of this plan by each District Council will commit IIF funding to those projects within the forthcoming financial year, accepting them as the AGP 22/23.

The final AGP 22/23 will return to the GNGB for formal joint agreement at their meeting on 16th March 2022.

¹ [Click here for the Greater Norwich Infrastructure Plan 2021](#)

Greater Norwich Growth Programme Process

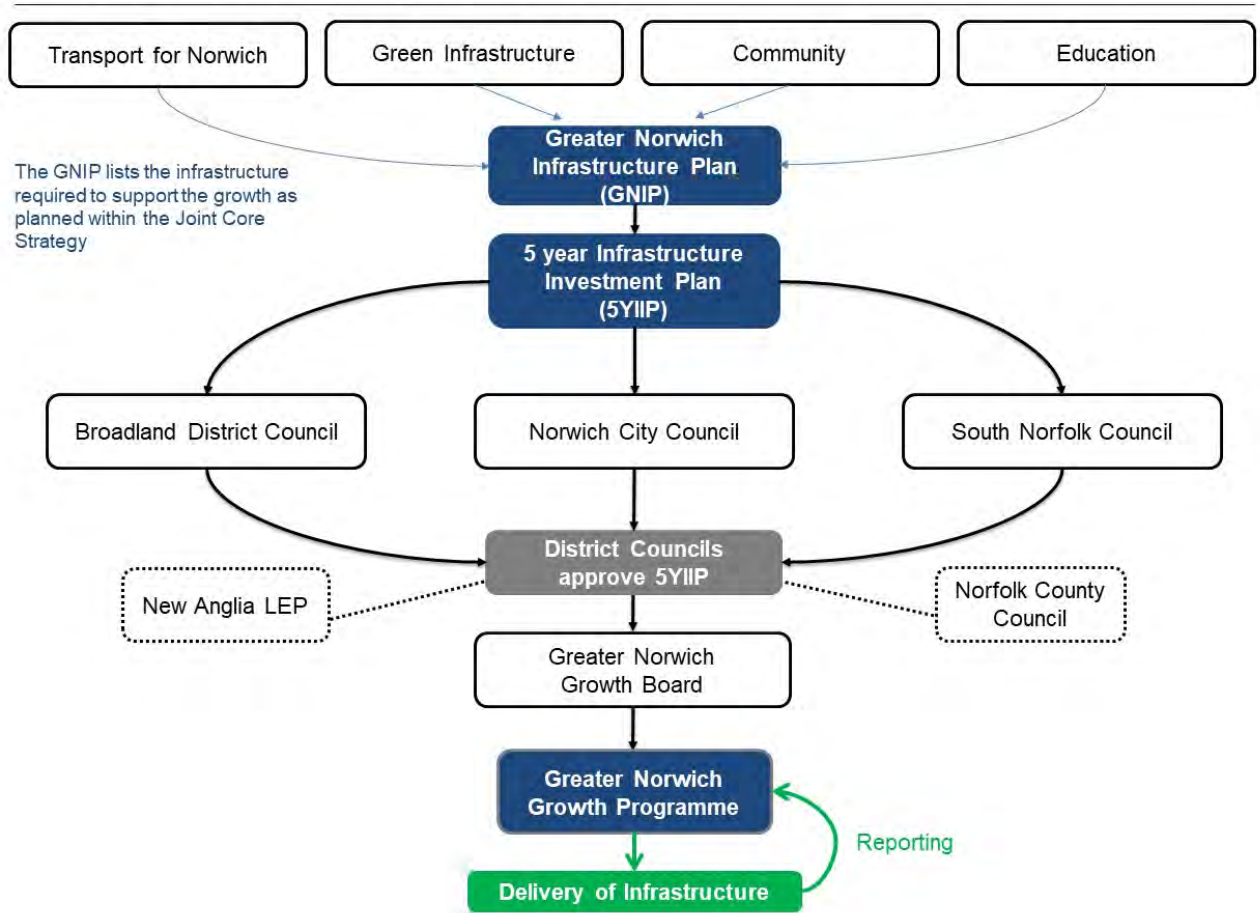


Figure 1 – Greater Norwich Growth Programme decision making process

PROPOSED 2022/23 ANNUAL GROWTH PROGRAMME

In accordance with the agreed processes for the Infrastructure Investment Fund (IIF), the Infrastructure Delivery Board met on 15th October 2021 to agree which projects are to be put forward as the proposed 2022/23 Annual Growth Programme (AGP). As a result, 7 projects totaling £4,502,117 have been identified to be supported through the IIF. Details of these projects have been included in this report as Appendix A.

Project Name	Applicant	CIL request	Total project cost
Yellow Pedalway extension (airport to Broadland Northway)	County	1,600,000	1,900,000
Wensum Walkway	County	1,264,951	1,974,096
Broadland Country Park- Horsford Crossing	Broadland	100,666	100,666
Wherryman's Way Access Improvements	County	216,500	445,148
Wensum Lodge	County	1,090,000	1,254,000
Football Development Centre- Heartsease Open Academy	Norwich	150,000	480,000
Yare Boat Club	Broadland	80,000	271,000
TOTAL		4,502,117	6,424,910

In addition, it is proposed that Education receive £2million to support the development of their capital programme within Greater Norwich. This new allocation will support development at Hethersett Academy. An update on all Education projects that have been allocated IIF can be found on page 11.

It is proposed that a £6.733m loan is drawn down from the Public Loan Works Board, as agreed through the Greater Norwich City Deal, to support the delivery of Long Stratton Bypass. This would require a forecasted annual repayment of £348,215 to be paid from the IIF for 25 years. As a forecasted figure this amount is subject to change. A project delivery update and further details regarding the City Deal agreement and the loan legal arrangement between all partners, can be found on page 10.

To support the proposed new loan draw-down, it is proposed that £350,000 is allocated to the cash reserve which would cover one year's forecasted loan repayment for Long Stratton Bypass. This is a safeguard that was put in place by all partner s151 officers when the first City Deal loan was drawn down for the Broadland Northway. It also ensures that the GNGB adheres to the borrowing requirements as detailed within CIL legislation.

Approximately £2m from the IIF is to be committed to projects that that have a delivery programme spanning multiple years, some of which were agreed in previous AGPs. Updates on previously agreed projects are provided in Appendix D.

ECONOMIC DEVELOPMENT AND REGENERATION

A number of projects supported by IIF significantly contribute to the economic growth of areas by providing transport, green infrastructure and community benefits. These projects support the wider regeneration of areas but often require many years of strategic planning to come to fruition. Projects which the GNGB have already identified as strategic priorities within the Greater Norwich area include:

Anglia Square

A planning application for the comprehensive redevelopment of Anglia Square, comprising up to 1250 dwellings, a hotel, ground floor commercial floorspace, a cinema, multi-storey car parks and a location for the existing chapel was submitted to Norwich City Council in March 2018 (ref: 18/00330/F). Following the resolution of Norwich's Planning Application Committee to approve the scheme (6th December 2018) the application was called in by the Secretary of State for his determination.

A planning inquiry was conducted in February 2020 and notwithstanding a recommendation to approve from the inspector, the Secretary of State refused planning for the development in November 2020.

Since early 2021, NCC, the developers, Homes England, and Historic England have been working together to create a completely new scheme for the main site. This has led to a programme of pre-application meetings (the first of which was in April 2021) together with stakeholder engagement, public consultation and design review (the first round of which took place in September 2021). This programme will continue through to the intended submission of a full application for the entire scheme in March 2022.

The Greater Norwich Local Plan (GNLP) is proposing that Anglia Square and adjoining land (approx. 4.79 ha) is allocated for a housing-led mixed use development including retailing, employment, community and leisure facilities, and will act as a catalyst for wider investment and redevelopment in the 'Northern City Centre Strategic Regeneration Area' defined in the GNLP. The housing element of the scheme is in the region of 800 units.

East Norwich

Following the closure of Carrow Works in 2020, significant regeneration proposals are being developed for the East Norwich area. The redevelopment area comprises around 50ha of brownfield land including Carrow works, the adjacent Carrow House, the Utilities Site and Deal Ground site. The GNLP is proposing that these sites are allocated for comprehensive mixed-use redevelopment as the 'East Norwich Strategic Development Area'.

This site represents the largest regeneration scheme in Greater Norwich and has the potential to deliver a sustainable new community comprising up to 4,000 homes as

proposed in the Greater Norwich Local Plan, alongside considerable employment and community spaces, linking the city centre with the Broads national park at Whitlingham.

To unlock the potential of this area there will need to be considerable investment in infrastructure to support redevelopment. This will be a complex exercise and is currently being examined through a detailed master-planning exercise which will supplement policies in the Greater Norwich Local Plan. This master-planning exercise is being undertaken by consultants Avison Young and is overseen by a public private partnership led by Norwich City Council. The stage 1 masterplan was endorsed by Norwich City Council's Cabinet in November 2021 and is available at <https://www.norwich.gov.uk/masterplan>. It is anticipated that the masterplan will be completed by end of March 2022. The stage 1 concept masterplan has just been published and anticipates that the level of housing will be around 3,500 units although further detailed work will take place in stage 2 that will refine the masterplan as the basis for a supplementary planning document.

The level of infrastructure investment to unlock the development will be identified through the master-planning process but will include physical infrastructure such as new roads, bridges and pedestrian/cycle ways, as well as social and community infrastructure including a school. However, the expectation is that this may require public sector leadership in order to deliver. One possible source of funding to assist with this is the Infrastructure Investment Fund and the GNGB may need to draw down further borrowing via the City Deal in order to ensure timely delivery of the site.

Delivery of infrastructure in this manner not only has the potential to deliver a major development but also has the potential to greatly improve access to the Broads and Whitlingham Country Park for much of the City's population. (See GI section for River Yare Crossing).

Norwich Research Park (NRP) Enterprise Zone

Work commenced in March 2020 on a c.£7m investment package funded by South Norfolk Council and the New Anglia LEP comprising c. 19,000 sq. ft grow on space for businesses and the necessary infrastructure to open up part of the Enterprise Zone. Infrastructure works and the building (shell and core) were completed in February 2021. In addition to this public sector investment, the 800 space multi-storey car park was also completed in February 2021 as part of the overall scheme.

A number of improvements to the Norfolk and Norwich University Hospital (NNUH) are due to start in 2022 including enlarging Colney roundabout and installing a new bus interchange.

Various projects in and around the NRP will help improve its connectivity to the wider area, as well as enhance the local environment. Key improvements which have all received IIF funding include a new bus interchange at Roundhouse Way, a more direct

footpath link to the significant housing growth at Bowthorpe which has been enabled by a new footbridge across the River Yare. Health walks to improve the wellbeing of patients, employees and residents alike which have been implemented in the grounds of the NNUH, along with further enhancements to Green Infrastructure links between the NNUH, Research Park and the nearby housing development.

Greater Norwich Food Enterprise Zone

Located on the Food Enterprise Zone at Food Enterprise Park (FEP in Honingham), the Broadland Food Innovation Centre is being led by Broadland District Council to provide food grade premises which comply with supermarket requirements (British Retail Consortium), test kitchens, a sensory food tasting facility in conjunction with a comprehensive innovation support package for eligible businesses, based in Norfolk and Suffolk. The Breeam excellent building is expected to be delivered in Autumn 2022 and the innovation programme will run to June 2023. The £11.4m project has been funded by Broadland District Council, New Anglia LEP, European Regional Development Fund, Hethel Innovation and the UEA.

Various projects in and around the Food Enterprise Park will help improve its connectivity to the wider area. These include the dualling of the A47 with a junction providing access to the FEP and an additional power supply to support the delivery of whole of the FEP (100 acres).

Smart Emerging Technologies Institute – SETI

A more detailed business case has been commissioned by South Norfolk Council to take forward the Smart Emerging Technologies Institute (SETI) concept. The project is led by the University of East Anglia in collaboration with BT at Adastral Park, University of Cambridge and University of Essex. The business case should be complete early 2022.

SETI is based around the development of a closed loop fibre network which will enable data transfer more than 1,000 times faster than broadband connections. SETI will be a science, technology and business asset for the region that will push the boundaries of leading science research and benefit the UK as a whole. Although delayed due to Covid-19, work on the technology and business case for SETI is progressing and will be published in 2021.

Cambridge Norwich tech Corridor (CNTC)

The CNTC continues to be recognised and promoted as a strategic location for technology and innovation within the region and the UK. Supported by local authority partners, a mapping of key clusters across the Corridor has enabled the identification of

specialist strengths and development opportunities in different high-growth locations. Continued support and promotion of business case studies raises the profile of the opportunities to Government policy makers, inward investors and local businesses seeking to scale up.



CIL ALLOCATION- FOUR THEMATIC GROUPS

Greater Norwich's adopted CIL charging policy examined the delivery requirements of four types of infrastructure to support the planned housing growth. Applications from the four thematic groups of Transport, Education, Green Infrastructure and Communities (which includes Sports) are therefore welcome to apply to the IIF. Summaries from each of these groups is included below.

TRANSPORT

Transport for Norwich (TfN)

Transport for Norwich (TfN) is the adopted transport strategy and programme of works that is delivering transport improvements across Greater Norwich. The current strategy recognises that everybody's journeys are different and looks to give people viable options on how they choose to travel; it actively promotes sustainable transport. The strategy has already delivered key improvements such as the Broadland Northway, a network of Park and Ride facilities and 'Pedalway' cycle routes, the award-winning Norwich Bus Station, bus priority measures both in the City Centre and along radial routes, and public realm improvements at key locations such as Tombland. There is an implementation plan of transport delivery that sets out a range of transport measures, together with their general intended phasing, for delivery over the short to medium term.

Following a review of the existing TfN transport strategy, it is envisaged that the new strategy will be adopted late-2021. The new Transport for Norwich Strategy will sit alongside the county-wide Local Transport Plan which was backed by the County Council's Cabinet in August 2021 and will be put to the County Council's full Council meeting in November for adoption. Both these documents will support the County Council's pledge to achieve net zero carbon by 2030, which was adopted as part of their Environmental Policy in November 2019.

Projects supported by IIF

The 2015/16 AGP agreed to the use of the IIF to top up other funding to help deliver the TfN programme over the period 2015/16 to 2019/20 and committed a total of £3,570,000.

Many projects which were initially programmed to receive IIF funding have since taken advantage of alternative external funding streams including Growth Deal and Cycle City Ambition Grant (CCAG) to deliver projects. The TfN projects that were allocated IIF were:

- GP11 - St Clements Toucan crossing
- GP13 - Eaton Centre Interchange
- GP13b - Roundhouse Way Bus Interchange

- GP16 - Golden Ball Street highways improvements
- GP17b – Cromer Road - Aylsham Rd (A140)
- GP24 - Colney River Crossing
- GP26b- Hempnall Crossroads
- GP32 - Broadland Way: Green Lane North to Plumstead Road
- GP45 - Green Pedalway junction improvements
- GP46 – Marriott’s Way: Access improvements in Costessey
- GP53 – Marriott’s Way: Resurfacing at Drayton
- GP74 - Plumstead Road Roundabout

Strategic Transport Schemes

The 2016/17 AGP agreed to use IIF funding in future years to ensure the delivery of large strategic transport projects, including the Broadland Northway and Long Stratton bypass together with Hempnall crossroads junction.

GP25 - Broadland Northway

Construction of the Broadland Northway was completed in April 2018 and there has been significant positive feedback from residents and businesses regarding the reduced journey times and simpler journeys that the new route provides. The monitoring of traffic impacts is ongoing. The road was paid for by the Department for Transport, Growth Point funds and the Community Infrastructure Levy (CIL). With the agreement of all the Greater Norwich partners, £40m of borrowing to support its delivery took place during the 2016/17 financial year and will be repaid by future CIL income from the IIF.

GP26 - Long Stratton Bypass

The Long Stratton Bypass (LSBP) will be funded from a combination of developer and public sector funding. It was announced in September 2019 that the Department for Transport (DfT) had awarded major road network funding to develop the business case for the LSBP. This enabled the scheme to move forward to the next stage. The Outline Business Case was submitted to the DfT in January 2021 and resulted in a commitment from them to fund 70% of the overall project cost, with a further release of scheme development funding to take the project through to the appointment of a preferred Contractor. At that point, a Full Business Case submission will be required to obtain the final funding from DfT to allow construction of the project. The remainder of the overall project funding (30%) will be made up of a developer contribution and CIL supported borrowing.

The authorities have worked collaboratively with the Developer to ensure the planning applications for the bypass and associated development were updated to allow a re-submission and for re-consultation in August 2021. The consultation and consideration process is well under way and it is hoped a recommendation can be made to the Local Planning Authority Development Management Committee early in 2022. In the meantime, detailed design work for the bypass continues.

City Deal borrowing to support the delivery of Long Stratton Bypass

£10m of CIL supported borrowing was allocated to LSBP through the Greater Norwich City Deal agreement which was signed with Government in December 2013. This gave the GNGB access to lower-cost borrowing from the Public Works Loan Board (PWLB). Following a review it is proposed that a total of £6.733m is drawn down and repaid over 25 years through the City Deal. Whilst there are funds available within the IIF which could be directly allocated to the project, it is considered that this would not be the most appropriate use of the fund. The IIF is intended to deliver infrastructure that directly affects the quality of people's lives such as schools, public open spaces and community facilities in addition to transport projects. The future of CIL income is also uncertain because new planning legislation is expected to lead to the replacement of CIL with a new 'Infrastructure Levy'. To ensure that infrastructure delivery can continue throughout any transitional period of change, it is considered preferable to use the borrowing capacity agreed through the City Deal now, spreading the cost of repayment and smoothing the impact upon the fund.

The City Deal borrowing to support Long Stratton Bypass is programmed to be required in 2022/23. Using current interest rates, the forecasted annual repayment to be paid from the IIF is in the region of £348,000. The final repayment amount cannot be fully confirmed until the loan is actioned and the interest rates at that future time are known.

Agreement of this borrowing is subject to the signing of a legal loan agreement between all Greater Norwich partners. The draft version of this agreement is included within Appendix E and the forecasted interest repayments are included within the IIF financial framework on page 16 of this Plan. Subject to the agreement of the draft by all District

Cabinet and Full Councils, it is proposed that the final legal loan agreement will return to a special meeting of the GNGB when delivery of LSBP has progressed to the point that the loan monies are required. The GNGB seeks delegated authority to sign the final legal loan agreement together with their s151 officers under the direction of Norfolk County Council as the Accountable Body. As agreed within the GNGBs signed Joint Working Agreement, a unanimous decision will be required from all board members (the Council Leaders) prior to the signing and the draw down being actioned.

This Five Year Infrastructure Investment Plan provides financial information which supports the decision making to borrow through the City Deal agreement. It is therefore appropriate that the decision to borrow to support the delivery of LSBP is progressed alongside this Plan.

Each Greater Norwich CIL receipting Authority is recommended to:

- agree the draft legal loan agreement for the draw down of £6.733m through the Greater Norwich City Deal, to support the delivery of Long Stratton Bypass (Appendix E)**
- agree for the GNGB to be granted delegated authority to sign the final legal loan agreement together with their s151 officer's, under the direction of Norfolk County Council as the Accountable Body**

GP26b Hempnall Crossroads

Hempnall crossroads progressed ahead of the delivery of long Stratton Bypass and is now fully operational. The 20/21 Annual Growth Programme included a £561,760 contribution to this project, listed as GP26b in Appendix D

Other funding streams

A range of funding, in addition to that from the IIF, will continue to be sought to fund the existing and future TfN Implementation Plans. This will include locally held Local Transport Plan funding, as well as Cycle City Ambition Grant (CCAG), Local Growth Fund monies and specific funding awards from government, including the Levelling Up Fund, Towns Deal, Active Travel Fund, Capability Fund, E-bike Extension Fund and the Zero Emission Bus Regional Area (ZEBRA) Fund.

Transforming Cities Fund

The Greater Norwich 'Transforming Cities' application is based around transforming connectivity in and around Norwich through a coordinated package of improvements on three transport corridors and in the city centre.

