

# Greater Norwich Growth Board

**Date:** 16 March 2022

**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



## AGENDA

1.	<b>Apologies</b>
2.	<b>Declarations of Interest</b>
3.	<b>Minutes of meeting held on 2 December 2021</b>
4.	<b>IIF Project Showcase – Green Pedalway Junction / Barn Road Gateway</b> <i>Jeremy Wiggin, Transforming Cities Manager, Norfolk County Council</i>
5.	<b>Greater Norwich Annual Growth Programme 2022/23</b> <i>Phil Courtier, Director of Place, Broadland and South Norfolk District Councils</i>

<b>Date of Next Meeting</b> <i>13 June 2022 at 1pm</i> <i>(location will be dependent on social distancing rules)</i>
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**FOR FURTHER INFORMATION PLEASE CONTACT:**

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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](mailto:grace.burke@norfolk.gov.uk)



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



# Greater Norwich Growth Board

## Minutes

**Date:** Thursday, 2 December 2021

**Time:** 14:00 to 14:45

**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

**Officers:**

Stephen Evans  
Graham Nelson

Phil Courtier

*Phil Courtier*

Vince Muspratt

**In attendance:**

Grace Burke

Ruth Oyeniyi

Tom Cushan

Charlotte Rivett

Greater Norwich Project Team Leader

Greater Norwich Project

Greater Norwich Project

Norwich City Council

Jobs, homes and prosperity for local people



## 1. Apologies

Apologies were received from CJ Green and Chris Starkie, New Anglia Local Enterprise Partnership, Tom McCabe, Norfolk County Council and Trevor Holden, Broadland and South Norfolk District Councils.

## 2. Declarations of Interests

There were no declarations of interests.

## 3. Minutes

**RESOLVED** to agree the accuracy of the meeting held on 30 September 2021.

## 4. IIF Project Showcase – GP69: Aylsham Sports Hub

(Dan Goodwin, Communities Officer, Broadland & South Norfolk District Councils, attended the meeting for this item.)

Dan Goodwin gave a PowerPoint presentation to update members on progress of the provision of a full size 3G pitch and two changing rooms with referee area, as part of the development of the Aylsham Sports Hub, located at Aylsham High School, to develop sports facilities for community and school use. The first phase had been the replacement of the school pool with a high standard pool which offers memberships for community use, pay as you go swimming and a swim school. The first phase was £0.5m. The school had invested £225,000. £1.5m came from S106 payments allocated as part of the Bure Meadow development at Aylsham, with £750,000 still held by the school. The sports hub also included badminton, tennis, basketball, netball, cricket, and cricket nets at the schools existing facilities. The second phase was the 3G pitch which opened on 1 September 2020, providing multi-use facilities for football, rugby, hockey, and athletics training. The primary use of the pitch was for football, and it was one of eight pitches in Norfolk to be accredited by both the FA and FIFA. Despite the disruption of Covid, community usage was at 85 per cent capacity and off-peak capacity at 40 per cent. Twenty clubs and 50 teams had used the pitch, with around 700 players using the pitch per week. The nearest similar facility was at Horsford. There were ongoing discussions with several clubs for the venue to be the home pitch for one or more teams.

The board was advised that the next stage of the development was to provide the changing facilities, gym/spin space, studios, and a community café. Spiraling construction costs meant that it was no longer feasible to build all these facilities without further financial support (estimated at £700k gym only, £1.3-1.5m for the whole plan). The school was looking at options such as phased development using the resources available and seeking additional funding. The provision of the changing rooms alone would make it difficult to convert the building to dual use later, and therefore, consideration was being given to build out the changing rooms, together with the gym and café, and provide the studio space later (alternative studio

space was currently available), as this would allow the hub to maximise its income and reduced the risk of failure to complete. The business model for the hub was that it would be self-sufficient, and it could invest in the studios later.

During discussion, Councillor Vincent said that the sports hub would make a difference in the locality and for the people who used the facilities. It would be interesting to see how the project progressed and what compromises would need to be made. The facilities at the present time were excellent and he was pleased that the GNGB had supported this project. He thanked Dan Goodwin, the school and all those involved in supporting the delivery of this project.