Greater Norwich was successful in securing an initial allocation of £6.1m from an early

allocation of Transforming Cities funding. This was used to deliver 6 transport schemes across Greater Norwich during 2019/20-2020/21, which included new pedestrian crossings, provision of segregated cycle facilities between Wymondham and Hethersett, improvements to Norwich Bus Station and the implementation of a new cycle share project with Beryl.

It was announced in September 2020 that a further £32m of Transforming Cities Fund (TCF) funding had been allocated to Greater Norwich. We have prioritised corridors and schemes that are deliverable within the challenging timescales of the funding programme (up to end 2023), and will maximise benefits and value for money. We have also tried to deliver the best possible balance between bus, walking and cycling schemes, which will be supplemented by a coordinated and sustained behaviour change programme that will be locally funded and delivered. Delivery of the TCF programme is going well and a number of schemes are already complete. These include public realm and walking / cycling improvements at Tombland, as well as a new bus/cycle contraflow bus lane on Thorpe Road, an improved walking /cycle route along the Marriott's Way and improvements to the bus route along South Park Avenue. Schemes also approved for construction in 2021/22 include a new bus lane along Aylsham Road / Cromer Road, public transport and walking / cycle improvements at Grapes Hill, improved bus / walking / cycle access to Norwich Rail Station and walking / cycle enhancements along King Street.

EDUCATION

Children's Services publish their Schools Local Growth and Investment Plan (SLGIP) annually in January as part of the Children's Services Member briefing paper to Cabinet. SLGIP recognises growth across the whole County but the most significant growth is within the Greater Norwich area. Land has been or is being secured for up to thirteen new schools in Greater Norwich to support the forecasted growth.

Those currently being progressed are:

- Blofield, new building to move and expand existing school – land transfer moving forward
- Cringleford, new primary school – awaiting land transfer and scheduled to open Sept 2024
- Silfield, new primary school – awaiting land transfer and scheduled to open Sept 2024
- North Norwich/Rackheath new high school – land discussion only
- Poringland, new primary – site search

In addition, extensions to existing schools are actively being pursued at the following sites:

- Ormiston Victory Academy, Costessey – currently on site and scheduled to complete early Summer 2022
- Sprowston Community Academy – currently on site and scheduled to complete September 2022
- Hethersett High Academy – feasibility underway for further expansion
- Wymondham High Academy – feasibility underway for further expansion

Children's Services' Capital Priorities Group oversee the work to determine the order, timing, details and funding of education priorities. Norfolk County Council Cabinet considered the funding of the schools' capital programme in October 2020 and a refreshed schools' capital programme was presented and approved on 8 November 2021. Cabinet agreed that NCC investment would fund any shortfall to ensure the delivery of essential school places once all other funding opportunities have been explored.

2017/18 commitment

Hethersett – funding drawn down for two schemes to support housing growth in the village.

- £1m was committed towards the expansion of 11-16 places at Hethersett High Academy. A new classroom block was completed for September 2020, with a total budget of £8m, and the remaining funding government grant for Basic Need.
- £1m to increase Hethersett VC Junior school to a full Primary. The scheme was

completed in November 2020. The total budget is £4.5m, with residual funding from a government grant for Basic Need and condition.

2018/19 commitment

£2M was committed in 2018/19 and will be used to fund two projects:

- To identify and secure a new site to move the existing school at Blofield into larger and more modern school accommodation. Land assembly conversations are moving forward.
- To ensure the existing primary school site in Brundall has suitable accommodation for larger cohorts of children. This involves the provision of 2 new classroom blocks, demolition of caretaker bungalow and improvement to parking provision. This was completed in December 2020 (building) with follow on external works completed March 2021.

2019/20 commitment

£2M was committed in 2019/20 to support the delivery of a new 420 place primary school in Cringleford on allocated S106 land with a consideration for the need for a nursery alongside the primary school. The design is currently being developed. Further progress on this scheme requires access to the land, and the land transfer from the developer, which is scheduled upon the occupation of 100th home. Based on the latest information, the school is scheduled to open in September 2024.

2020/21 commitment

£2M was committed in 2020/21 to support an extensive expansion project at Ormiston Victory Academy in Costessey. This involves a new three-story classroom block and internal remodeling to increase the number of school places from 1050 (7 Form Entry) to 1500 (10 Form Entry) for 11-16year old pupils. The scheme is currently underway and completion is programmed for early Summer 2022.

2021/22 commitment

A further £2M was committed in 2021/22 to support the considerable expansion of Ormiston Victory Academy, with a total project cost in the region of £9.5m. The shortfall of £5.5m has been met with a government grant of Basic Need.

2022/23 commitment

£2M is proposed to be allocated to Hethersett Academy. A second phase of development in response to 1400 new homes in the village (1200 originally with an additional 200 recently confirmed).

Considered use of the IIF to support borrowing

On 30th September 2021 the GNGB received an update regarding the delivery of Norfolk Children's Services Education Capital Programme. During the meeting, the partners reconfirmed their commitment to support the shared responsibility with Norfolk County Council (NCC) to ensure the delivery of schools' infrastructure resulting from housing growth. They also agreed to consider the use of the IIF in future years to service NCC Borrowing to support the delivery of Greater Norwich capital education projects. This is still under consideration and would be subject to the GNGB reviewing a report outlining the legal and financial implications for the IIF and then receiving agreement from each district authority's Cabinet and Full Council. More information is expected to be provided within the next version of this Plan.

GREEN INFRASTRUCTURE

The Green infrastructure Programme Team comprise officer representatives from the four Greater Norwich partner authorities, together with the Broads Authority as a key stakeholder. They are responsible for identifying the green infrastructure strategic priorities within the Greater Norwich area and ensuring that the Green infrastructure network meets the requirements of the Habitats Regulations Assessment of the Joint Core Strategy and other subsidiary Development Planning Documents.

The 2007 Greater Norwich Green Infrastructure Strategy was developed around four principal Green Infrastructure themes:

- Sustaining and enhancing the character and local distinctiveness of riverscapes, landscapes and townscapes
- Making space for wildlife
- Providing a high quality, multi-functional and connected network of accessible green spaces for people
- Adapting to climate change through sustainable planning and design

In March 2021 the Infrastructure Delivery Board (IDB) approved progression of a scoping paper proposing an update of the existing strategy. Work to define the scope is progressing, with input from all partner authorities and assistance from the UEA.

The purpose of the strategy will be to help manage and improve existing GI assets, increase the level of GI provision to address identified deficiencies or needs, and develop a network of multi-functional spaces which will deliver biodiversity net gain and other natural assets. This work will also set out clear priorities for GI delivery which will provide a framework for directing future resources.

It is anticipated that, subject to approval, strategy development will commence in April 2022.

The below are projects that have been prioritised by the GNGB for future investment, the majority of which have received IIF funding to deliver elements of their progress in previous AGPs.

Green Loop – Broadland Way and Marriott’s Way

A key element of the North-East Norwich Growth Triangle (NEGT) Area Action Plan is an off-carriageway cycle and pedestrian route between east Norwich at Thorpe St Andrew and the Northern Broads at Wroxham, known as Broadland Way.

Broadland Way is designed to be a multi-functional Green Infrastructure corridor that provides residents of the new development with a safe walking/cycling route that can be used for commuting or leisure, whilst also providing ecological connectivity.

Combined with Marriott's Way and the Bure Valley Path, this new facility will form a Green Loop to the north of Norwich linking northern city areas of growth with the countryside and providing a highly biodiverse corridor. Marriott's Way particularly fulfils several key functions as a wildlife link, a health-promoting asset through cycling and walking, and an outdoor classroom. See Appendix D for delivery updates.

Yare Valley

The project aims to develop the unifying concept of a river parkway: a linear country park based on the River Yare Corridor between Bawburgh and Whitlingham Country Park. The parkway would comprise a collection of linked spaces along banks of the River Yare. This 'umbrella' project was included in the Green Infrastructure Delivery Plan and included several projects such as the Wherryman's Way improvements within the current proposed AGP, and others that have been brought forward since the study was published.

A key project along the valley is the delivery of the River Yare Crossing. This project will help support regeneration of the wider East Norwich area, which is identified as a strategic regeneration area in the emerging Greater Norwich Local Plan. It will take the form of a cycle/pedestrian bridge crossing the River Yare to enable better access to Whitlingham Country Park from the city centre. The masterplan concerning the East Norwich redevelopment will explore this issue further.

River Wensum

A strategy has been developed to guide regeneration of the River Wensum Corridor in Norwich, extending to Whitlingham in the east, which was adopted by Norfolk County Council, Norwich City Council, the Environment Agency and the Broads Authority in Summer 2018.

The strategic objectives include enhancing connectivity throughout the river corridor (particularly with the Norfolk Trails network) and enhancing the natural environment and green infrastructure. Key green infrastructure proposals which have received IIF funding in previous AGPs include the completion of a missing link on the Riverside Walk, improvements to accessibility of the existing Riverside Walk and enhanced links with the Broads network at Whitlingham in the longer term

The Norwich Riverside Walk

This is identified as a sub-regional green infrastructure corridor supporting growth locations in the Joint Core Strategy. The River Wensum Strategy noted above also aims to complete key missing sections of the riverside walk within the city. The development of the Riverside Walk alongside the Wensum helps to support the green infrastructure requirements for anticipated new housing and employment development that has been identified in the city centre and East Norwich.

Broadland Country Park

Broadland Country Park (BCP) was allocated £719,000 of IIF funding which enabled the land to be purchased by Broadland District Council in 2019. The new Country Park was launched online with its new name at Easter 2021 with a new website, a promotional film and a blog site. www.southnorfolkandbroadland.gov.uk/broadlandcountrypark and links from [google maps](#). The Project Officer was recruited in August 2020 and a part time Park Ranger started work in May 2021.

Match funding has been secured from the Business Rates Pool and British Cycling, as well as s106 contributions from nearby developments. The Broadland Country Park Horford Crossing project is recommended for approval to receive IIF funding within this Plan, which will improve pedestrian and cycling access into Broadland Country Park across the B1149 Holt Road.

Planning permission has been secured for the first piece of significant infrastructure; surfacing of the short 1.4km all-user all-weather route to the North of the Country Park, known as the 'pink route'. Broadland Country Park helps to manoeuvre the Greater Norwich area into a strong position in which to deliver sustainable, well planned communities by enabling a mitigation strategy that alleviates the impact of growth on the internationally designated sites in Norfolk.

Burlingham Country Park

Burlingham Country Park project proposes the repurposing of one of the largest areas of land owned by Norfolk County Council. At over 12.5 km² the Burlingham site is located near Strategic Employment Sites and Major Housing Growth Sites.

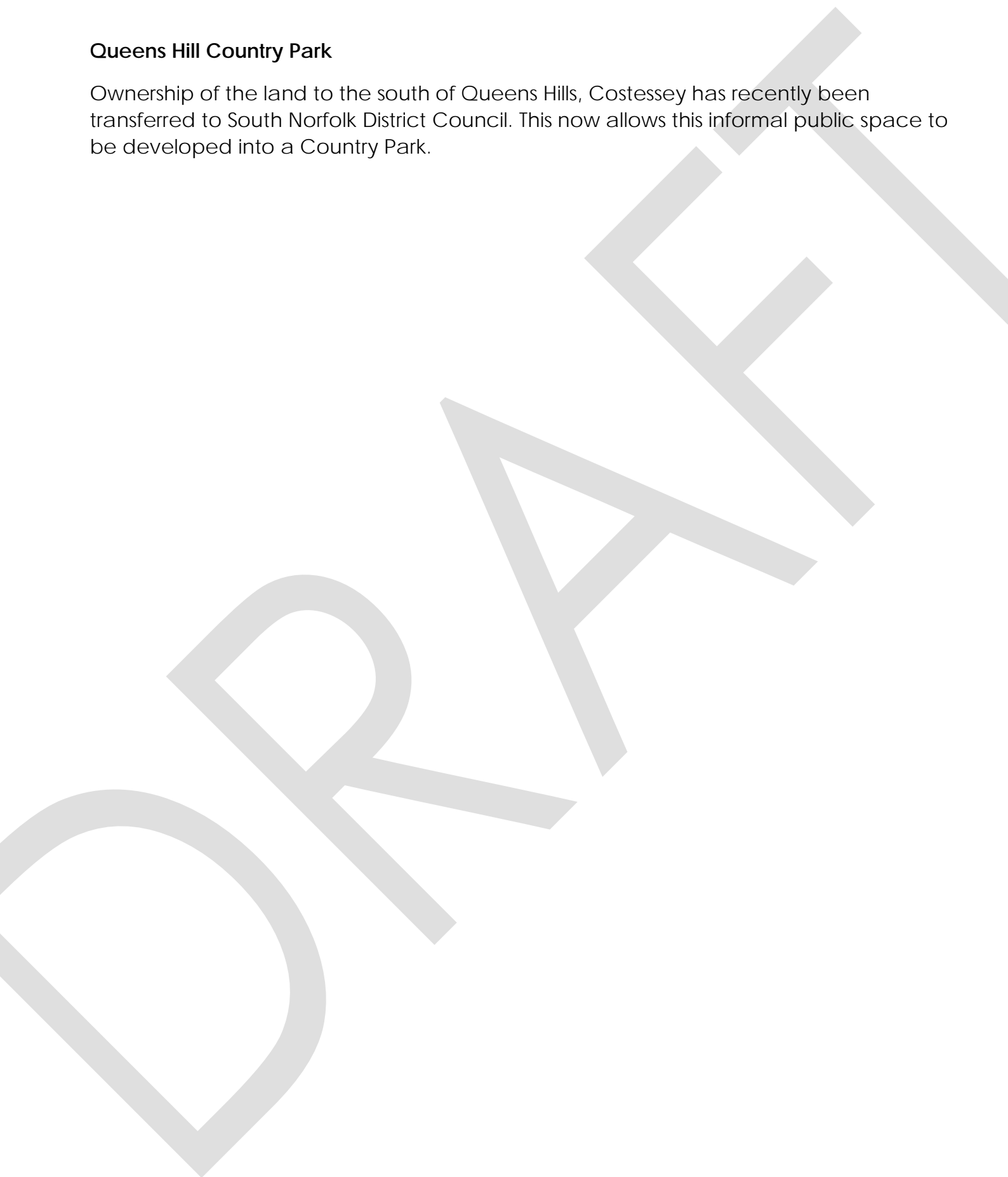
Bounded by the River Bure to the north, the River Yare to the south and bordered by the Broads Nature Reserve, the project will:

- deliver high quality Green Infrastructure in the area
- provide improved countryside and recreational access for new residents
- reduce recreational pressure on the nearby sensitive environments.

This would create a Green Infrastructure Priority Corridor with high carrying capacity, identified as a priority in the Greater Norwich Infrastructure Plan.

Queens Hill Country Park

Ownership of the land to the south of Queens Hills, Costessey has recently been transferred to South Norfolk District Council. This now allows this informal public space to be developed into a Country Park.



COMMUNITY

A number of strategic community projects have been identified and funded in previous publications of this Plan. These include library improvements, open space developments and improved community facilities. Notable delivery has seen the purchase and development of Broadland Country Park and the implementation of Open Library services within 8 Library projects across the Greater Norwich area.

The 2014 sports facilities and playing pitches study identified key areas requiring development, which are now being progressed and delivered by the Greater Norwich Sports & Physical Activity Working Group. Projects that have been developed by this group and included in previous AGPs include Aylsham Sports Hub, Wymondham tennis club, Recreation Road swimming pool, Long Stratton Sports Hub, Crusaders RFC and Brundall Sports Hub

In September 2020, the GNGB agreed for a review of the 2014 study to be undertaken to develop a wider reaching Greater Norwich Sports and Physical Activity Strategy. This work has been match funded by Sport England and is following their Strategic Outcomes Planning Guidance, which is expected to be complete by Spring 2022. The strategy will provide recommendations to implement an integrated approach to sport and physical activity. This more holistic approach will move away from just considering sporting participation within built facilities, it will:

- consider the contribution of improving physical and mental health and wellbeing to, reducing health inequalities,
- improve community cohesion
- address barriers to participation.

FIVE YEAR INVESTMENT PLAN FRAMEWORK

In the 19/20 version of this plan, the growth programme had forecasted a deficit within the Infrastructure Investment Fund (IIF). This led to the development and implementation of new processes for the allocation of the IIF in 20/21 and a move to only committing allocations to projects that are deliverable within the forthcoming year. At the same time officers reflected upon their increased understanding of the complex nature of CIL and changed their methodology for forecasting the income. This is the third year that these new processes have been followed and the fund is now forecasted to hold a balance of £13.9m at the end of 22/23.

Please note that the forecasted balance is subject to change because it is dependent upon CIL income for the second half of 21/22 and all of 22/23 being received as forecast. The forecasted figure for year ending 21/22 has seen a particular increase over the last 12 months due to a combination of factors but is largely driven by a number of large development schemes coming forward earlier than expected and opting to make large upfront payments as opposed to phasing development.

	To End March						
	2021	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27*
INCOME							
1 Actual CIL receipts	£33,227,802	£6,246,112					
2 Interest	£123,406						
3 Forecast CIL receipts		£8,588,521	£9,778,749.00	£7,047,802	£6,327,959	£5,814,484	£4,582,040
4 Cumulative Income	£33,351,208	£48,185,841	£57,964,590	£65,012,392	£71,340,351	£77,154,835	£81,736,875
EXPENDITURE							
5 Programme agreed	£5,306,563	£4,688,780	£1,780,478	£143,000	£143,000		
6 Programme proposed (21/22 AGP)			£3,072,117	£1,430,000			
7 Borrowing agreed	£8,794,045	£2,057,045	£2,057,045	£2,057,045	£2,057,045	£2,057,045	£2,057,045
8 Cash Reserve	£2,000,000		£350,000				
9 Borrowing proposed			£241,006	£348,214	£348,214	£348,214	£348,214
10 Education	£8,000,000	£2,000,000	£2,000,000	£2,000,000	£2,000,000	£2,000,000	£2,000,000
Total Expenditure	£24,100,608	£8,745,825	£9,500,646	£5,978,259	£4,548,259	£4,405,259	£4,405,259
11 Cumulative Expenditure	£24,100,608	£32,846,433	£42,347,079	£48,325,338	£52,873,597	£57,278,856	£61,684,115
12 Cumulative Surplus/Deficit	£9,250,600	£15,339,408	£15,617,511	£16,687,054	£18,466,754	£19,875,979	£20,052,760
Funds committed in future years							
13 (23/24 - 26/27)				£1,716,000			
14 FORECASTED non committed funds, available to spend				£13,901,511			

* please note the five-year CIL forecast now extends beyond the adopted Joint Core Strategy period

Table 1 – Proposed Five Year Infrastructure Investment Plan

Explanation of the table.

- 1- The amount of CIL income received from the Districts and paid into the IIF.
- 2- Interest earned on the balance of funds held within the IIF since 2014.
- 3- The CIL income that the IIF is forecasting to receive in the next 5 years. Given the complex nature of CIL income, it is expected that these figures will change between publications of this Plan, particularly in years 3-5. The medium to long term effect on the construction industry following the Covid-19 outbreak, Brexit and the proposed planning reform add additional uncertainty to these figures.
- 4- Total CIL income received since the opening of the IIF to the end of each given financial year. Future years are forecasted figures.
- 5- The amount of CIL which will be drawn down from the IIF to deliver all projects in each given financial year. These projects have been agreed in previous AGPs and will either be being delivered over multiple years or are projects whose delivery has been delayed and their draw-down has rolled over from a previous year.
- 6- The amount of CIL which will be drawn down by the projects proposed to be included within the 2022/23 Annual Growth Programme in each given financial year. These projects have been through the project selection process and are proposed and sponsored by the Infrastructure Delivery Board.
- 7- The agreed loan repayments for the Broadland Northway
- 8- It was agreed by each partner's s151 officers that a reserve equal to one annual loan was required to safeguard any loan repayments. A £2m cash reserve to support the repayments for the Broadland Northway has been allocated in a previous year. This Plan proposes an increase to the cash reserve by £350,000 to safeguard the forecasted repayments for the proposed borrowing to support the delivery of Long Stratton Bypass.
- 9- The forecasted borrowing repayments calculated using the estimated amount that will be required to support the delivery of Long Stratton Bypass. This forecasted amount will not be fully confirmed until all parties agree and sign a legal agreement enabling the loan to be drawn down and the repayments committed. This forecast is calculated assuming a £6.73m loan taken over 25 years beginning 22/23.
- 10- NCC has a statutory duty to support the growth of schools. A £2million allocation from the IIF has been identified for each year within this Plan. Future years should only be considered as an indicative figure which will be confirmed annually with the acceptance of each new Annual Growth Programme.
- 11- Total committed funding from the opening of the fund to each year end. Future years are forecasted figures.
- 12- Total amount within the fund at the end of each financial year. Future years are forecasts only and are subject to change because both the income and expenditure are forecasted.
- 13- Amount committed to projects that will be drawn from the fund in future years. This will not be spent in the forthcoming year but is not available to be allocated to other projects.
- 14- The forecasted funds available within the IIF at the end of the forthcoming year

which could be allocated to new projects. This is a forecast only because both income and expenditure are forecasted and are subject to a high degree of change. (see No.3)

This financial framework has been provided for the specific purposes of this Plan to support the decision making of new allocations of CIL. A detailed breakdown of individual project drawdowns set against CIL income as required within an Infrastructure Funding Statement, is detailed within the Full Growth Programme Appendix B

Greater Norwich's long term Strategic Planning

The Greater Norwich partners have been proactively working together for over 10 years. This ongoing partnership working will soon result in the current Joint Core Strategy being replaced by the Greater Norwich Local Plan. The Greater Norwich Local Plan seeks to ensure that the development needs of Greater Norwich continue to be met to 2038, and its production demonstrates the partners' commitment to working together to support growth in the longer term. In addition, Norfolk County Council, in consultation with the other Greater Norwich Authorities, has recently updated the Local Transport Plan for Norfolk and is in the process of updating transport policies for the Norwich area through the Transport for Norwich Strategy.

Each of these new strategies will result in the need for additional or different infrastructure to deliver planned growth at the same time as supporting the transition to net zero. There is a huge requirement to commission strategic major infrastructure projects, just one example of which is the stage 1 masterplan for East Norwich indicating that costs for infrastructure are £28.3m and £76.1m for site specific costs excluding schools and health/community facilities. All funds currently unallocated within the IIF will be used to support projects which will arise from the plans and other policies and strategies that relate to the Greater Norwich area. This includes but is not restricted to:

- Norfolk Strategic Infrastructure Delivery Plan (includes the Broadland Growth Link Road £38m)
- Local Transport Plan and Transport for Norwich Strategy Implementation Plans, including the Transforming Cities Programme and the Local Walking and Cycling Infrastructure Plans (includes the Green Loop £5.8m).
- Education capital programme- with a particular need to deliver a new High School to the North East of the City (£26m).
- Greater Norwich Sports & Physical Activity Strategy
- Greater Norwich Green Infrastructure Strategy Update & Delivery Plan- aligning with the Environment Bill which requires the delivery of biodiversity net gain
- Strategic development locations including: The North East Growth Triangle East Norwich, Long Stratton; the Cambridge-Norwich Tech Corridor ; and, subject to confirmation through a Local Plan review, a New Settlement(s).
- New City Centre Vision

As these programmes develop and move closer towards delivery, eligible projects will be welcomed to apply to the IIF in future years. The amount of pooled CIL available within the fund is small when compared to the total that will be required so the GNGB are proactively working together to close this funding gap by using the IIF as match to lever in the additional that is required, whilst sharing their resources, skills and influence to accelerate the delivery of infrastructure in their joint Greater Norwich area.

City Deal Borrowing and the establishment of the Strategic Investment Fund

The signing of the City Deal agreement which led to the establishment of the GNGB and the IIF, also gave the Greater Norwich authorities access to reduced cost borrowing from the Public Works Loan Board. £60m of borrowing was allocated to support the delivery of strategic infrastructure projects such as the Broadland Northway and Long Stratton Bypass, and £20m was separately allocated to establish an infrastructure fund to accelerate infrastructure delivery. This £20m borrowing allocation is available to the GNGB until March 2026 and they are keen to utilise it as a loan facility. At their meetings on 17th June and 30th September 2021 the GNGB agreed a draft Terms of Reference for the establishment of a new Strategic Investment Fund (SIF) and for future loan repayments to 'in principle' be repaid from the IIF. The establishment of the SIF is still in the development stage whilst full processes, legal and governance arrangements are designed, and these will then require review and agreement from each partner District Cabinet and Council before proceeding. Additional information regarding the SIF is expected to be included within the next version of this Plan.

Infrastructure Funding Statement and removal of Regulation 123 list

The GNGB have published their project-specific IIF allocations through this Plan on an annual basis since 2016. This is long before it became a legislative requirement to publish this information within an Infrastructure Funding Statement (IFS). Unfortunately, Greater Norwich's unique CIL pooling arrangements does not concur with a requirement to report CIL allocations on a District specific basis, because their partnership approach delivers infrastructure cross boundaries. Therefore all information that is required within an IFS continues to be publicly reported within this Plan.

Allocations from the IIF are currently restricted to the four thematic groups as agreed within the Greater Norwich adopted CIL charging policy. These are Transport, Education, Green Infrastructure and Community (which includes sports). When CIL was initially adopted, local authorities were required to report a regulation 123 list confirming the infrastructure thematic groups which were considered within their CIL charging calculations and therefore the groups to which CIL can be reallocated to. The need for this list was withdrawn by legislation from September 2019, but this does not automatically allow other groups to apply to the IIF because the Greater Norwich authorities are still adhering to their locally adopted CIL charging policy. The GNGB understand the funding pressures that other infrastructure thematic groups are experiencing and were planning to undertake a review of CIL alongside the development of the Greater Norwich Local Plan. Unfortunately 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 but the timetable for this is currently unknown. Until the future of CIL is more certain the GNGB are required to proceed with their adopted policy.

APPENDIX A – PROPOSED 2021/22 ANNUAL GROWTH PROGRAMME PROJECT DETAILS

This appendix sets out the projects which have been put forward to be funded by CIL in the 2022/23 Annual Growth Programme for Greater Norwich. The projects are listed by the authority in which they will be geographically delivered, together with their proposed CIL allocations.

Broadland

Broadland Country Park- Horford Crossing - £100,666

The principle is to encourage green transport options for accessing Broadland Country Park.

- Provision of a road crossing Refuge Island on the B1149 Holt Road at Horsford, to cater for both pedestrians and cyclists entering Broadland Country Park.
- Installation of a new 'welcome' sign, directional signage and cycle racks at Broadland Country Park Sandy Lane entrance.

Yare Boat Club – £80,000

This is a multi-stage programme designed to improve and expand the existing rowing facilities at Yare Boat Club. This will enable the volunteer run club to proactively take their sport out to the local community and particularly younger people (18-25), encouraging and enabling participation whilst specifically targeting those that would not stereotypically access the sport from within lower socio economic communities locally. Developing the facilities will promote physical activity, attract new members, offer recreational rowing opportunities, improve the capacity and quality of competitive rowing whilst also tackling the health effects of post lockdown loneliness.

(Sport England's Active Lives Adult Survey May 2020/21 Report shows that across mid-November 2020 to mid-May 2021, increases in loneliness were most prominent in the 16-24 age group and that loneliness was higher amongst those from the least affluent groups)

- Stage One: Provision of a new, light weight boatshed on the site – Request for funding

Stage 2 of the project will see a reduction in undercover storage capacity for the existing fleet. Therefore, as 'Stage 1', a new boatshed is needed before it can start. This new storage will accommodate all current club and member-owned boats and prevent further degradation to the fleet (caused by exposure to the elements). The new boatshed will be large enough to allow for continued expansion of the club (including boats from the planned merger with another club) and will increase the lifespan of the fleet.

(Further stages not to be funded by CIL)

- Stage 2: Changing Facilities and power adaptations

The second stage is to remove existing inadequate changing facilities, showers, toilets and foul water treatment and replace with new. Currently there is only one small toilet and a shower within the ladies changing room, which also has the kitchen sink. There is no separate shower for men. To reduce the existing network power requirements at a time when power usage is likely to increase, this phase will also install a solar power and battery system. This will also improve the energy efficiency and environmental impact of the facility. Phase Two will be funded internally alongside a grant from BBE Anglia (already secured).

- Stage Three: Converting the remaining club house area into training, kitchen and social areas.

There is currently no space for members to socialise, recover, attend coaching sessions, train or compete indoors. By converting the newly vacated space, the club will be able to improve the facilities for members, increase their capability to attract new members, expand their competitive offer and introduce a programme for under 18s

Broadland & Norwich

Yellow pedalway extension - £1,600,000

The project will deliver active travel infrastructure improvements in the Hellesdon area to the north of Norwich. These improvements will enhance the provision of different transport options along the strategic A140 corridor to support growth. A summary of the key project deliverables is outlined below:

- This scheme will extend an existing shared use cycling and walking path from the proposed Broadland Enterprise Park and the Broadland Northway (A1270) roundabout to the junction with Amsterdam Way (serving Norwich Airport) along Holt Road. Two new bus stops within laybys will also be provided adjacent to The Nest / Manor Park sports facilities.
- In addition, a new toucan crossing (for pedestrians and cycles) to connect The Nest / Manor Park sports facilities to the new bus stops will be provided.
- The new shared use facility would typically be 3m wide and will predominantly run along the eastern side of the Holt Road for a length of 1225 metres.
- A new short length of shared use pathway (140 metres) will also be provided along the western side from the Broadland Northway (A1270) roundabout to the new junction at The Nest.
- A 40mph limit will be introduced in place of the short stretch of existing 'national speed limit' along Holt Road, which will effectively extend the existing 40mph limit at the airport end. This creates a safer environment for walking and cycling adjacent to the carriageway.

This scheme has been designed to fit within Highways owned land. The shared use facility up to The Nest would remain within the Highways property boundary and complement the new junction providing access to The Nest, which has recently been completed.

Norwich

Wensum Lodge - £1,090,000

Current home of Norfolk County Council's Adult Learning service, it engages with 7,000 Norfolk residents annually. Norfolk County Council has an ambitious new model for Wensum Lodge to become an outstanding regional creative business incubator, creative and community hub (including digital skills), and centre of craft excellence in the East.

This project proposal seeks to implement the following:

- Extensive works to improve the accessibility of the site, creating disability access (as well as improved access to the services below ground) with smooth zones through the cobbled areas
- These works will also enable access to the hub building and proposed changing places toilet as part of the wider re-development of the buildings
- Secure cycle racking and storage for learners, visitors and residents which could also accommodate Beryl Bikes and E-scooters as required.
- Landscape external areas with attractive green spaces and gardens, creating an attractive as well as accessible civic space for residents
- Create accessible access to Jurnets, including ramps and automatic doors
- Enable full pedestrian access to the front of the building creating key links to the River and enabling future Riverside walk access.

Wensum Walkway- £1,264,951

This project will deliver a new elevated walkway (approx. 70 metres in length) on the Wensum Riverside Walk, closing the last gap in this popular, traffic-free route as it travels from New Mills to Carrow Bridge. The walkway will connect St Georges Street to Duke Street along the southern bank of the River Wensum. The walkway will be for use by walkers and cyclists and will also deliver high quality access for users with physical, sensory and/or cognitive impairments. The proposed walkway will project from the southern end of Blackfriars Bridge and will land on a build out on Dukes Palace Wharf.

The new walkway provides;

- Connectivity between the two sites of the Norwich University of the Arts (NUA) on Duke Street and St Andrews Street;
- A safe and continuous link of the Wensum Riverside Walk between Norwich Train Station, central Norwich and Hellesdon to the north of the city;
- Wider access to the Norfolk Trails of Wherryman's Way to the south and Marriott's Way to the north of the scheme.

Football Development Centre- Heartsease Academy- £150,000

The FDC@OpenAcademy project will see the installation of a new 7v7 3G football pitch, replacing a youth sized grass pitch that currently exists. The new pitch would connect to the existing full sized 3G football pitch that is currently operated at the facility, increasing their 3G pitch capacity by an additional 50%. By converting the existing small sided grass pitch to a small sided artificial 3G pitch they will be able to cater for more football activity covering both the traditional and recreational formats of the game.

The funding will be used to support the construction of the additional 3G pitch which they anticipate will create a significant increase in the amount of football delivered at the site; an increase from around 50 affiliated matches per season, to 150 affiliated small sided matches, and training access for 24 affiliated teams. As well as being able to host recreational football programmes such as Walking Football, Disability football provision and Health & Wellbeing football focused interventions.

South Norfolk

Wherryman's Way access improvements- £216,500

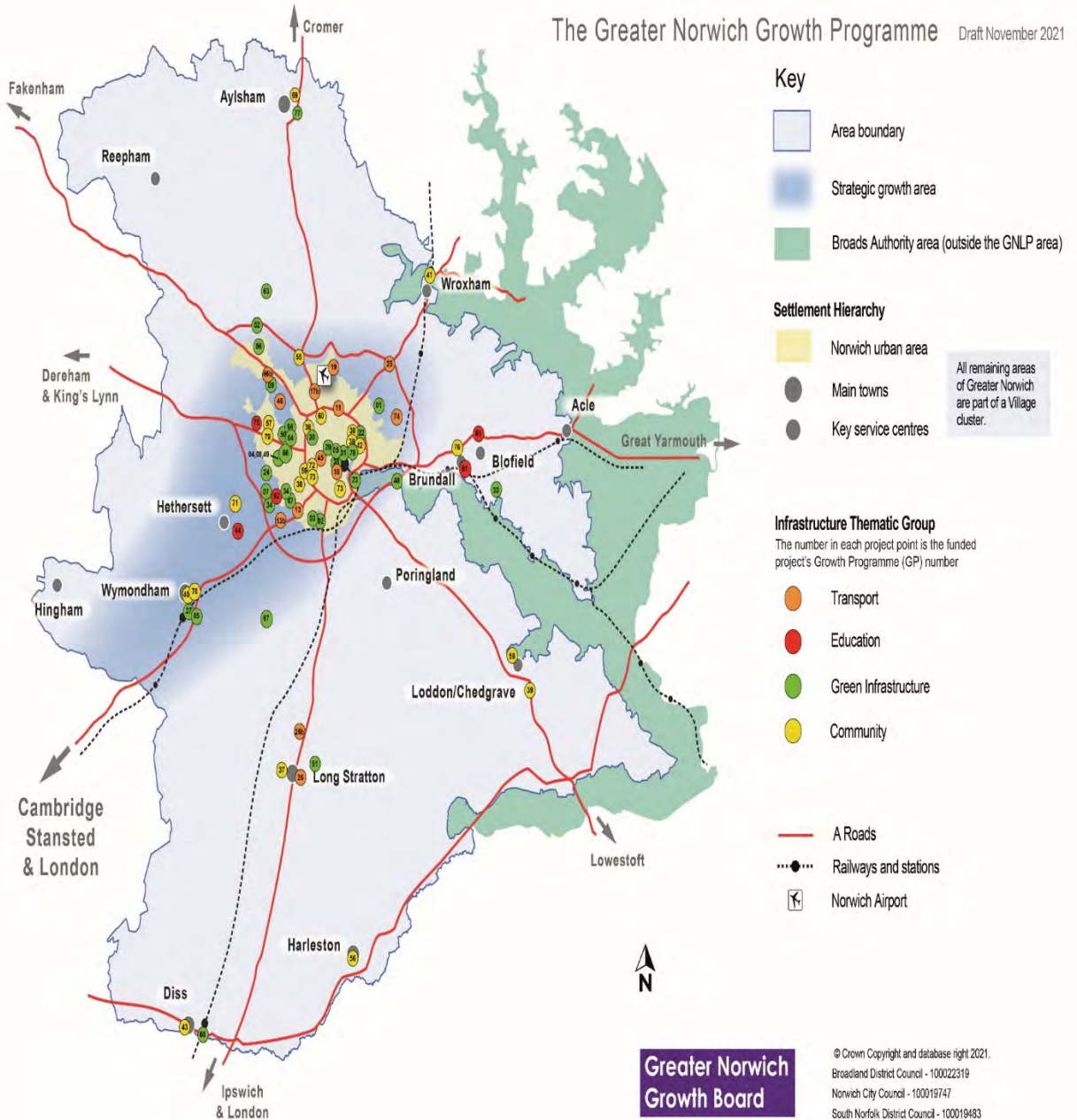
The Wherryman's Way is a 37.5mile walking trail from Norwich Train Station to Great Yarmouth Train Station via the Reedham Ferry following the River Yare through the protected landscape of the Norfolk Broads. It is part of the Norfolk Trails Network of promoted routes that connect the key communities across Norfolk into our natural landscape. The project will be delivered by Norfolk County Council in partnership with and match funded by the Broads Authority. It will create access improvements on the route through sections at Surlingham, Bramerton and Hardley Flood allowing improved all ability access.

The project will deliver: (Only the first three are requested to be funded through the IIF)

- Bank Stabilisation at Surlingham, Bramerton and Hardley Flood when the bank has been eroded by the river
- Installation of Bridges at Hardley Flood on the Public Footpaths which have previously been lost due to river erosion
- Upgrading of footpaths Surlingham FP1, Bramerton FP5 and Footpaths on Hardley Flood (Loddon FP4, Langley with Hardley FP9, Loddon FP5 and Langley with Hardley FP5)
- Public Engagement onto the path
- Restoration of the Bird Hide on Hardley Flood (as match through Watermills and Marshes project)
- Improvements at Rockland Staithe to the Footpath (through the CIL access for all project) and also to the moorings (funded through the Broads Authority)

APPENDIX C - SCHEMATIC MAP SHOWING THE LOCATIONS OF ALL PREVIOUSLY AGREED PROJECTS.

The numbers correspond to the projects 'GP' number which is included in the full growth programme list on the previous page and detailed against the delivery updates in Appendix D.



APPENDIX D – PROJECT UPDATES

Broadland

GP1 - Early Delivery of Public Access to Harrison's Plantation: £45,000

Norfolk County Council's Natural Environment Team delivered a completed Woodland Management Plan in June 2015. This woodland management plan focused on Harrison's Plantation and the Breck. Further work relating to Boar Plantation has been deferred. This project secures areas of woodland located off Blue Boar Lane, Sprowston (and associated with the White House Farm development proposal) for public access and future use as a 'Woodland Park', as set out within Sprowston Neighbourhood Plan.

The project has faced a long delay to the transfer of the land to Broadland District Council partly due to the redeployment of resources during the Covid-19 outbreak, but Council officers have now agreed with the developer that a formal amendment will be made to the s106 and, amongst other things, this will remove the requirement for the installation of a bus gate through Boar Plantation, replacing it with a requirement for a cycle way. Once the deed of variation has been approved, the transfer deeds will be updated and signed off.

GP33 - Strumpshaw Pit Circular Walk: £35,000

This project aims to expand the dog walking capabilities of Strumpshaw Pit, offering an alternative location for walking and offsetting the impact of visitor numbers in the protected sites of Norfolk.

Part one of the project includes improvements to the landfill gas infrastructure and part two involves improved parking facilities for cars and bicycles. Match funding has been sourced to enable the delivery of the wider project which also includes improvements to the access to the circular walk and consideration for the biodiversity improvements along the path.

With the landfill gas works complete (in March 21), the site is now fully DSEAR (Dangerous Substances and Explosive Atmospheres Regulations) safe for public access. This has allowed NCC to allow visitors open access across the site.

Funding has been secured from Broadland District Council to complete the next phase of the project, including construction of the car park and improvements to the perimeter path.

GP52 - Thorpe Marriott Greenway: £121,000

The Thorpe Marriot Greenway is designed in order to promote better greenspace and access in the Thorpe Marriott area. This involves creating a path through the current tree belt that will link the Thorpe Marriot estate, the Marriott's Way, Nabour Furlong, Pendlesham Rise, Littlewood (three woodlands owned by Broadland District Council)

and the NDR green bridge that leads to Drayton Drewray. This will also help to deliver the identified Thorpe Marriott to Hevingham Secondary Green Infrastructure Corridor (S6). The main project completed in March 2021. Outstanding minor works are in the process of being finalised.