Councillor Proctor commented that a reference had been made in the presentation to the Nest (3G pitch at Horsford) and pointed out that the GNGB was also supporting another 3G pitch at Brundall Sports Hub (GP76). The costs for the next phase the Aylsham Sports Hub were substantial in relation to the provision of the 3G pitch. Dan Goodwin said that the school held £750,000 and a further £700,000 was needed. Sport England had changed its focus to investing in Covid recovery, where previously it would have been expected to fund large scale developments like this. This policy was being reviewed in the new year and funding would be pursued through Active Norfolk. There had been discussions with the Local Enterprise Partnership at officer level to identify potential funding sources, and it would be helpful if senior members could reinforce this. The funding was for the infrastructure only and it was expected that Aylsham Sports Hub would meet its operational needs.

**RESOLVED** to:

- (1) thank Dan Goodwin for the presentation and ask him to pass on to Aylsham High School and all those involved in delivering the project the board's thanks and congratulations;
- (2) agree to the request for board members to use their influence and contacts to enable further progress to be made for the completion of the project.

**5. Greater Norwich Joint Five-Year Infrastructure Investment Plan 2022-27**

Phil Courtier, Director of Place, Broadland and South Norfolk District Councils, presented the report, and together with Grace Burke, Greater Norwich Project Team Leader, answered members' questions.

During discussion, members of the board welcomed the clarity of the report and thanked Grace Burke and Ruth Oyenyi for collating the data and providing the schematic map showing the locations of all previously agreed projects (Appendix C), as previously requested by the board. Members also paid credit to them for the robust processes used to provide accurate information to the board.

Councillor Fuller sought confirmation that the projected figure of £81m in 2026 would not be diminished by the 15 or 25 per cent neighbourhood CIL contributions made to parish and town councils and asked whether benchmarking was undertaken to ensure that the full amount was taken out. Members were advised that only the strategic pooled CIL contributions were included in the cashflow forecasts; the amount after the district council's neighbourhood CIL contributions had been deducted. The calculations were done by the district officers, and it was expected that the uplift in the percentage of CIL to be deducted, as a result of any neighbourhood plans that were expected to be adopted, were considered in the forecast. Each scheme was considered on a case-by-case basis and there were many factors that could change. The CIL forecast was reviewed every 6 months for this reason. If any members had concerns that neighbourhood CIL contributions had been overlooked they should contact the Grace Burke and team. The GNGB had no control over how neighbourhood CIL contributions were spent. Members noted that the district councils published information on neighbourhood CIL payments but considered that it would be useful for the information on all CIL contributions for infrastructure to be in one document and therefore it should be appended to the 5YIIP in future years, as it would inform discussions with parish and town councils and be more accessible to the public.

In reply to a member's question, Grace Burke confirmed that all agreed deferred payments due to Covid had now been paid. Members were also advised that some developers had brought schemes forward for development and had paid their contributions up front, which was sooner than had been anticipated 6 months' ago.

**RESOLVED** to:

- (1) the approval of the Draft Five Year Infrastructure Investment Plan 2022-27 (the Plan- Appendix 1);
- (2) approve the proposed 2022/23 Annual Growth Programme (page 6 within the Plan);
- (3) agree the draft legal loan agreement for the drawdown of £6.733m through the Greater Norwich City Deal, to support the delivery of Long Stratton Bypass (Appendix E within the plan); and,
- (4) subject to (3) for the Greater Norwich Growth Board 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 paragraph 3 of the report);
- (5) ask that an appendix outlining neighbourhood CIL contributions be attached to the plan in future for information.



## 6. Greater Norwich Green Infrastructure Strategy and Delivery Plan

Vince Muspratt, Director Growth and Economic Development, Norfolk County Council, presented the report, together with Charlotte Rivett, Planner, Norwich City Council (who had attended the meeting for this item.)

During discussion, Graham Nelson, Executive Director of Development and City Services, confirmed that this proposed strategy for Greater Norwich complemented the wider Green Infrastructure Recreational Avoidance Mitigation Strategy, which sought to ensure that growth sites across the county did not harm specific natural areas, designated Natura 2000 wildlife sites. To get the strategy right it was necessary to minimise pressure on these sites from increases in the numbers of recreational visitors because of new developments. The proposed Greater Norwich Green Infrastructure Strategy and Delivery Plan would “join up the dots” and alleviate pressure by encouraging residents to access green infrastructure, within their local areas. For example, the Whittingham, Bridges and Links projects opened up green infrastructure to residents from East Norwich and the city centre.

Members noted that the purpose of the report was to authorise officers to undertake the scoping and development of the strategy but not its “delivery”, and therefore the board agreed that for clarification and to avoid confusion, in relation to recommendation (2) in the report, that the word “delivered” should be deleted and replaced with “produced”.