GP69 - Aylsham Sports Hub Stage 3 - £475,000

The Project is to deliver a full-size, floodlit 3G pitch which can be sub-divided into 3 smaller pitches suitable for football and rugby, on the site of the Aylsham Sports Hub at Aylsham High School, owned by the Aylsham Cluster Trust.

The facilities will fulfil a need identified by the Football Association and the local community and related partners to provide all weather floodlit facilities in the Aylsham area. This facility will be available to local clubs and teams, along with recreational football players to hire on a pay as you go basis or block bookings. The pitch will come with its own 2 team changing rooms and a referee area attached and adjacent to the gym/fitness building in line with Football Association regulations so could be used for tournaments and official events. This will be operated under Aylsham Sports Hub. The project secured an additional £510,750 of match funding to deliver the project.

The 3G pitch, which was completed and handed over on 28 August 2020, is running as normal with good usage. Bookings are in place for the following season with several local teams committing to the facility. The club are reviewing the impact of Covid-19 on the provision of the changing rooms and are exploring the potential of extending the delivery timescale to incorporate further stage 4 building works. A final decision on delivery methods is expected by Spring 2022.

GP74 - Plumstead Road Roundabout - £725,000

The project will deliver a new roundabout on Plumstead Road. The delivery also includes the creation of new footways and cycleways, a new pedestrian crossing, road re-alignment and associated services. In delivering the scheme, the project will directly unlock the development of 315 homes across two allocated sites located within the Broadland Growth Triangle. Furthermore, it will ensure that the strategically important orbital link road between Salhouse Road and Plumstead Road can be delivered.

Additional £625,000 of match funding from the LEP and Business Rates Pool has been secured to facilitate delivery.

Negotiations are ongoing with local landowners to complete and sign the s.278 agreement. Commencement of works on site will be dependent upon how quickly the s.278 is signed and land secured. Anticipated timescales range from Jan 2022 to Nov 2023.

GP76 – Brundall Sports Hub - £100,000

This is phase one of the project which is known as Brundall Sports Hub. It will deliver a multi-sport floodlit 3G pitch with fencing, floodlighting, a maintenance storage container, hard standing pathways, car parking and a single storey club

house/changing room building. The building incorporates plans for a community gym which will be capable of hosting various sports clubs, teams and coaching sessions within the community whilst drawing people into the village

Construction is expected to commence on site in November 2021. Work has begun to tender for a potential operator.

GP77 – Bure Valley Path - £259,124

The Bure Valley Path is already a well-used walking and cycling route and a key component of the Greater Norwich Infrastructure Plan project 'the Green Loop'. Despite this, there remain a series of obstacles which prevent it from reaching its full potential as a Norfolk-Wide destination and alternative destination to the Natura 2000 sites.

This project will deliver a broad range of improvements to the Bure Valley Path and the surrounding area. Including provision of a pedestrian and cyclist access crossing over the A140, creation of 5 circular walks, way marking, surface improvements and biodiversity improvements.

Additional funding has been secured from Broadland District Council and from the Experience Project (funded via Interreg EU funding). It is anticipated that installation of waymarking will commence from Feb/Mar 2022 and A140 crossing works from Jan 2023.

Norwich

GP17b – Cromer Rd-Aylsham Rd (A140) Bus Priority and sustainable transport improvements: £87,000

The primary objective is to implement on-carriageway bus priority measures through the reallocation of road space on the A140 Cromer Road north of Norwich city centre. This will enable the benefits of the Broadland Northway to be realised by improving bus journey reliability and bus service performance as well as having a positive impact on bus patronage. The project involves the provision of an inbound bus lane between Fifers Lane and Waterloo Road along the Cromer Road/Aylsham Road corridor. The provision of the inbound bus lane would be shared with cyclists.

The Joint Committee for the Transforming Cities Fund approved the scheme proposal to go for construction on 10 June 2021 and scheme is being now progressed to consultation. Construction documents were issued on 19 August 2021.

GP30 – Marriott's Way: Sloughbottom Park – Anderson Meadow: £342,504

Improvements to a section of the route to increase safety, comfort and personal security. Works include path widening/realigning, providing street lighting, improving an adjacent storm drain, vegetation management, tree planting, and drainage improvements.

The scheme is split into two phases:

- Phase 1 – Dragon Bridge to Mile Cross Road Bridge adjacent Andersons Meadow. Completed in August 2020.
- Phase 2 – Mile Cross Road Bridge to Sloughbottom Park. Completed in July 2021.

GP31 - Riverside walk accessibility improvements: £200,000

The project aims to enable the use of the Riverside Walk (between New Mills and Carrow Bridge) by all, including access measures on and adjacent to the walk, and improved signage and waymarking linking the river with the city centre and other key attractions. Construction is expected to commence in 2022.

GP36 - Castle Gardens: £150,000

Restoration and improvement works to Castle gardens to promote the use of the gardens as a linear park. Restoration works will safeguard the gardens for future use whilst planned improvements will ensure that the gardens can be maintained within the available budgets. The linkage to the gardens from the surrounding street scene will be enhanced along with improved linkages to the castle and green. The project is being re-tendered with a revised scope of works due to an increase in construction costs post-pandemic. Construction is expected to commence in 2022.

GP38 - Football Pitch Improvements: £100,000

This project provides football pitch improvement works at Eaton Park, Sloughbottom Park, Britannia Barracks and Fountain Ground including drainage improvements, improved grass species and improved goal facilities through the provision of new posts, nets and additional ground sockets. Also the purchase of additional equipment to allow a good standard of maintenance for the pitches. This will permit moving the pitches annually to prevent excessive wear, improve the playability of the pitches and increase capacity. Phase 1 works to procure machinery to improve maintenance and increase capacity of pitches have been completed. Phase 2 work for football pitches to be re-graded and re-seeded and provide new goals to all sites will be delivered by September 2023 due to the impact of the pandemic. Phase 3 completion date for installation of sustainable irrigation is to be determined.

GP47 - UEA to Eaton Boardwalk extension: £47,000

The project is to extend the existing boardwalk which forms part of the Yare Valley Walk between UEA and Eaton/Cringleford. The boardwalk currently only extends half the length of the path from the UEA to Eaton/Cringleford. Environmental permit from environment agency will be required. The developer is providing £70,000-worth of work alongside this project.

After successful coordination with Environment Agency (EA) additional funding has been secured through EA for wider environmental improvements. These works are funded and will be delivered by the EA but we will be working alongside them with this project to increase biodiversity benefits and budget efficiencies e.g. combined ecological surveys.

Work planned in the original project description has been superseded by work delivered and secured through development. Following a successful request for additional CIL funding of £17k, the project will now deliver the remaining section of Yare Valley Walk improvements between UEA and Cringleford in the format of a hardcore path from the car park to the point Norwich City Council land adjoins private land: an area which will not receive improvements from development.

In addition to the path, the project will deliver:

- interpretation at Cringleford Meadow car park.
- waymarking posts.
- biodiversity enhancement (grubbing out part of an historic ditch system for fish spawning).
- enhancements to the informal car park to provide a welcoming and key starting point for circular walks

GP49 - Earlham Millennium Green (EMG) Phase 3: £25,000

The main pedestrian route through EMG is already being improved and upgraded under Phase 2 of a CIL funded improvement project. Under an earlier Phase 1, habitat improvements were undertaken including refurbishment and enlargement of the wildlife pond. The current proposals seek to build on this work by:

- Improving links to the main route through the site from Bowthorpe, and from West Earlham via George Fox Way
- Refurbishing and improving existing but 'tired' entrance features such as estate fencing and gates
- Provision of a new, high quality interpretative signboard
- Replacing 3 worn-out timber pond and river dipping platforms with more durable recycled plastic versions
- Refurbishing an existing timber footbridge connecting EMG with Earlham Marsh

All planned works have been completed. Additional tree works are expected to be completed by January 22.

GP50 - Yare and Wensum Valleys Link: £170,000

The River Wensum and Yare run close together in the west of the city between Marriott's Way and the Three Score development site. The link between the two river valleys is a recognised green infrastructure corridor and the route of the purple pedalway. The project will improve this link for walkers, cyclists and wildlife.

Works at Oval Road, & Knowland Grove are completed. Linear open space tree works are completed with highway works scheduled to start in December 2021. Bunkers Hill

Wood works are largely completed with tree planting scheduled for November 2021. Norwich Road works are progressing following a public consultation.

GP64 - Hellesdon Station Green Infrastructure: £232,200

The project will deliver a range of inter-related green infrastructure improvements in the Hellesdon Station area. These improvements will boost the transport and ecological functions of strategic green infrastructure corridors to support growth:

- Marriott's Way - Red pedalway (and National Cycle Route 1) and Purple pedalway (Outer circuit): Improvements to make walking and cycling routes safer and more convenient including a parallel pedestrian / cycle zebra crossing of Hellesdon Road, path re-alignment onto the railway track bed and accessible ramp,
- New and improved recreational facilities: canoe launch platform, picnic area, path access and car park improvements,
- Natural area enhancements to river valley sites; Hellesdon Mill Meadow, Marlpit Paddock and Hellesdon Marsh. These include vegetation management, habitat improvement, tree planting and landscaping which will result in biodiversity gains.
- Community involvement through volunteering and engagement with community groups.

Following confirmation of Transforming Cities Fund matched funding, construction of Hellesdon Road crossing and Marriott's Way ramped access and path have been completed. 4 of the 25 sub-projects will be re-programmed to 2022/23 due to staff resources and need for felling licenses and consultation.

GP66 - 20 Acre Wood Community Access Improvements: £62,450

The project will improve an existing woodland path through 20 Acre Wood from Enfield Road to Earlham Green Lane. The current informal path is used regularly by the community to access the West Earlham shops, school and Health Centre.

The project involves installing a raised hard surface path to avoid damaging any tree roots, and this would be suitable for both cyclists, pedestrians, mobility scooters and push chairs. Additionally, the project would install way-markers at each end of the path, and a wooden chicane to slow pedestrian movement from the path to the tarmac path and road.

A second part of the project will deliver an element of community engagement working with the Friends of West Earlham Woods and the Local Infant and Primary Schools to develop a sense of community ownership of the woodland.

It is anticipated that the project will commence in September 2022 and will be completed by March 2023.

GP72 - Recreation Road Pool: £60,000

The project outputs include constructing new fencing to allow the swimming pool to be accessed during the school day whilst safeguarding pupils; constructing a covered cycle store to encourage users to cycle to the centre; and increasing the size of the car park to increase community access to the pool, while also increasing the number of hours which are available to be used by potential customers which in turn makes it more viable as a sustainable business proposition.

The pool is currently in use with 5 new community-use lettings already in place. The car park extension has been completed and is in use. The cycle store is on order and awaiting delivery from the manufacturer.

GP73 - Norwich Parks Tennis: £103,453

The project will deliver a total of 5 all-weather tennis courts across two different parks in Norwich, to add to the provision offered by the Norwich Parks Tennis Programme. The courts will be located at Heigham Park (3 courts) and at Lakenham Recreation ground (2 courts). The additional courts and improvements are required to support the future growth of affordable quality tennis, accommodating the demands of the growing population in the Greater Norwich area. The project has secured an additional £319,330 of match funding to deliver the project.

Lakenham Tennis Courts have been completed and are due to open at the beginning of November 2021. Heigham Tennis Courts is under construction and progressing well. Works are due to complete in December 2021. Licences are in place for the operator to take over post completion.

GP78 – Kett’s Heights - £312,000

Kett’s Heights is described as one of Norwich’s best kept secrets, containing the remains of a medieval chapel and 19th century garden terraces. It is named after Robert Kett who occupied the site during his advance on the City in 1549. The site was acquired by Norwich City Council in the 1980s and is managed by the Friends of Kett’s Heights, who are supported by the Norwich Fringe Project.

The proposed improvements to Kett’s Heights provide for a more accessible and resilient space but also provide enhancements to the green links through this area (linking with Mousehold Heath and Lion Wood).

At present the only access to the site is from Kett’s Hill via a pedestrian gate and a series of failing timber steps. As such there is no DDA compliant access to the site or provision for maintenance vehicles

The project aims to provide:

- Improved access to the site with new steps from Kett’s Hill and the provision of a new ramped access from Ladbrook Place enabling access for all.

- Repairs to the walls and infrastructure of the site, ensuring their preservation and the safety of users of the site.
- Creation of new habitat and improvements to existing habitat, leading to increased biodiversity
- Community involvement – continued support to and from the Friends group
- Community involvement – volunteer programme for delivery of biodiversity enhancements and conservation repairs to the site infrastructure

Training for the volunteer programme is underway. Construction works are scheduled to commence in March 2022.

GP79 – FDC Bowthorpe - £250,000

The conversion of the full size grass pitch at the FDC Bowthorpe to a 3G pitch to cater for more football activity, both traditional and recreational. The facility is the main training venue for three large affiliated grassroots football clubs who are growing in terms of active playing members and affiliated teams, therefore demand for pitch access exceeds current capacity.

In addition, the site is the primary hub site for Norfolk County Football Associations' County 5ives small-sided football programme and is the location of Norfolk's largest Walking Football programme. The centre hosts a weekly mental health inclusion programme delivered in partnership with our Active Partnership & NHS Norfolk & Suffolk Foundation Trust. The site provides a strong pay and play recreational programme.

The project will create a facility which is able to meet the local demand to participate in traditional and recreational grassroots football, whilst developing a facility which is sustainable for the long term within today's current financial climate.

A provisional start date of 8th November has been agreed with the contractor with completion due on 8th March 2022.

South Norfolk

GP37 - Long Stratton Sports Hub: £500,000

The project aims to bring together a number of facility-providing partners (South Norfolk Council, Long Stratton High School and Long Stratton Parish Council) to improve the sport and leisure facility stock in the village in anticipation of significant housing growth. It will create a new sport and leisure 'Hub' across three adjacent sites and provide new and enhanced facilities that are fit for purpose and better suited to the current and future facility needs of local residents. Management will be shared across the three sites, resulting in economies of scale and efficiencies in service delivery. In May 2020 a project change request was agreed by the Infrastructure Delivery Board and a further £110,000 of CIL funds were awarded as a result of updated construction costs.

Due to the impact of the pandemic, future ongoing management for the pool is being reviewed between Long Stratton High School and South Norfolk County Council.

GP39 - Hales cricket and bowls clubhouse improvements: £30,000

There is a definite need for a replacement pavilion to serve Loddon and Hales Cricket Club and Hales Bowls Club on their shared site on Green Road. The latter had been forced to relocate to the current venue as a result of housing development on their previous site off Yarmouth Road in Hales. The clubs currently coexist on the Green Road site, albeit in separate accommodation. The cricket club pavilion is currently in extremely poor condition, which presents the club with health and safety issues. The proposed new pavilion will give both clubs a permanent home in spaces that meet their respective needs, allowing them to develop and grow participation across a range of ages, as well as provide a new facility for the whole local community to utilise.

There are also plans to investigate incorporating Loddon Football Club on the site as well, with the possible creation of grass pitches on available land. This will further enhance the use of the new clubhouse building and by incorporating football as well, will also provide more benefits to the local community and help with increased participation.

Phase One – site access improvement works were completed in January 2020, but match funding to complete phase 2 has not yet been achieved. As time has passed, it is likely the project scope and costs have increased, so taking on board advice from the South Norfolk Leisure Business Development Managers, the club has decided to stall progress and completely re-evaluate the project, including identifying a project team to drive it and ensure it is delivered. The project has closed prematurely and remaining funding will be withdrawn, but the club are expected to reapply to the IIF in the future and are aiming at doing this again in July 2022, for delivery to commence in April 2023

GP48 - Wherryman's Way: Yare Valley Cycle Route: £23,000

Improve the Yare Valley Cycle Route, which follows the Wherryman's Way Loddon cycle loop which links into the Norwich cycle map and Norwich pedalways project. Work is progressing with an estimated start date of Spring 2022

GP65 - East Wymondham Green Infrastructure: £44,422

Oxford Common is an area of natural countryside that has been identified as having the potential to support recreation and the improvement of green infrastructure within the south and east Wymondham areas. The project will install appropriate infrastructure around the site to create an accessible area for local residents to visit for recreation purposes. The project will establish approximately 1800 metres of new permissive paths, resulting in a newly defined circular route and the possible enclosure of 9 hectares of grassland for restoration of the site to County Wildlife Site (CWS) standard.

The project is scheduled to be delivered by Spring 2022.

GP68 - Frenze Beck Green Infrastructure: £35,200

The project will deliver a number of green infrastructure updates and installations on Frenze Beck, on the eastern edge of Diss. The work to be delivered includes the installation of new entrance gates, the design and installation of new information boards and trails, installing benches and picnic benches and the installation of gravel footpaths to unlock access to two viewing areas.

Work has been re-scheduled to commence in Autumn 2021 due to the impact of covid-19 on staff resource

GP70 - Wymondham Tennis Club: £149,962

The project improves Wymondham Tennis Club's facilities at Kett's Park in Wymondham. This includes a new fourth court to provide additional capacity in an area of high housing and population growth.

Additionally, the project will deliver the resurfacing of three existing courts which have experienced a lack of investment and appropriate maintenance under the management of the town council, the conversion of floodlights to LED Lumineers to provide lower running costs and deliver a greener operation and the enhancement will also see netball courts provided on the site, bringing outdoor, publicly-accessible floodlit courts to Wymondham for the first time.

Work is scheduled to commence in Spring 2022.

GP71 - Crusaders Rugby Football Club Clubhouse Extension: £150,000

The project will deliver new infrastructure and enhanced facilities at Crusaders Rugby Club, based in Little Melton (South Norfolk). The enhanced facilities to be provided include four en-suite changing rooms that meet RFU guidelines, a new referees' changing space, refurbished and extended social spaces, an accessible entrance, first floor viewing area and new accessible toilet facilities. £450,000 of match funding has been secured.

In July 2021 the IDB approved a change in the scope of works to a phased approach due to the impact of covid-19 on project delivery. Phase 1 will include rebuilding 3 x RFU/Sport England compliant en-suite changing rooms & referee changing facilities. Construction is due to commence in November 2021 with an estimated completion date of April 2022.

Greater Norwich area-wide

GP46B Marriott's Way Ramp & Resurfacing: £526,000

The Marriott's Way Thorpe Marriott to Costessey surfacing works (GP46) and Marriott's Way Ramp (GP53) projects came forward as part of a programme of works identified through the Marriott's Way Implementation and Delivery plan, informed by public and stakeholder consultations in 2015. Having progressed both schemes, it became apparent that the works required, and the initial estimated costs of the proposed works were both significantly over the original allocation.

Following a review of costs, a change request was presented to the Infrastructure Delivery Board (IDB) in October 2020, seeking further CIL funds to progress the works. The IDB concluded that due to the scale of additional funds required, these projects should be re-presented as one merged new IIF application. The project was recommended for inclusion in the IIF by the IDB on 6th November 2020. The original total budget for both projects was £185,000. The total revised amount is £526,000.

The projects aim to improve access and accessibility on Marriott's Way and link into a number of other projects along the route funded from the Heritage Lottery Fund, Transforming Cities as well as the IIF, to help facilitate the use of Marriott's Way as a key walking and cycling route and a sustainable transport corridor for people commuting into and out of Norwich. They involve the improvement in access points and resurfacing between Thorpe Marriott and Costessey plus the creation of a ramp to the rear of the Tesco supermarket in the Drayton area to reduce the gradient, allowing much improved accessibility for all.

GP51 - Green Infrastructure, Access for All: £150,000

A number of Green Infrastructure trails across the Greater Norwich area have been audited for both power chair use and general accessibility, identifying the improvement works necessary to allow such access. This project implements a range of smaller scale accessibility improvements across various projects and areas. The funding is allocated 30,000 a year for five years with different project areas being delivered each year.

Rockland accessible footpath works were completed in September 2021 with widened footway and passing places/ viewpoints created on the route.

GP67 - Kett's Country Long Distance Trail - £97,630

Recreation of Kett's Country Long Distance walking trail linking Norwich through to Wymondham and creating a series of 5 local circular walks linked to areas of increased development. This will include installation of new signage and furniture, creation of walks books and promotional materials, removal of all access obstacles and deliver countryside access improvements. Installation of new data counters to monitor usage and economic impact. This project provides additional access to Green Infrastructure to the new populations at Wymondham and Hethersett.

Infrastructure improvements (replacement of gates and bridges, installation of board walks) is ongoing. Waymarking installation for the linear and circular routes will commence in November 2021.



APPENDIX E – DRAFT LEGAL LOAN AGREEMENT

Dated _____ 20[]

PROJECT SCHEDULE

Pursuant to Agreement Relating to GNGB Partner Draw-down and Borrowing Authorisations of 21st October 2015
Relating to GNGB Partner Draw-down and Borrowing Authorisations for the Construction of the Long Stratton Bypass

BROADLAND DISTRICT COUNCIL

NORWICH CITY COUNCIL

SOUTH NORFOLK DISTRICT COUNCIL

&

NORFOLK COUNTY COUNCIL

nplaw
Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2DH

Dated

20[]

Background**Background**

- This Project Schedule sets out agreed obligations in relation to Partner Draw-down and Borrowing Authorisations for the Construction of the Long Stratton Bypass and has been prepared in accordance with clause 5 of the Agreement Relating to GNGB Partner Draw-down and Borrowing Authorisations dated 21st October 2015 between Broadland District Council, Norwich City Council, South Norfolk District Council and Norfolk County Council ("the Agreement").
- Accordingly this Project Schedule forms part of the Agreement.

1 Project

- Construction of the Long Stratton Bypass ("LSBP") and related measures.

2 Project Description

- The LSBP is a single carriageway road that will provide a new junction at Church Lane, Long Stratton, to the north, extending from this junction on the east side of Long Stratton in a southerly direction for approximately 3.9km, where it will re-join the existing A140. The bypass will have two further roundabouts along its length that will act as access points to the proposed new development areas, as well as a southern access back into the town.
- The LSBP will provide:
 - Support for transformational plans for new housing and employment land, leading to increased local employment opportunities and higher average salaries
 - A new, more efficient and reliable route for through traffic on the A140, improving connections between the two largest New Anglia economies
 - Traffic relief in the town centre with associated vehicle emission and pollution improvements
 - Improved quality of life and reducing severance for communities
 - Opportunities to further improve conditions for people walking, cycling or using public transport.

3 Project Period

- The project is due to mobilize in late summer 2022 when full scale archaeological investigations will commence. These will be followed by advanced utility diversion works ahead of the main works contract. [].
- Construction is programmed to begin in [July 2023] with a majority of the works completed by [January 2025].

4 Background

- The adopted Joint Core Strategy for Broadland, Norwich and South Norfolk identifies Long Stratton as a key location for growth and proposes the development of 1,800 new houses with supporting school facilities and green infrastructure and 9.5ha of employment land, over the period 2008 to 2026. This scale of development would not be acceptable unless a bypass were also provided to remove A140 traffic from the town centre.

5 Agreed terms

- Loan funding would be repaid over a 25 year period

6 Additional Terms & Conditions

- In accordance with paragraph 5.4 of the Agreement, Liabilities in respect of any overspend or delay in respect of Project Schedule timeframes and milestones shall be shared as follows:

Partner	Share of overspend risk	Share of timeframes and milestones risk
Norfolk County Council	100%	100%

7 Fees and expenses

- The County Council shall borrow funds from various sources as they are identified to assist with the delivery of the Growth Programme. The County Council shall ensure that the cost of any additional borrowing (up to £6.733m) for this purpose will be undertaken at the equivalent of the prevailing PWLB project rate discount as set out in the City Deal dated 12 December 2013.
- Funding from the Infrastructure Investment Fund for the purposes of the LSBP shall be capped at £6.733m million plus any associated borrowing costs incurred by the County Council as provided for herein.

8 Repayment and review

- In accordance with paragraph 3.4 of the Agreement, the County Council shall use the Infrastructure Investment Fund to fund the costs of borrowing costs in accordance with the following schedule.

Illustrative costs of borrowing to be funded from Infrastructure Investment Fund:

DRAFTING NOTE: The interest rate incorporated within this costs of borrowing table is that applicable at 11 October 2021. For the purpose of this illustration, £4.705m spend for both 2022/23 and 2023/24 is borrowed on 1 April 2023, with the remainder borrowed 1 April 2024. Basis of borrowing assumed to be 25 year annuity, at 2% after deducting 0.4% effective local infrastructure rate concession. This table will be updated by the County Council after the final funds drawdown.

Year	Principal start	Repayment	Interest Inc in repayment	Balance close
2022/23				
2023/24	4,705,285.00	- 241,006.76	94,105.70	4,558,384
2024/25	6,586,105.94	- 348,214.65	131,722.12	6,369,613
2025/26	6,369,613.41	- 348,214.65	127,392.27	6,148,791
2026/27	6,148,791.03	- 348,214.65	122,975.82	5,923,552
2027/28	5,923,552.20	- 348,214.65	118,471.04	5,693,809
2028/29	5,693,808.60	- 348,214.65	113,876.17	5,459,470
2029/30	5,459,470.12	- 348,214.65	109,189.40	5,220,445
2030/31	5,220,444.88	- 348,214.65	104,408.90	4,976,639
2031/32	4,976,639.13	- 348,214.65	99,532.78	4,727,957
2032/33	4,727,957.26	- 348,214.65	94,559.15	4,474,302
2033/34	4,474,301.76	- 348,214.65	89,486.04	4,215,573
2034/35	4,215,573.15	- 348,214.65	84,311.46	3,951,670
2035/36	3,951,669.97	- 348,214.65	79,033.40	3,682,489
2036/37	3,682,488.72	- 348,214.65	73,649.77	3,407,924
2037/38	3,407,923.84	- 348,214.65	68,158.48	3,127,868
2038/39	3,127,867.67	- 348,214.65	62,557.35	2,842,210
2039/40	2,842,210.38	- 348,214.65	56,844.21	2,550,840
2040/41	2,550,839.94	- 348,214.65	51,016.80	2,253,642
2041/42	2,253,642.09	- 348,214.65	45,072.84	1,950,500
2042/43	1,950,500.28	- 348,214.65	39,010.01	1,641,296
2043/44	1,641,295.64	- 348,214.65	32,825.91	1,325,907
2044/45	1,325,906.91	- 348,214.65	26,518.14	1,004,210
2045/46	1,004,210.40	- 348,214.65	20,084.21	676,080
2046/47	676,079.96	- 348,214.65	13,521.60	341,387
2047/48	341,386.91	- 348,214.65	6,827.74	- 0
		- 8,598,158.30	1,865,151.30	

9 VOLUNTARY PREPAYMENTS

If the Parties agree to make additional repayments over and above those listed above, a new schedule will be produced based on the remaining outstanding debt, including interest, in accordance with clause 16 (Variation) of the Agreement.

Signed by [.....]
Section 151 Officer
for and on behalf of **NORFOLK
COUNTY COUNCIL**

Signed by [.....]
Section 151 Officer
for and on behalf of **BROADLAND
DISTRICT COUNCIL**

Signed by [.....]
Section 151 Officer
for and on behalf of **NORWICH
CITY COUNCIL**

Signed by [.....]
Section 151 Officer
for and on behalf of **SOUTH
NORFOLK DISTRICT COUNCIL**

Greater Norwich Green Infrastructure Strategy and Delivery Plan

*Vince Muspratt, Director Growth and Economic Development
Norfolk County Council*

Summary

The attached scoping paper is a result of work undertaken by the Greater Norwich Green Infrastructure Programme Team and the results of a gap analysis undertaken by the UEA. It sets out the parameters required to update the 2007 Greater Norwich Green Infrastructure (GI) Strategy against the backdrop of a vast and quickly developing regulatory framework alongside adoption of the Environment Act. The Greater Norwich Growth Board are recommended to review this scoping document, provide their input and direction to its progress and agree funding to enable the delivery of a strategy and delivery plan.

Recommendations

- (i) Provide input to the draft scoping document to support the direction of the strategy.
- (ii) Agree for the Greater Norwich Green Infrastructure Strategy and Delivery Plan to be delivered.
- (iii) Give delegated authority to the Greater Norwich Infrastructure Delivery Board to manage its programme, with commencement subject to confirmation from all partners that match funding is secured (as detailed in section 5.)

1. Introduction

- 1.1 This scoping report sets out the parameters required to update the 2007 Greater Norwich Green Infrastructure (GI) Strategy. It outlines the various stages that are required to collect the evidence necessary to assess the extent and condition of green and blue infrastructure assets. This information will inform a draft specification of work as a basis for the procurement of the GI strategy.
- 1.2 The Greater Norwich authorities approved their Green Infrastructure Strategy in 2007 which was followed by their Green Infrastructure Delivery Plan in 2009. Together, these formed the main evidence base for the development of a multi-functional green infrastructure network which was formalised locally through the Joint Core Strategy in 2011. Since that time, Greater Norwich Green Infrastructure (GI) delivery has been progressed and monitored through an array of strategies and plans, against a backdrop of quickly developing policy and legislation. In March 2021 the Infrastructure Delivery Board (IDB) approved the development of a scoping paper proposing an update of the existing strategy, following a review of the current strategy and emerging local and national policies, by the Green Infrastructure Programme Team. Work to define the scope has progressed, with input from partner authorities and assistance from the UEA.
- 1.3 The purpose of the strategy will be to help manage and improve existing GI assets, increase the level of GI provision to address identified deficiencies or needs, and develop a network of multi-functional spaces which will deliver biodiversity net gain and other natural assets. This work will also set out clear priorities for GI delivery which will provide a framework for directing future resources.

2. **UEA Gap analysis**

In August 2021 the Green Infrastructure Programme Team (GIPT) commissioned the UEA to undertake a gap analysis on existing mapping information and legislative requirements, to identify any additional work / information that might be required to inform the strategy development. In addition, its aim was to specify a programme of work including indicative costs for assessing the current provision of GI assets within Greater Norwich and identifying priorities for future investment. The findings of the gap analysis highlighted the types of information required to support the development of a GI strategy and identified a series of data sources that could be used across the Greater Norwich area. Through this work a proposed programme of work and indicative costs for delivering the strategy have been provided which will help to inform the tender specification.

- Appendix G (within the scoping paper) provides an analysis of the existing spatial GI data available to support a proposed revised strategy.

3. **Greater Norwich Local Plan (GNLP)**

With the Greater Norwich Local Plan (GNLP) due to proceed to examination following submission to the planning inspectorate in July 2021, and the Environment Act and other legislation bringing vast and progressive changes to the fore, the Greater Norwich authorities agree that their joint GI Strategy should be reviewed and updated. Whilst the timing of this strategy work will not directly inform the site allocations policies within the emerging Greater Norwich Local Plan the intention is to support the emerging policy requirements in the GNLP for GI enhancements and biodiversity net gain from new developments, and in the longer term, help to formulate new planning policies in subsequent plans. The GI strategy will need to align with existing information and documentation, creating a foundation of evidence from which an updated delivery plan can be developed, enabling a strategic approach to GI delivery through the prioritisation of provision and management of green spaces. This will in turn inform the allocation of resource and help to lever in additional external funding.

4. **Implications of the Environment Act and Local Nature Recovery Networks**

Since the publication of the 2007 GI Strategy, there have been numerous strategies, documents and evidence bases that consider the provision of GI in the Greater Norwich area. In addition, the recent Environment Act, proposed changes to the planning system and other emerging legislation are bringing vast and progressive changes to which the Greater Norwich GI Strategy will need to be aligned.

4.1 Of particular note, the Environment Act will make delivering biodiversity net gain a mandatory part of the development process, with a broader role in the land use planning system than supporting net gain. It will also seek to strengthen the existing duty on public authorities to conserve biodiversity. There is also a commitment to developing local Nature Recovery Strategies designed to drive more coordinated action to help nature. Each strategy will cover agreeing priorities for nature's recovery, mapping the most valuable existing areas for nature and mapping specific proposals for creating / improving habitat for nature and wider environmental goals.

4.2 It is important that the proposed Greater Norwich GI Strategy is programmed to take into consideration this complex and changing background and aligns with proposed future changes

- Appendix E contains a hierarchy diagram setting out where each of the current documents sits in terms of scale and governance
- Appendix F provides a summary of these documents, their content and how significant they are likely to be to the updating of the GI strategy

- Appendix G provides additional available data which will help shape the strategy development

5. Funding

The proposed budget for the development of the GI Strategy following the UEA assessment, is £90,000 plus VAT. Norfolk County Council have committed to contributing £45,000 and request each District authority contribute £15,000 as match. This will be required in 2022/23. It is anticipated that NCC as the accountable body will lead the procurement alongside the steering group, under the direction of the IDB.

6. Next steps

Appendix A is a framework of the indicative work stages to develop the strategy, which will be further developed on appointment of a consultant.

Subject to the GNGBs approval of delivery, the next steps are;

- Agree methodology and programme for procuring work
- Develop project brief and specification to progress procurement process
- Appoint consultant and commence strategy review

Appendix D provides a breakdown of the timescale required to appoint a consultant which is anticipated to conclude in March 2022.

- 6.1 The proposed methodology for delivering step c (demonstrated in section 5 of the scoping document) would see a phased approach to ensure legislative changes are reflected in the final outcomes of the strategy.

This report seeks delegated authority for the IDB to progress the work.

7. Recommendations

- Provide input to the draft scoping document to support the direction of the strategy.
- Agree for the Greater Norwich Green Infrastructure Strategy and Delivery Plan to be delivered.
- Give delegated authority to the Greater Norwich Infrastructure Delivery Board to manage its programme, with commencement subject to confirmation from all partners that match funding is secured (as detailed in section 5.)

7. Issues and Risks

Other resource implications (staff, property)

The strategy will require support from the Greater Norwich Projects Team and all partner authorities, but this will be managed within the existing staff resource. More details are within the governance structure (Appendix C)

Legal implications

N/A

Risks

There is a risk that premature delivery of the strategy could be superseded by new government policy and lead to some abortive works. This is continually being reviewed but it is currently considered that this work will feed into rather than contradict any emerging policy. Advice will continue to be sort from Defra and the timing of the programme will be adjusted if required under the delegated authority of the IDB.

Equality

N/A

Environmental implications

The strategy by its very nature will be considering the environmental implications of growth within the Greater Norwich area. The delivery of any projects as a result of the strategy will be the responsibility of the project sponsor to consider their specific impact

Data Protection Impact Assessment

A Data Protection Impact assessment will need to be undertaken to ensure data gathered during the public consultation exercise which will form part of the strategy development process, is in line with UK Data Protection Regulations.

Appendices

Appendix - Scoping document

Officer Contact

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

Name	Telephone Number	Email address
Grace Burke	01603 222727	grace.burke@norfolk.gov.uk
Ruth Oyeniyi	01603 222125	ruth.oyeniyi@norfolk.gov.uk

Greater Norwich Green Infrastructure

Scoping Report for Specification of Work.

1. Introduction

- 1.1 This scoping report sets out the parameters for the Greater Norwich Green Infrastructure (GI) Strategy. It outlines the various stages that are required to collect the evidence necessary to assess the extent and condition of green and blue infrastructure assets. This information will inform a draft specification of work as a basis for the procurement of the GI strategy. The purpose of the strategy will be to help manage and improve existing assets; increase the level of provision to address identified deficiencies or needs; and develop a network of multi-functional spaces which will deliver biodiversity net gain and other natural assets. These objectives are further developed in the scope below.
- 1.2 For information, a definition of GI has been included within this scoping document at paragraph 5.1. In this instance, GI relates to green spaces such as sports and recreation grounds, allotments, parks and natural open space, but also includes blue infrastructure such as rivers, canals, ponds, wetlands, floodplains etc. Refining the definition of GI is one of the expected outputs of the strategy (paragraph 5.5).

2. Background

- 2.1 The Joint Core Strategy for Broadland, Norwich and South Norfolk (JCS) was adopted in 2011, with amendments adopted in 2014. In December 2013, Broadland, Norwich City, Norfolk County and South Norfolk Councils, together with the New Anglia LEP, signed a City Deal with government, adopting shared growth targets and forming a voluntary partnership¹. Greater Norwich is now overseen by two separate partnership boards: The Greater Norwich Development Partnership (GNDP) which oversees the development of the Greater Norwich Local Plan and the Greater Norwich Growth Board (GNGB) which oversees the strategic delivery of infrastructure that is required to support the planned growth set out in the JCS.
- 2.2 The Greater Norwich authorities approved their Green Infrastructure Strategy in 2007² which was followed by their Green Infrastructure Delivery Plan in 2009³. Together, these formed the main evidence base for the development of a multi-functional green infrastructure network which was formalised locally through the Joint Core Strategy in 2011. Since that time, Greater Norwich Green Infrastructure (GI) delivery has been progressed and monitored through an array of strategies and plans, against a backdrop of quickly developing policy and legislation.

¹ [City Deal » Greater Norwich Growth Board](#)

² <https://www.greaternorwichgrowth.org.uk/dmsdocument/201>

³ <https://www.greaternorwichgrowth.org.uk/dmsdocument/979>

2.3 With the Greater Norwich Local Plan (GNLP)⁴ due to proceed to examination and the Environment Act and other legislation bringing vast and progressive changes to the fore, the Greater Norwich authorities have decided that their joint GI Strategy should be reviewed and updated. The intention is to support the emerging policy requirements in the GNLP for GI enhancements and biodiversity net gain from new developments, and in the longer term, help to formulate new planning policies in subsequent plans. The GI strategy will need to align existing information and documentation, creating a foundation of evidence from which an updated delivery plan can be developed, enabling a strategic approach to GI delivery through the prioritisation of provision and management of green spaces. This will in turn inform the allocation of resource and help to lever in additional external funding.

3. Policy Context and Guidance

3.1 The NPPF⁵ requires local plans to take a strategic approach to maintaining and enhancing networks of habitats and green and blue infrastructure to promote multi- functional benefits. This includes biodiversity enhancement and supporting healthy lifestyles through safe and accessible green infrastructure encouraging walking and cycling.

3.2 The Greater Norwich GI Strategy 2007 sets out themes and strategy goals for GI across the area and includes key green corridors and opportunities. This then informed the publication of the GI Delivery Plan in 2009, which sets out the delivery priorities for Greater Norwich, including a schedule of projects to be delivered, as well as governance and potential funding sources.

3.3 Since the publication of the 2007 GI Strategy, there have been legislative changes and further proposed changes to the planning system. The Environment Act⁶ introduces the requirement for development sites to achieve Biodiversity Net Gain, and this is reflected in the emerging GNLP.

3.4 Nature Recovery Networks are a major commitment in the Government's 25year Environment Plan⁷. Local Nature Recovery Strategies are proposed to be a new system of spatial strategies for nature, which will cover the whole of England. They will be established by clauses 100 to 104 of the Environment Act and are designed as tools to drive more coordinated, practical and focussed action to help nature. Each Strategy will, for the area that it covers;

- agree priorities for nature's recovery,
- map the most valuable existing areas for nature,
- map specific proposals for creating or improving habitat for nature and wider environmental goals.

⁴ [Regulation 19 Publication | GNLP](#)

⁵ [National Planning Policy Framework - GOV.UK \(www.gov.uk\)](#)

⁶ <https://bills.parliament.uk/bills/2593>

⁷ [25 Year Environment Plan - GOV.UK \(www.gov.uk\)](#)

The Government anticipates that there will be roughly 50 Local Nature Recovery Strategies across England. Boundaries are yet to be established.

The Environment Act, in addition to establishing Local Nature Recovery Strategies, makes delivering biodiversity net gain a mandatory part of the development process, with a broader role in the land use planning system than supporting net gain; as an important source of evidence for local planning authorities to use in preparation of their Local Plans. It will also seek to strengthen the existing duty on public authorities to conserve biodiversity.

The Government's overall ambition is that Local Nature Recovery Strategies will become the new focal point for a broad range of land use and management activity, and in so doing deliver a step-change in the effectiveness of the action being taken for nature's recovery and associated environmental improvement.

It is anticipated that any locally produced GI strategy and supporting evidence will need to be aligned to the requirements of the Environment Act and any future outcomes of a local Nature Recovery Strategy.

3.5 As referenced above, the emerging GNLP, will become the joint local plan for each of the Greater Norwich authorities (anticipated adoption 2022). It will replace the Joint Core Strategy, but not each authority's development management plans. The GNLP proposes a broad locational strategy for development sites and contains thematic strategic policies covering crucial issues such as supporting the economy, environmental protection and good design. In line with the NPPF, a key focus for [policy 2](#) on Sustainable Communities is that new development should promote healthy and active lifestyles and be designed to provide on-site green infrastructure links to contribute to wider networks. [Policy 3](#) on Environmental Protection and Enhancement requires development sites to deliver at least 10% biodiversity net gain and to enhance green infrastructure networks, having regard to local green infrastructure strategies. The supporting text includes maps showing the main GI corridors which development should contribute to and enhance. This study will provide the updates to the detail of the local GI Strategy which the GNLP policies will require development to implement.

3.6 Locally, the Norwich City Council Development Management Policies⁸ (specifically policies DM3, DM7 and DM8) support the provision of enhancements to the environment as part of development proposals and the Site Allocations Plan sets out the anticipated growth locations within the City. In addition, The Norwich City Council City Centre Public Spaces Plan⁹ sets out the council's approach to managing space within the city centre, including green spaces, areas of future development, and the city's main walking, cycling and traffic routes. Furthermore, the City Council has commenced work on a Parks and Open Spaces Strategy.

⁸ [Adopted Local Plan | Norwich City Council](#)

⁹ https://www.norwich.gov.uk/downloads/file/6958/norwich_city_centre_public_spaces_plan

- 3.7 There are also a number of policies that support enhancements to the environment contained within the Broadland Development Management Policies document¹⁰ (in particular policies, GC4, EN1-3, RL1a and CSU5) and the South Norfolk development Management Policies document¹¹ in particular policies DM1.2, 1.4, 2.9, 3.8, 3.15, 4.2, 4.4, 4.5, 4.8 and 4.9).
- 3.8 In addition to the above, there are numerous strategies, documents and evidence bases that consider the provision of GI in the Greater Norwich area. Appendix F provides a summary of these documents, their content and how significant they are likely to be to the updating of the GI strategy. Appendix E contains a hierarchy diagram setting out where each of these documents sits in terms of scale and governance. The information contained within these appendices demonstrates that there is a significant amount of GI information already available for the Greater Norwich area, but that this is currently piecemeal and of different ages and statuses.
- 3.9 Information on GI assets such as play areas, recreation facilities, and countryside sites is currently being compiled by the relevant local authorities. This can be combined with other information on land use, nature reserves and other designated sites compiled as part of the Natural Capital Evidence Compendium for Norfolk and Suffolk. Additional national data sets published as open data by organisations such as the Ministry of Housing, Communities & Local Government, Ordnance Survey, the Office for National Statistics and Natural England provide details that can be used to support assessments of provision down to the scale of Lower Super Output Areas (typically 1,000 people). In addition to details of GI assets, information on the spatial distribution and characteristics of the resident population will be needed, both currently and as projected over the lifetime of the strategy.

4. Vision, Objectives and Outputs

Definition

- 4.1 There are many different definitions of GI, however for the purpose of this scoping exercise GI is defined as a network of multi-functional green space and blue spaces which delivers benefits to both the environment and the local community. Green infrastructure includes natural green spaces colonised by plants and animals and man-made managed green spaces such as areas used for outdoor sport and recreation, including public and private open space. These spaces may include allotments, urban parks and designated historic landscapes as well as their many interconnections such as footpaths, cycleways, green corridors, waterways, wetlands, ponds and floodplains.

¹⁰ [Development Management DPD \(2015\) Adopted version \(southnorfolkandbroadland.gov.uk\)](https://www.southnorfolkandbroadland.gov.uk/development-management-dpd-2015-adopted-version)

¹¹ [Development Management Policies document \[PDF\] \(southnorfolkandbroadland.gov.uk\)](https://www.southnorfolkandbroadland.gov.uk/development-management-policies-document)

Vision

4.2 The Greater Norwich authorities propose the following Vision for Green Infrastructure in the Greater Norwich Area:

a multi-functional and connected network of greenspaces, green links and blue infrastructure, providing an environmental life support system for communities and nature, and protecting and enhancing the distinctive qualities that give the Greater Norwich Area its special character. The network should be high quality, bio-diverse and accessible and be widely valued by and engage local residents, businesses, and visitors to the Greater Norwich Area.

Aim and Objectives

4.3 Greater Norwich benefits from an urban city offering access to the Countryside and award winning parks, fortuitously surrounded by the world renowned Norfolk Broads. We have a robust network of open spaces and good routes for biodiversity and are well placed to harness these for the benefit of our growing communities, whilst also taking steps to safeguard their existence for future generations to enjoy.

4.4 The main aim of this work is to prepare a strategy that can be used to support the protection, enhancement and provision of GI in the Greater Norwich area. This strategy should help to promote health and wellbeing, provide places for outdoor recreation and play, create, maintain and improve habitats, help to mitigate the effects of climate change and provide a linked network of multifunctional spaces.

4.5 The objectives of the GI strategy are to:

- Establish an agreed and measurable baseline of GI provision across Greater Norwich
- Identify how the high-level GI study can be implemented through practical projects and interventions in the form of a delivery plan
- Identify future opportunities for GI to enable clear and swift decision making
- Assist in consideration of planning applications and their GI requirements
- Develop and agree a GI action plan with clear justification of project prioritisation which will be used as evidence to inform decision making regarding the allocation of resource and funding
- Ensure identification and provision of GI in Greater Norwich meets current and emerging legislative requirements
- Make best use of existing available evidence and identify new evidence to inform the strategy
- Create a clear, coherent and accessible strategy that will provide evidence to assist with the implementation of current and emerging plans, as well as evidencing future local plan production and implementation. Provide clarity on the monitoring of the strategy and its delivery

Outputs

4.6 In order to realise the vision and objectives, this project will deliver the outputs below. These have informed a draft of anticipated work stages which are outlined in Appendix A along with responsible parties, including work which is planned to be completed by the GIPT prior to commissioning the study.

- Evidence Baseline
 - Assessment of the existing GI information relevant to Greater Norwich to understand what information is already held and can be built upon, and what gaps in the information exist
 - Identification of existing GI assets e.g. informal open space, street trees, waterbodies
 - Audit of existing GI assets including their type, condition, biodiversity.
 - Provision of a suite of maps to visually demonstrate the different datasets
 - Define an approach for the allocation of any Biodiversity net gain offset payments, and identify any potential sites

- GI Strategy
 - Provide an agreed definition of GI (to include blue infrastructure) and refine the vision for GI in Greater Norwich
 - Identify an agreed set of GI typologies incorporating those identified in the audit of existing GI assets
 - Provide analysis of how the provision of GI varies according to the socio-economic and demographic characteristics of areas
 - Highlight opportunities for the creation of additional GI, as well as maintenance and improvement of existing GI
 - Identify opportunities to make strategic connections between assets to form a cohesive GI network, including cross-boundary connections whilst considering biodiversity net gain
 - Identify the wider benefits of GI provision including flood alleviation and protection, addressing climate change etc. and identify these sites
 - Including the GI indicators in the emerging GNLP, set out a new monitoring framework for measuring all GI assets including biodiversity net gain in line with relevant government policy and to monitor the strategy and delivery going forward
 - Provide a suite of maps to visually demonstrate the outputs above

- Delivery Plan
 - Recommend where Greater Norwich resource should be prioritised in the next five years to include individual projects, priority areas, programmes of delivery, funding opportunities etc.

5.0 Gap Analysis

In August 2021 the Green Infrastructure Programme Team (GIPT) commissioned the UEA to undertake a gap analysis on existing mapping information and legislative requirements, to identify any additional work / information that might be required to inform the strategy development. In addition, its aim was to specify a programme of work including indicative costs for assessing the current provision of GI assets within Greater Norwich and identifying priorities for future investment.

The findings of the gap analysis highlighted the type of information required to support the development of a GI strategy and identified a series of data sources that could be used across the Greater Norwich area.

Three tiers of work are proposed within their indicative workplan to facilitate delivery of the strategy;

- Tier 1 – Basic analysis including an estimate of current GI provision and assessment of inequalities in access
- Tier 2 – Intermediate analysis to include more detailed assessment of GI provision and potential changes in access to GI over time
- Tier 3 – Advanced analysis incorporating work previously undertaken in tiers 1 & 2 but providing further detail such as basic economic analysis and ability to incorporate expert knowledge on local developments when considering access to GI and identifying priorities for investment

The results of the Tier 1 and 2 analyses will establish a baseline of green/blue infrastructure assets, provide information on how these vary across Greater Norwich, and how they correspond with current and projected population characteristics. This will enable an initial assessment of inequalities in access. The analysis in Tier 3 will refine this evaluation by incorporating more detail about site characteristics and future population distributions, as well as identifying priorities for investment in new or enhanced GI assets.

An advantage of the phased approach would be to ensure Defra guidance on Nature Recovery Networks and the findings of the Natural England programme on Green Infrastructure standards are available so that the findings of the tier 3 analysis would be consistent with the objectives of the GI strategy.

The proposals within the UEA report will help to inform the tender specification to procure the GI strategy work.

6. Budget

The UEA team, through the gap analysis exercise, has determined the proposed scope of work required to complete the various stages of developing the strategy based on their experience of previous work. Their proposed budget for the development of the GI Strategy is £90,000 plus VAT.

It is anticipated that the NCC as the accountable body will lead the procurement alongside the steering group, under the direction of the IDB. Detail of the governance structure for decision making is provided in appendix C.

7. Summary of timelines for delivery

Tender Procurement process – estimated completion March 2022 (Appendix D)

Work Plan – estimated 6 to 9 months from March 2022 (Appendix A)

It is requested that management of the programme is delegated to the IDB. The tender specification will provide scope for those responding to the tender to propose alternative methodologies for staged delivery. The preferred option will be incorporated into the contract to allow for reassessment of the work against the Environmental Act and its emerging policies.

APPENDICES

Appendix A Draft Strategy Work Stages

Appendix B Key Stakeholders

Appendix C Greater Norwich Green Infrastructure Governance

Appendix D Anticipated Strategy Timetable

Appendix E Green Infrastructure Document Hierarchy

Appendix F Greater Norwich Existing Evidence Prioritisation

Appendix G Gap Analysis of Spatial data - UEA

Appendix A – Indicative Work Stages

The following work stages are likely to be required for the completion of the GI strategy project. These work stages may be amended at the request of the GIPT or by recommendation from the consultants once a preferred delivery methodology is agreed.

Stage	Task	Responsibility
Stage 1 – Preliminary work	Summary of existing Gi information prioritised by likely significance to update strategy (appendix F).	GIPT
	Review existing policy context.	GIPT
	Identify purpose of the study – outline different priorities.	GIPT
	Agree on vision, objectives and outputs outlined in the scoping report and set parameters of the study.	GIPT
	Collation of all existing GI mapping information the local authorities hold – send to UEA.	GIPT/John Jones
	UEA to carry out gap analysis on existing mapping information and legislative requirements to identify any additional work/information that might be required. This work is being funded by Norfolk County Council.	UEA/John Jones
	Finalise scope of study incorporating any recommendations from the UEA work. Get formal sign off and commence procurement process.	GIPT/GNGB
Stage 2 - Baseline	Collation of all existing GI information and perform analysis of what is still fit for purpose and can be built upon, and what requires updating.	Consultant
	Identification of all existing GI assets in Greater Norwich. Mapping information to be produced.	Consultant

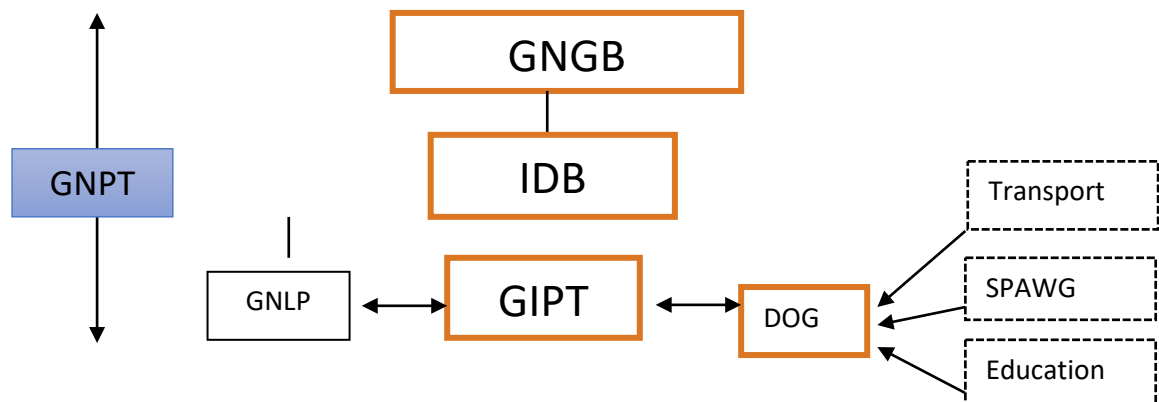
Stage	Task	Responsibility
	Creation of methodology for site surveys/audit of existing GI assets to be agreed with GIPT.	Consultant
	Undertake site surveys/audit of existing GI assets to include typology, condition, function, features of interest etc. Mapping information to be produced.	Consultant
Stage 3 - Strategy	Identification of GI priorities for Greater Norwich area.	Consultant
	Assessment of the information from stages 1 and 2 to identify gaps/surpluses/need for GI in Greater Norwich.	Consultant
	Formulation of opportunities – creation of new GI or maintenance or improvement of existing GI. Should also explore connectivity between new and existing GI assets.	Consultant
	Creation of mapping information to demonstrate assessment and opportunities.	Consultant
	Formulation of a monitoring framework.	Consultant
Stage 4 – Delivery plan	Production of a delivery plan which sets out delivery priorities for the next 5 years. To include specific projects, delivery mechanisms, funding, delivery programmes etc.	Consultant
Stage 5 – Reporting	Collation of all work stages into a cohesive and easy to use report format including mapping information.	Consultant
	Review and any adjustments required to the report	GIPT/GNGB
	Adoption of strategy	All authorities.

Appendix B – Key Stakeholders

The following is an initial list of keys stakeholders that will likely need to be involved in the production of the GI strategy. This list is currently a guide and will likely be updated following discussion with the consultants.

- Broadland District Council and South Norfolk District Council
- Norwich City Council
- Broads Authority
- Norfolk County Council
- Representative from the Greater Norwich Sport & Physical Activity Strategy
- Environment Agency
- Norfolk Strategic Planning Group
- Parish Councils
- Natural England
- Water Resource East
- The Farming and Wildlife Advisory Group (FWAG)
- Norfolk Wildlife Trust
- Norwich Fringe Project
- River Wensum Strategy Delivery Board

Appendix C – Greater Norwich Green Infrastructure Governance



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

1. Summary

The decision-making process for this strategy work will sit within the existing groups and governance structure that support the GNGB. Harnessing these pre-existing governance arrangements will be less resource heavy and will add greater value, because partnership working is established.

2. Membership

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

The GIPT membership will be expanded to include both thematic and planning officers from each district authority plus at least one representative from the Greater Norwich Local Plan Team. The group will continue to be chaired by a senior Norfolk County Council officer.

Membership of the GIPT may 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.
- Agree the outputs of the strategy work

IDB

- Present the proposal for a comprehensive review and update of the existing Green Infrastructure Strategy to the GNGB.
- Refine and approve the tender specification draft as prepared by the GIPT.
- Instruct the appointment of a consultant, as recommended by the GIPT.
- Encourage broad collaboration and participation in the strategy review.
- Have oversight of the GIPT.
- Recommend the draft strategy outputs to the GNGB for approval.

GIPT

- Develop the tender specification draft.
- Progress and oversee the tender process.
- Collaborate with and support the appointed consultant.
- Review and 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.

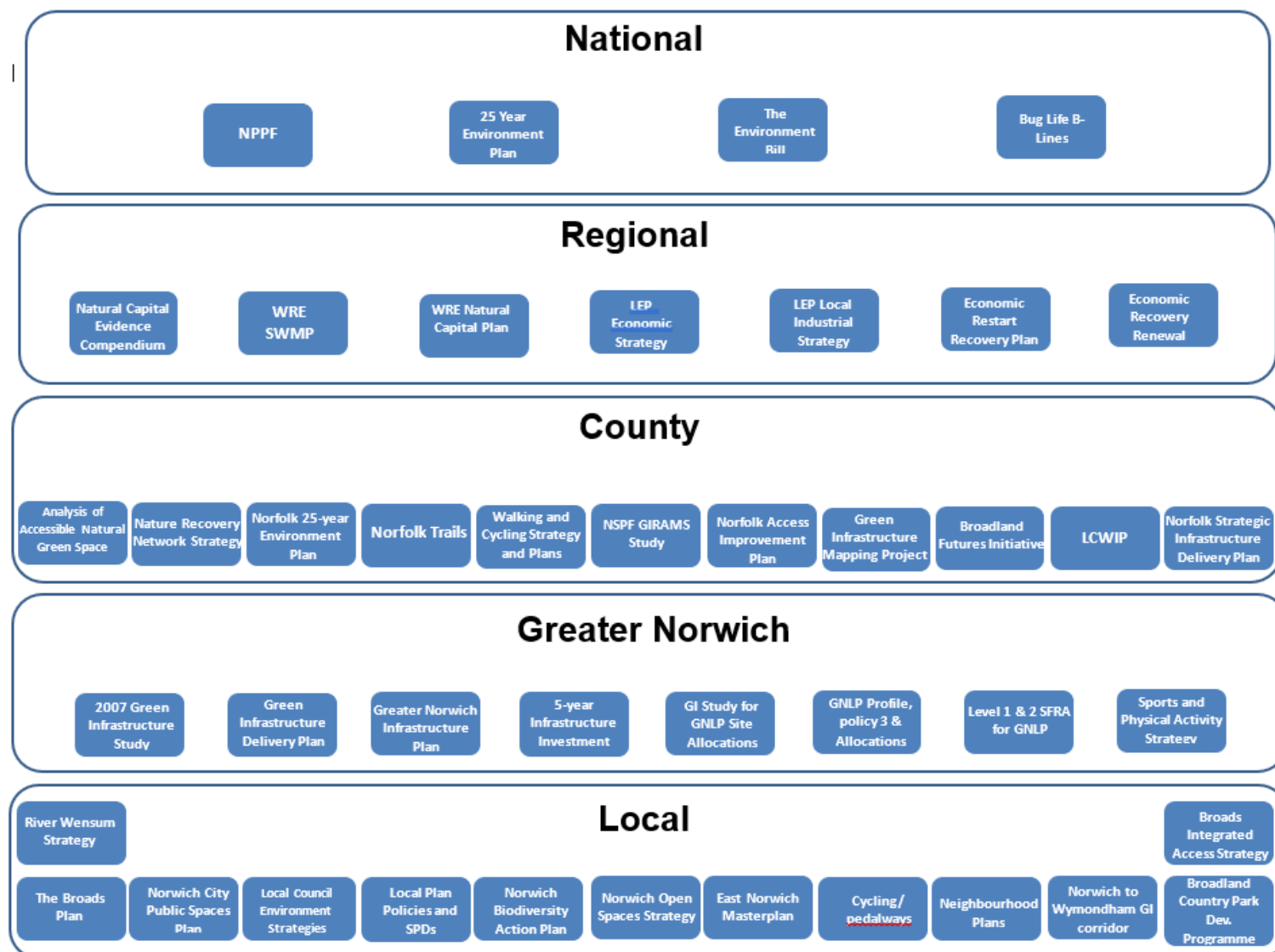
The GIPT will increase their meeting frequency as required to support the strategy to progress and align the timing of meetings to meet the decision making points.

Appendix D – Anticipated Strategy Timetable

The following draft timetable provides an indication of the timescales for carrying out the work:

GI Strategy tasks & timeline	Timescales	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22
Scoping process										
Scoping exercise	1 July - 31 Aug 21									
Core Group Meeting	10 Aug									
UEA Gap Analysis to commence	Aug – Nov									
Finalise draft scoping paper for GIPT meeting	3 Sept									
Agenda & papers to GIPT	6 Sept									
GIPT meeting	13 Sept									
Updates to draft scoping document to RO/GB	1 Oct									
Draft Paper to IDB	8 Oct									
UEA findings received to incorporate into scope	29 Oct									
Final revisions to scope & covering report	1 – 3 Nov									
Papers to IDB	4 Nov									
IDB meeting & approval in principle	12 Nov									
Papers to GNGB	15 Nov									
GNGB meeting & approval of delegated authority to IDB	3 Dec									
Procurement process										
Prepare tender specification (subject to Environment Bill)	6 Dec - 24 Dec 21									
Tender & appraisal process	3 Jan - 11 Feb 22									
Papers to IDB for decision to appoint	11 Feb - 18 Feb 22									
Award & Standstill period	21 Feb - 4 Mar 22									
Commence strategy development	March/April 2022									

Appendix E – Green Infrastructure Document Hierarchy



Appendix F – Greater Norwich Existing Evidence Prioritisation

Document	Link with GI Strategy?	Overlapping Topics
<p>Greater Norwich Green Infrastructure Study 2007/09 (complete)</p> <p>https://www.greaternorwichgrowth.org.uk/dmsdocument/201</p>	Significant	<ul style="list-style-type: none"> • Sets out different scales of GI networks which will still be relevant • Sets out themes and strategy goals – some of these may still be relevant but will likely need to be updated • Annex and appendices have a lot of mapping work that has been completed already do we have the data to update these or are they still accurate? • Existing mapping has been done at a large GN scale and doesn't look like it drills down into the differences between the three local authority areas and provide more detailed suggestions based on the rural/urban characters.
<p>Existing GI Action/Delivery Plan for GN GI Study 2007 (complete)</p> <p>https://www.greaternorwichgrowth.org.uk/dmsdocument/979</p>	Significant	<ul style="list-style-type: none"> • Governance and funding sources need to be updated • Update required to selection criteria? • Schedule of potential GI projects in action plan – review required to see what has been delivered and what is still outstanding
<p>GNIP 2020 (complete)</p> <p>Greater Norwich Infrastructure Plan (GNIP) » Greater Norwich Growth Board</p>	Significant	<ul style="list-style-type: none"> • Contains projects prioritised by different authorities including GI projects • Sets out GI priorities against which funding applications are assessed
<p>GNLP GI Study to inform site allocations 2020 (complete)</p> <p>01 GNLP GI Study Report.pdf</p>	Significant (for some areas)	<ul style="list-style-type: none"> • Provides a GI audit for existing and proposed GNLP allocations • Existing mapping and GIS datasets on a county wide scale that could be used to set out the baseline current situation • Suggested improvements included for allocated sites in the GNLP

Document	Link with GI Strategy?	Overlapping Topics
		<ul style="list-style-type: none"> • Site allocations are grouped and then some general GI improvements suggested for each group. GAP: specific enhancements for each area not identified. • Policy 2 of GNLP references some GI schemes • Policy 3 of the GNLP includes GI aims/objectives
<p>GNLP GN profile, policy 3 and site allocations (emerging)</p> <p>Regulation 19 Publication GNLP</p>	Significant (for some areas)	<ul style="list-style-type: none"> • Allocation policies specify where links to GI should be made or where public space/biodiversity opportunities should be taken • GN Profile discusses that our water resources are just as important as our over environmental assets – importance of blue infrastructure
<p>East Broadland GI Action Plan</p> <p>https://www.southnorfolkandbroadland.gov.uk/future-development/infrastructure-delivery</p>	Significant	<ul style="list-style-type: none"> • This study and project plan focuses on the East Broadland area, primarily between Great Plumstead and Acle and the surrounding settlements within the Broadland District Boundary. • The main aims are: To provide an in-depth study and plan, to advise on potential local GI improvements and creation projects for the short, medium and long term and enhancement and creation of new local GI links and green spaces • Protection of highly sensitive wildlife sites
<p>West Broadland GI Action Plan</p> <p>https://www.southnorfolkandbroadland.gov.uk/future-development/infrastructure-delivery</p>	Significant	<ul style="list-style-type: none"> • This Plan identifies opportunities to enhance and develop GI in the western area of Broadland. It complements a similar project plan that was developed for the east of the district in 2015. • It is anticipated that the identified projects will help to address the recreational and biodiversity impacts of future residential development within the area. • The plan focuses on the Marriott's Way Primary GI corridor (which runs from Norwich out towards Reepham and Aylsham, via Drayton, Taverham, Lenwade etc.) and the various secondary corridors that branch off from the

Document	Link with GI Strategy?	Overlapping Topics
		<p>Marriott's Way, linking the various villages and countryside, as identified within the GNGB Green Infrastructure Strategy 2007</p> <ul style="list-style-type: none"> The objectives are: Establish new, accessible green spaces at a local level, enhance existing local green spaces, in terms of their recreational offer and their biodiversity value, enhance connectivity between green spaces and settlements by establishing and enhancing green corridors, contribute to the development of the network of strategic, secondary green corridors that branch off from the Marriott's Way Primary GI Corridor, and reduce visitor pressure on regional, European-designated sites by providing attractive, local recreation opportunities.
<p>Growth Triangle GI Action Plan</p> <p>https://www.southnorfolkandbroadland.gov.uk/future-development/infrastructure-delivery</p>	Significant	<ul style="list-style-type: none"> This action plan seeks to address four main issues: The landscape setting of developments, ecological connectivity, the recreational needs of residents, and walking and cycling connectivity The main aims are to: Identify the specific strategic requirements of GI within the north-east in the context of the emerging AAP and the areas covered by particular policies, identify potential GI linkages and assess their deliverability, and identify most appropriate delivery and funding mechanisms Identify projects for consideration by the GIPT.
<p>Norwich City Centre Public Spaces Plan 2020 (complete)</p> <p>City centre public spaces plan Norwich City Council</p>	Significant	<ul style="list-style-type: none"> Document has already mapped green spaces in the city centre and how these relate to other urban uses Document identifies areas for public space or green space improvement at a local fine-grain level This information is for the city centre only, and doesn't include wider Norwich urban area

Document	Link with GI Strategy?	Overlapping Topics
		<ul style="list-style-type: none"> • New GI strategy could use mapping showing existing and proposed options bringing this information all together and also cover areas not included in this document.
<p>East Norwich Masterplanning (in development) East Norwich regeneration Norwich City Council</p>	<p>Significant (for Norwich)</p>	<ul style="list-style-type: none"> • The masterplan will set out the priorities for the regeneration of the East Norwich sites. • The masterplan will include consideration of: highly connected green network and improve biodiversity, regeneration of the area providing and new quarter including homes and employment, a connected sustainable transport network, protection and enhancement of heritage assets, enhancing use of the river, sustainable drainage etc. • Most of these objectives of the masterplan have some linkage to the provision of GI in the city, but this site also provides an opportunity to connect to the wider GI network. • Given the size and importance of this regeneration area, this has the potential to contribute significantly to GI provision within Norwich • The timing of the masterplan is likely to run alongside/after the commissioning of the GI strategy so both documents will need to take account of each other.
<p>Norwich to Wymondham GI corridor (A11 corridor) study</p>	<p>Significant (for some areas)</p>	<ul style="list-style-type: none"> • The study seeks to the deliver feasibility and design work to enable the roll-out of a series of projects in the Wymondham to Norwich section of the Cambridge to Norwich tech corridor • An analysis of existing GI in the area • Analysis of known growth and predicted growth • Feasibility and design work will focus on developing green infrastructure projects in: Wymondham,

Document	Link with GI Strategy?	Overlapping Topics
		<p>Hethersett, Cringleford, and Norwich Research Park and Norwich and Norfolk Hospital</p> <ul style="list-style-type: none"> • There are two distinct phases: Phase one – identification of projects and Phase two – design work for the projects/schemes identified in phase one.
Nature Recovery Networks	Expected to be significant	<ul style="list-style-type: none"> • See comment • Nature Recovery Strategies are a major commitment in the Government’s 25 year Environment Plan • Specific goals include improving air and water quality, restoring habitats, recovering species, enhancing biosecurity, reducing harm from environmental hazards, and increasing efficiency of resource use. • The specific requirements of Nature Recovery Network strategies are unknown until the Government publishes further information. In particular, we are awaiting the formal progression of the Environment Bill. • It is anticipated that any locally produced GI strategy and supporting evidence will contribute to any Nature Recovery strategy produced in future.
<p>Natural Capital evidence compendium 2020 (complete)</p> <p>Norfolk and Suffolk Natural Capital Assets Evidence Compendium Norfolk Biodiversity Information Service (nbis.org.uk)</p>	Significant	<ul style="list-style-type: none"> • An analysis of the existing landscape of Norfolk and Suffolk • Contains maps and datasets showing assets and their “natural capitals” or “value” • Document includes an assessment of existing ecosystem state and value • Document outlines identified needs for different ecosystems – it acknowledges that this is on a regional

Document	Link with GI Strategy?	Overlapping Topics
		<p>scale and advises local monitoring programmes/indicators to overcome this</p> <ul style="list-style-type: none"> Clearly sets out data and information gaps – could we fill these gaps at a GN level?
<p>Norfolk Cycling and Walking Strategy (complete) Norfolk Cycling and Walking Strategy large (1).pdf</p>	<p>Significant</p>	<ul style="list-style-type: none"> Document sets out priorities for improving walking and cycling routes with the justification that it removes cars from roads, routes are also good for wildlife and it improves health and wellbeing GI Strategy would have similar cross-over objectives with this strategy which could represent future opportunities for funding for projects that deliver both strategies (also possible linkages with Gov’s Cycling and Walking Investment Strategy and our own LCWIPs) Useful resources which could possibly be utilised such as the Norfolk cycling and walking schematic maps, recycling the railways network map, the Three Rivers Way map. GI Strategy could help support some of the outcome and aims of the cycling and walking strategy Pushing Ahead Norfolk maps
<p>Level 1 SFRA 2017 for GNLP 2017 JBA Consulting Report Template 2015 (gnlp.org.uk)</p>	<p>Significant</p>	<ul style="list-style-type: none"> Main purpose is to inform selection options for future development locations and support determination of planning applications. Appraisal of flood risk across GN area – could help to identify areas with multiple benefits i.e. addressing flood risk alongside GI provision? Evidence for incorporating certain flood risk/drainage elements within GI projects eg SuDS Could help identify areas which would be good for GI provision - In areas of high flood risk that might not be suitable for vulnerable uses.

Document	Link with GI Strategy?	Overlapping Topics
		<ul style="list-style-type: none"> • Could GI provision that also deal with flood risk help with mitigation measure for existing and proposed development sites? • Various maps and data sets showing flood risk across the region
<p>Norfolk Access Improvement Plan 2019-2029 (complete)</p> <p>Norfolk Access Improvement Plan - Norfolk County Council</p>	Significant	<ul style="list-style-type: none"> • Document incorporates Right of Way Improvement Plan • All about connectivity and network of paths to access places • These rights of way are good opportunities to improve the connectivity between isolated GI spaces, not just for people, but for biodiversity • Some crossover projects which could mean pooled funding opportunities • Contains priority actions for GI improvements • Has a section on access to water so could help to fill some of the gaps on the blue infrastructure side of things. • This document has already done an analysis of the gaps in the public right of way network across Norfolk
<p>Norfolk Green Infrastructure Mapping Project 2018 (complete)</p> <p>Norfolk GIMP (north-norfolk.gov.uk)</p>	Significant	<ul style="list-style-type: none"> • Mapping of current best assessment of GI assets across the County • Working up the relationship between GI provision and growth • Identifies deficiency in GI provision • Identifies opportunities for enhancement • Access asset map is useful and if the data is available it could be utilised – but this is still on a county scale • This has been done at the county scale

Document	Link with GI Strategy?	Overlapping Topics
<p>Analysis of Accessible Natural Greenspace Provision for Norfolk 2010 (complete)</p> <p>Analysis of accessible natural green space provision (naturalengland.org.uk)</p>	Significant	<ul style="list-style-type: none"> • An evidence base for GI planning process • Various maps and data sets that could be incorporated into the GI strategy • This is an assessment of what is already there and does not identify future opportunities – GAP • Because of the scale of the assessment there are many smaller green spaces etc that aren't taken account of which can cumulatively contribute significantly to the wider network -GAP • Based on particular assessment method of access to ANGs
<p>Local Cycling and Walking Infrastructure Plan (LCWIP) Chance to help shape Norwich cycling and walking route plans - Norfolk County Council - Citizen Space (Consultation version is on NCC website the final draft should be out soon)</p>	Significant	<ul style="list-style-type: none"> • The objective of the plan is to identify and prioritise improvement schemes which can be made to the cycling and walking (active travel) network over the short, medium and long term. • Three key aims: a cycling and walking network plan which identifies preferred cycling and walking routes and core zones for further development, a prioritised programme of cycling and walking infrastructure improvements, and a report setting out the underlying analysis which has been carried out on the network and explanation of how the network improvements have been identified. • Supports various local and national goals in terms of transport, health and the environment • Includes various maps identifying key existing and proposed routes/areas which need to be incorporated in GI strategy • Detailed survey of the routes undertaken

Document	Link with GI Strategy?	Overlapping Topics
<p>WRE Natural Capital Plan (in development)</p> <p>Systematic Conservation Planning Water Resources East (wre.org.uk)</p>	Moderate-significant	<ul style="list-style-type: none"> • This project aims to establish what priority habitats there are in the Eastern region and uses various datasets to create a model to show which habitats should be conserved, restored or new ones established. • However, this is for priority habitat types only. It is also on an Eastern Region scale • WRE will be releasing their datasets later this year on a non-commercial license. • Uses Marxon decision support tool software which is free and could be of use to us with the strategy • If the GI strategy goes ahead then we will need to ensure that it accords with this plan • Urban land classifications were excluded from this dataset and therefore there is far less data for built up areas than rural areas. They did say they had looked at urban greening as part of this but decided it needed to be done as a separate work stream – could this be an opportunity for collaboration and use WRE’s knowledge and skills? Sam Sinclair involved. • WRE will be sending out their data and they want to know if their model clashes with our anticipated land uses and growth locations (e.g. Existing and emerging site allocations etc) so they can update the model
<p>Norfolk Wildlife Trust Habitat Connectivity Map</p>	Moderate	<ul style="list-style-type: none"> • The mapping builds on existing, largely remote-sensed, county-wide habitat data (including Norfolk County Council’s “Living Map” and recently produced tree map). • What has been generated are ‘heat maps’ of connectivity based on three broad habitat categories – woodland, grassland / heathland, and wetland. For each, core habitats are identified and mapped. Then all other habitat types are scored according to their ‘resistance’ – i.e., how amenable they are to the movement of species

Document	Link with GI Strategy?	Overlapping Topics
		<p>that might be utilising the core habitat. Thus, a woodland species will be able to traverse scrub or species-rich grassland sites more readily than arable fields or open water. The result of myriad calculations is a heat map that can be coloured to show the level of habitat connectivity in the landscape, reflecting proximity of core sites and nature of intervening land use / barriers.</p> <ul style="list-style-type: none"> • Ultimately this information can also be interpreted to identify where in the landscape interventions are likely to be most effective and offer best value for money.
<p>River Wensum Strategy 2018 (complete and ongoing) River Wensum Strategy Norwich City Council</p>	Moderate	<ul style="list-style-type: none"> • Sets out a vision for development and regeneration in the river corridor that has a positive impact on increasing the use of the river, and improving the cultural, historic and environmental qualities of the Wensum • Contains potential projects which align with the aims above. These projects have been identified as new opportunities and could crossover with GI aims <p>No survey work data sets</p>
<p>Norwich City Council existing local plan policies and SPDs (complete) Planning policy Norwich City Council</p>	Moderate	<ul style="list-style-type: none"> • New GI strategy would support objectives in local plan policies, DM5, 6, 7, 8, 28. • Landscape and Trees SPD 2016 – sets out how landscape features and trees can and should be successfully incorporated into new development proposals. Could help contribute towards similar aims. GI Strategy will likely influence the application of this SPD where sites will need to link to wider landscape features. <p>Open Space and Play SPD 2015 – sets out how open and play space can and should be successfully incorporated into new development proposals. Could help contribute towards similar</p>

Document	Link with GI Strategy?	Overlapping Topics
		aims as GI Strategy as any of these spaces provided could link into the wider GI network.
Buglife B-Lines (complete) B-Lines East and Midlands of England Buglife	Moderate	<ul style="list-style-type: none"> Mapped dataset of “pollinator corridors” which allow many insects to travel between more isolated areas of habitat <p>Could be a useful dataset in showing priority pollinator linkages between habitats but is specifically designed for this purpose and is not necessarily representative of other wider GI corridors etc.</p>
Norfolk and Suffolk 25 Year Environment Plan (in development)	Moderate	<ul style="list-style-type: none"> Intends to be a strategy for the protection and enhancement of nature The parameters and requirements for this plan will be based upon the Government’s 25 year Environment Plan and will need to take account of forthcoming legislation from the Environment Bill. A more detailed brief for this work can be prepared once the Government publish further information.
Level 2 SFRA for GNLP 2021 Greater Norwich Level 2 Strategic Flood Risk Assessment (gnlp.org.uk)	Moderate	<ul style="list-style-type: none"> More detailed assessment of 26 proposed development sites in the GNLP Each of the sites has an interactive map of all the flood risk constraints Each site has a summary table of its flood risk – could be used to inform connecting GI to any provision on development sites <p>Good information for the specific sites but has less coverage than level 1 SFRA.</p>

Document	Link with GI Strategy?	Overlapping Topics
<p>WRE sustainable water management plan (in development)</p> <p>Publications Water Resources East (wre.org.uk)</p>	Moderate	<ul style="list-style-type: none"> • This project will work with a variety of organisations to test and implement a number of nature-based solutions to manage water in the county and will create a county-wide water management plan to secure access to good quality, long-term water resources for all water users while delivering environmental improvement at scale. • A Water Fund will be established to enhance financial and governance mechanisms which unites public, private and society stakeholders around a common goal to contribute to water security through nature-based solutions. <p>Different overall aims but potential to link up with projects, particularly those which are delivering nature-based solutions</p>
<p>LEP Norfolk Suffolk Economic Strategy</p> <p>Economic Strategy for Norfolk and Suffolk - New Anglia</p>	Moderate	<ul style="list-style-type: none"> • Outlines plans for future growth and focuses on actions for long term success. • Priority places identified where investment and action is likely to deliver strong return. • Key sectors identified which will have the greatest impact on growth ambitions. • Links between growth locations and GI provision for new/existing homes <p>Links between development locations and need to mitigate impacts on natural environment</p>
<p>NSPF GIRAMS study 2020 (complete)</p> <p>Norfolk GI RAMS Strategy March 2021.pdf (gnlp.org.uk)</p>	Moderate	<ul style="list-style-type: none"> • Forms part of local plans evidence base to ensure that the recreational impacts of new residential development upon Natura 2000 sites. • This study is only concerned with Natura 2000 sites. Recreation etc. can have an impact on many other types of sites. GAP. Also, there will be a need for other types

Document	Link with GI Strategy?	Overlapping Topics
		<p>of GI that are not necessarily dependent on the “recreation” criteria.</p> <ul style="list-style-type: none"> • Document does not propose any new GI assets but acknowledges that GI will need to be provided from development sites and at plan making level – EVIDENCE for requirement for GI strategy? • Document includes a review of existing GI strategies • Document reviewed and cross-referenced GI mapping • Limitation of this study is that deficiencies were mainly concerned with public rights of way and SANGS – what about the consideration of other types of space? • This was also on a county wide scale • Table 1 from this document is a check box exercise and doesn’t show the relationship between the documents or what they are missing etc. • The maps within this document do not go into a local scale. For example, there is no audit of specific GI sites in Norwich it is just classified as “urban” – same with some of the market towns etc. • This document proposes the introduction of a tariff per new dwelling to be spent on RAMS – but the mitigation package hasn’t been agreed yet <p>Strategic Opportunity Areas have been identified but the study says they will need to be explored further as part of other studies so lacks detail –the breakdown by district doesn’t go into much detail as to what GI actually needs to be implemented.</p>
Neighbourhood plans	Moderate	<ul style="list-style-type: none"> • No current neighbourhood plan in Norwich <p>Any new and emerging NPs will need to have regard for the information contained within any future strategy but they will also be able to propose additional GI where this is appropriate.</p>

Document	Link with GI Strategy?	Overlapping Topics
		<p>For example, the Diss and District NP has a relatively well-developed GI plan and is linked to a walking and cycling improvement plan (which draws from the NCC network improvement strategy). There are also network improvement strategies for Aylsham, Wroxham/Hoveton and Wymondham that might do some of the job of the LCWIP for these market towns.</p>
Sport and Physical Activity Strategy (in development)	Moderate	<ul style="list-style-type: none"> • Cross-over aims between two strategies in terms of improving health and well-being etc • The sports strategy mainly focuses on built sports facilities • There will be parts of the strategy dedicated to sports pitches etc which can function as and link in with wider GI. <p>Also links with Football Foundation provision of sports pitches</p>
Norfolk Strategic Infrastructure Delivery Plan (NSIDP) https://www.norfolk.gov.uk/-/media/norfolk/downloads/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/business/norfolk-strategic-infrastructure-delivery-plan-2020.pdf	Moderate	<p>This document lists four projects which have a county level priority: Weavers Way. The Green Loop – encompassing Marriott’s Way, Bure Valley Path and Broadland Way, North West Woodlands Country Park (now known as the Broadland Country Park) – Project delivers GI mitigation that alleviates the impact of growth in the Greater Norwich area, and Burlingham Country Park - Project delivers GI mitigation that alleviates the impact of growth in the Greater Norwich area.</p>
Broadland Country Park development Programme	Moderate	<ul style="list-style-type: none"> • The long-term vision for the management of the Houghen Plantation site develops additional schemes which build upon the enhancements that are proposed in the year one management plan. The principle behind further investment in the site is to safeguard its function as a suitable alternative natural greenspace to

Document	Link with GI Strategy?	Overlapping Topics
		<p>the internationally designated sites and accelerate its development as a new country park in the North West of Norwich</p> <ul style="list-style-type: none"> • The long term management objectives are, <ul style="list-style-type: none"> ➤ Provide facilities that meet the needs of a range of different user groups ➤ Encourage wider public awareness and use of the site ➤ Improve access to and from the site ➤ Enhance biodiversity ➤ Develop long term financial sustainability across the site
<p>The Broads Plan 2017 Broads-Plan-2017.pdf (broads-authority.gov.uk)</p>	<p>Moderate</p>	<ul style="list-style-type: none"> • Key management plan for the Broad Executive Area. This is a partnership plan with a common vision, joint working and shared resources. • Sets out long-term vision and guiding actions to protect and enhance the area's special qualities. • Covers the period 2017-2022 <p>Currently in the process of updating and key aspirations are: managing water resources and flood risk, sustaining landscapes for biodiversity and agriculture, maintaining and enhancing navigation, conserving landscape character and the historic environment, distinctive recreational experiences, raising awareness/understanding, connecting and inspiring people, and building climate-smart communities.</p>
<p>Broads Authority Local Plan 2019 Local-Plan-for-the-Broads.pdf (broads-authority.gov.uk)</p>	<p>Moderate</p>	<p>New GI strategy would support objectives in local plan policies, DM2, SP2, DM7, DM8, SP3, SP6, DM13, SP7, DM16, DM17,</p>

Document	Link with GI Strategy?	Overlapping Topics
		DM20, SP8, SP9, SP11, SP13, DM31, DM45, and other site specific policies.
Broads Authority Integrated Access Strategy 2019 Appendix-Broads-Integrated-Access-Strategy-and-action-plan.pdf (broads-authority.gov.uk)	Moderate	<ul style="list-style-type: none"> Developed to deliver the sensitive management of tourism and recreation element of the Broads Plan by better connecting moorings, nearby villages, facilities, and tourist attractions. <p>Key objectives include: Improve links between land and water, improve access link to facilities, settlements and visitor destinations, improve access for all in the Broads, encourage sustainable travel choices, deliver the River Wensum Strategy, encourage provision of access routes that relieve visitor pressure on internationally designated sites, avoid disturbance of protected species, help accommodate growth, and to provide appropriate information on access and interpretation about recreational sites.</p>
GN Growth Programme 5 year infrastructure investment plan 2021-2026 (complete) Greater Norwich Five Year Infrastructure Investment Plan » Greater Norwich Growth Board	Minor	<ul style="list-style-type: none"> Sets out which projects have successfully received CILfunding (on an annual basis). Assessed against priorities etc in the GNIP. Provides an update on all GI projects and whether they are progressing/complete <p>New GI strategy will likely inform assessment criteria for future projects</p>
Broadland Futures Initiative (ongoing) Broadland Futures Initiative (broads-authority.gov.uk)	Minor	<ul style="list-style-type: none"> Main goal is to have a better framework for future flood risk management Some flood risk measures can be opportunities for GI as well so there could be crossovers between the projects Focuses on the Broadland area only

Document	Link with GI Strategy?	Overlapping Topics
		Possibility that the BFI could use the GI strategy information to inform the framework as opposed to BFI informing GI strategy
<p>Cycling/Pedalways Map (complete and delivery ongoing)</p> <p>Norwich cycle maps Norwich City Council</p>	Minor	<ul style="list-style-type: none"> • Various maps setting out cycle routes in and around Norwich • Any GI Strategy would need to have regard for the existing and proposed routes and what connections could be utilised/improved <p>Possibility for incorporating other GI into pedalways</p>
<p>Norwich City Council Environment Strategy 2020-2025 (complete)</p> <p>Vision, themes, priorities Environmental strategy 2020-25 Norwich City Council</p>	Minor	<ul style="list-style-type: none"> • Document is a strategy for how the council can reduce its own carbon emissions as well as helping to reduce emissions in the city overall. • In particular, priorities 6-10 are looking to support and encourage sustainable transport, respond to climate change and protect and enhance the local environment. • New GI strategy would potentially help support some of these priorities <p>Possibility that internally collected data (eg. On walking/cycling levels in certain areas) could be utilised for new GI Strategy/projects</p>
<p>Norwich Biodiversity Action Plan (in development)</p>	Minor (in present form)	<ul style="list-style-type: none"> • Sets out a list of possible measures for enhancing biodiversity in the City <p>Contains data and information about the type of habitats we have in the city which could be used in GI strategy</p>
<p>HE registered parks and gardens (complete)</p> <p>Search the List - Map Search Historic England</p>	Minor	<ul style="list-style-type: none"> • Useful tool for looking at the distribution of green spaces but would not suffice for this purpose on its own <p>This data set will be included on existing local plan maps</p>

Document	Link with GI Strategy?	Overlapping Topics
<p>Norfolk County Council Environment Policy 2019 (complete)</p> <p>Environmental policy - Norfolk County Council</p>	Minor	<ul style="list-style-type: none"> • Policy sets out the council's goals for protecting and enhancing the natural environment • The GI Strategy would support some of the policy aims <p>No particular information or data within it that could be used in GI Strategy</p>
<p>Norfolk Trails Maps (complete)</p> <p>Norfolk Trails Interactive Map - Norfolk County Council</p>	Minor	<ul style="list-style-type: none"> • Documents set out walking routes all around Norfolk, and particularly includes those that link with existing GI routes i.e. Marriott's Way etc. <p>Routes and the links they already provide could be used as part of baseline dataset for GI strategy</p>
<p>LEP Local Industrial Strategy</p> <p>Local Industrial Strategy - New Anglia</p>	Minor	<ul style="list-style-type: none"> • Sets out a series of actions to drive productivity and growth across the economy as a whole to ensure sustainable and inclusive growth. <p>Links between development/growth locations and need to mitigate impacts on natural environment</p>
<p>LEP Economic Restart Recovery Plan</p> <p>New-Anglia-LEP-NSU-Recovery-Plan-2020-FINAL.pdf (newanglia.co.uk)</p>	Minor	<ul style="list-style-type: none"> • Sets out the actions and interventions for getting the economy going again and helping those who have been hit hardest • Key measures included in the plan include responding to redundancies, advice and support for businesses, youth pledge, transforming skills, mental health and wellbeing, reimagining high street, visitor economy, digitisation, supply change, infrastructure, Norfolk and Suffolk unlimited and sage and sustainable public transport. <p>Links between measures to be implemented above and development locations/need to mitigate impacts on the environment.</p>

Document	Link with GI Strategy?	Overlapping Topics
LEP Economic Recovery Renewal Plan (in dev)	Minor	To be developed – not currently in existence
Broadland and South Norfolk Environment Strategy https://www.southnorfolkandbroadland.gov.uk/neighbourhood-issues/environmental-strategy	Minor	References the government 25 year Environment Plan, the Broadland and South Norfolk Strategic plan and set out a strategic approach for key areas

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<p>LEP Local Industrial Strategy Local Industrial Strategy - New Anglia</p>	Minor	<ul style="list-style-type: none"> • Sets out a series of actions to drive productivity and growth across the economy as a whole to ensure sustainable and inclusive growth. • Links between development/growth locations and need to mitigate impacts on natural environment
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A Gap Analysis of Existing Spatial Green Infrastructure Information to Support the Proposed Greater Norwich Green Infrastructure Strategy

Andrew Lovett, Gilla Sünnerberg and Amii Harwood
School of Environmental Sciences, University of East Anglia, Norwich, NR4 7TJ

Introduction

The purpose of this document is to review existing map-based information that could be used to support the development of an updated Green Infrastructure (GI) Strategy for Greater Norwich. In the context of this assessment GI has been defined as “a network of multi-functional green space and blue spaces which delivers benefits to both the environment and the local community” (GNGB, 2021).

This review is in three sections. The first considers the type of information required to support the development of an updated GI strategy. This is followed by an assessment of existing data supplied to UEA by the local authority partners. Based on the comparison of requirements and existing data some suggestions are then made regarding data sources that could be drawn upon as part of the evidence baseline for the updated GI strategy.

Information Requirements

Drawing upon experience from previous studies, particularly a contribution to the Essex Green Infrastructure Strategy (<https://www.essex.gov.uk/protecting-environment>, Lovett and Sünnerberg, 2019), the assessment of GI provision typically requires information on:

- The extent and character of existing GI assets.
- The distribution and socio-economic composition of the local population.
- Comparisons of the distributions of GI assets and population to identify local variations in provision, the extent to which access standards are met, and sites where investment in new GI provision could be merited.

Addressing the third of these requirements commonly involves information on both the existing population and how it is expected to change in the future. Another consideration is details of access or legislative standards. In this context a relevant initiative is the review of GI standards that Natural England has been conducting (<https://naturalengland.blog.gov.uk/2020/09/30/enhancing-englands-urban-green-spaces/>). A report on trials undertaken in 2020-21 has been completed (Schüder *et al.*, 2021) and further work (including refinement of spatial databases) is ongoing. The Environment Bill currently going through Parliament (<https://bills.parliament.uk/bills/2593>) will also have implications for targets and plans. Both of these will need to be reviewed as part of the development of the Greater Norwich GI Strategy.

A further issue is the size of the study area for which information is needed. The Greater Norwich Growth Board area is defined as the Broadland, Norwich and South Norfolk local authorities, but an evaluation of access to GI will require inclusion of assets beyond these boundaries. This is also important in terms of examining the current habitat connectivity associated with GI assets and how it could be enhanced in the future. For these reasons a study area extending beyond the boundaries of the three local authorities would be sensible and a proposal for what this might be is shown in Figure 1. In developing this definition, we have used a 10 km buffer zone around the three local authorities, extending the boundary to the coast where it seemed sensible to do so. When reviewing data sources we have also sought to identify those that would cover the whole of this area.



Figure 1: Proposed study area for Greater Norwich GI Strategy baseline evaluation.

Existing Data

The data layers supplied by local authority partners came from a range of sources. Several were Ordnance Survey products (e.g. OS Open Greenspace, <https://www.ordnancesurvey.co.uk/business-government/products/open-map-greenspace>). Others related to plans or strategies (e.g. the Norwich Local Plan and Open Space Strategy). For Broadland and South Norfolk there were details of green assets in the local authorities. Individually, a number of these layers are very relevant, but collectively there was the drawback that the content varies between authorities and does not provide sufficiently broad coverage of all the relevant types of green and blue infrastructure. It was decided to investigate national or regional data sources that could provide a complete and consistently defined coverage of the study area, with the idea that these would be supplemented by plan or strategy details from the local authorities where this provided additional information.

Potential Information Sources

Table 1 provides details of spatial data sources that could be drawn upon to provide a baseline assessment of the extent and character of green and blue assets. It is based on experience gained from the Essex GI Strategy (Lovett and Sünnerberg, 2019) and the Norfolk and Suffolk Natural Capital Evidence Compendium (Lovett *et al.*, 2020), as well as involvement in the Essex pilot that formed part of the Natural England GI Standards trials (Schüder *et al.*, 2021). The great majority of the sources are open data and available online. Where further discussion with data holders would be needed this is indicated in the table.

The information in Table 1 suggests that it should be fairly straightforward to map nature reserves, areas of woodland and other priority habitats, and many types of recreation facilities. What can be more challenging is to determine the extent to which certain types of GI are publicly accessible, and the extent to which this is important would need further discussion. Another issue is the scale of features that need to be distinguished. For instance, there are several sources that identify areas of woodland, but do individual trees and hedges need to be mapped? A similar question arises with the mapping of ponds, especially if it is wished to incorporate disused (or 'ghost') ponds in an assessment.

Table 2 lists several sources on population characteristics or existing assessments of access to GI. The English Indices of Deprivation data set includes details for Lower Level Super Output Areas (typically 1,500 residents or 650 households) and would be an obvious starting point for examining socio-economic contrasts in access to GI. Data from the 2021 Census are due to be released from late Spring 2022 and would also be valuable, though local population statistics are unlikely to be published until later in 2022. Estimating future populations will be important for any consideration of where new investment in GI might be located and this is likely to require discussion with local authority planning departments to ensure that details of new housing developments and infrastructure are as current as possible.

Data published by the Office for National Statistics already allow an assessment of variations in access to public greenspace for Middle Level Super Output Areas (typically 7,500 residents or 4,000 households). Similar indices were produced by Natural England as part of their GI Standards trial and it is likely that a refined version will be released when their ongoing programme of work is completed in 2022.

Summary

This document has highlighted the type of information required to support the development of a GI strategy and identified a series of data sources that could be used for the Greater Norwich area. It is apparent that a substantial amount of information is publicly available, and more could be obtained if agreements are reached with other data holders. The feasibility of an assessment to underpin the development of a Greater Norwich GI Strategy is therefore not in doubt, but what does need more consideration is the level of detail required in any mapping and the depth of analysis that should be included. Some options in these respects are presented in a separate document.

Table 1: Potential spatial data sources on green and blue assets.

Layer	Source
Ordnance Survey Open Green Space	https://osdatahub.os.uk/downloads/open/OpenGreenspace
Ordnance Survey MasterMap Green Space	https://www.ordnancesurvey.co.uk/business-and-government/products/os-mastermap-greenspace.html (not open data but available to local authorities)
OpenStreetMap Land Use and Land Cover	https://www.openstreetmap.org/
Natural England Habitat Networks	https://data.gov.uk/dataset/8e8071fd-46cc-41d3-900b-592c5949c0bd/habitat-networks-data-individual-england
National Trust Open / Limited Access Land	https://uk-nationaltrust.opendata.arcgis.com/datasets/
Country Parks	https://naturalengland-defra.opendata.arcgis.com/datasets/country-parks-england/explore?location=52.750774%2C-1.677581%2C7.20
Registered Parks and Gardens	https://data.gov.uk/dataset/88cfe0de-85cd-431f-9836-2bee841d8165/registered-parks-and-gardens-gis-data
Sites of Special Scientific Interest (SSSIs)	https://naturalengland-defra.opendata.arcgis.com/datasets/Defra::sites-of-special-scientific-interest-england/about
National Nature Reserves	https://naturalengland-defra.opendata.arcgis.com/datasets/national-nature-reserves-england
Local Nature Reserves	https://naturalengland-defra.opendata.arcgis.com/datasets/local-nature-reserves-england
RAMSAR Sites	https://naturalengland-defra.opendata.arcgis.com/datasets/ramsar-england
County Wildlife Sites	Would need to be discussed with Norfolk Wildlife Trust
RSPB Reserves	https://opendata-rspb.opendata.arcgis.com/datasets/
Priority Habitats Inventory	http://naturalengland-defra.opendata.arcgis.com/datasets/
National Woodland Inventory	https://data.gov.uk/dataset/5f869d9b-c517-4cc8-b78d-ec59e8573f3/national-inventory-of-woodland-and-trees
Ancient Woodland	https://data.gov.uk/dataset/9461f463-c363-4309-ae77-fdcd7e9df7d3/ancient-woodland-england
Norfolk Trees and Hedges	https://www.arcgis.com/apps/webappviewer/index.html?id=bc454c4b70bc481fbc7bf11adeea099 (would need to be discussed with Norfolk Biodiversity Information Service)
Tree Cover Density 2018	https://sdi.eea.europa.eu/catalogue/copernicus9129929/api/records/486f77da-d605-423e-93a9-680760ab6791
Ordnance Survey Open Rivers	https://osdatahub.os.uk/downloads/open/OpenRivers
Lakes and Reservoirs	https://www.ordnancesurvey.co.uk/opendatadownload/products.html#OPMPLC
WFD Lake Waterbodies	https://data.gov.uk/dataset/da4a6c1f-7349-4d0e-9d21-8c90aa387b54/wfd-lake-waterbodies-cycle-2
Canals, Ponds and Fisheries	https://data-canalrivertrust.opendata.arcgis.com/search?collection=Dataset
Ponds in Norfolk	http://www.nbis.org.uk/sites/default/files/documents/NBIS_Metadata_2015.pdf (would need to be discussed with Norfolk Biodiversity Information Service)
Ponds in North Norfolk	http://www.norfolkcoastaonb.org.uk/mediaps/pdfuploads/pd003665.pdf (would need to be discussed with University College London)
Floodplains	https://data.gov.uk/dataset/cf494c44-05cd-4060-a029-35937970c9c6/flood-map-for-planning-rivers-and-sea-flood-zone-2
National Cycle Network	https://data-sustrans-uk.opendata.arcgis.com/
Footpaths and Trails	Available from Norfolk County Council
Public Rights of Way	Available from Norfolk County Council and at https://www.rowmaps.com/

Table 2: Potential spatial data sources on population characteristics and access to GI assets.

Layer	Source
Small Area Population Estimates	https://data.gov.uk/dataset/4424f9b9-8470-4eba-a6b1-b41648409cf2/small-area-population-estimates
Census 2021 Outputs	https://www.ons.gov.uk/census/censustransformationprogramme/census2021outputs
English Indices of Deprivation 2019	https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019
Norfolk Population Projections	https://www.norfolkinsight.org.uk/
Office for National Statistics Access to Gardens and Public Greenspace	https://www.ons.gov.uk/releases/accesstogardensandpublicgreenspaceingreatbritain
Natural England Access Network Mapping	https://data.gov.uk/dataset/6f16ed3f-80f1-4d8a-bac6-e832cc850fab/access-network-mapping-england

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Schüder I *et al.* (2021) *Trialling, Monitoring and Evaluating Green Infrastructure Standards for England*, Report to Natural England, April 2021.