### **RESOLVED** to:

- (1) agree the draft scoping document to support the direction of the strategy;
- (2) agree for the Greater Norwich Green Infrastructure Strategy and Delivery Plan to be produced;
- (3) delegate 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 of the report).

## 7. Date of Next Meeting

**RESOLVED** to confirm that the next meeting of the board will be held on 16 March 2022 at 13:00 (venue/location to be confirmed).

CHAIR



**Greater Norwich Annual Growth Programme 2022/23**

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

**Summary**

This report confirms the Greater Norwich Annual Growth Programme (AGP). These are the new projects which are prioritised for delivery in 22/23 and are to be funded either wholly or in part by the Infrastructure Investment Fund (IIF). The AGP is assembled from the Joint Five-Year Infrastructure Investment Plan, the draft of which was recommended for approval by the GNGB on 02 December 2021.

**Recommendation**

- (i) To agree the Greater Norwich Annual Growth Programme 22/23.

**1. Introduction**

- 1.1 In 2013 the Greater Norwich authorities (Broadland District Council, Norwich City Council, South Norfolk Council and Norfolk County Council) together with the New Anglia Local Enterprise Partnership, signed a City Deal with Government. To help achieve our growth ambitions, the City Deal agreed a strategic infrastructure programme supported through Government-approved access to borrowing at a preferential rate and the local authorities' commitment to pool a significant proportion of Community Infrastructure Levy (CIL) income to form an Infrastructure Investment Fund (IIF).
- 1.2 Decisions on delivery and allocations of IIF funding to support the strategic infrastructure programme are overseen by the Greater Norwich Growth Board.
- 1.3 The Greater Norwich Growth Board has responsibility for assembling the Annual Growth Programme (AGP) from the Joint Five-Year Infrastructure Investment Plan (5YIIP), whilst also taking account of any further schemes for delivery across the area which may arise in response to mainstream funding decisions
- 1.4 The AGP identifies the schemes which are prioritised for delivery and are to be funded either wholly or in part by the IIF.

## **2. Decision Making**

- 2.1 The GNGB recommended the approval of the Draft 5YIIP to the three partner Districts Authorities at their meeting on 02 December 2021.
- 2.2 Each District Cabinet has now agreed the recommendations within the Draft 5YIIP.
- 2.3 The projects within the first year of the 5YIIP are returning to the GNGB and are recommended for approval as the Greater Norwich Annual Growth Programme, which will formerly commit their funding allocation from the Infrastructure Investment Fund.

## **3. Recommendations**

- 3.1 To agree the Greater Norwich Annual Growth Programme 22/23.

## **4. Issues and Risks**

### **4.1 Other resource implications (staff, property)**

The new projects to be added to the Greater Norwich Growth Programme will be managed within the existing staff resource of the Greater Norwich Projects Team. Resource for project delivery will be the responsibility of the individual project sponsors.

### **4.2 Legal implications**

The Infrastructure Investment Fund pooling arrangements and the designation of NCC as the Accountable Body are set out in the Joint Working Agreement, which formalised the commitment to pool Community Infrastructure Levy (CIL) income across the Greater Norwich area. (agreement signed on 21 October 2015)

### **4.3 Risks**

The most significant risks are project cost and delivery. The responsibility of which remain with the individual projects but should be reported to the Infrastructure Delivery Board through quarterly highlight reports. An annual update is also reported to the GNGB and District Cabinets within the joint Five Year Infrastructure Investment Plan.

### **4.4 Equality**

No specific issues arising from the funding of the Growth Programme.

### **4.5 Human rights implications**

No specific issues arising from the funding of the Growth Programme.

### **4.6 Environmental implications**

Individual projects will be required to meet their own environmental obligations.

## Appendix

A- Greater Norwich Growth Programme 2022/23

B- Greater Norwich Joint Five-Year Infrastructure Investment Plan 2022-27

### Officer Contact

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

<b>Name</b>	<b>Telephone Number</b>	<b>Email address</b>
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Greater Norwich Annual Growth Programme 2022/23

March 2022

## Introduction

1. In 2013 the Greater Norwich authorities (Broadland District Council, Norwich City Council, South Norfolk Council and Norfolk County Council) together with the New Anglia Local Enterprise Partnership, signed a City Deal with Government. To help achieve our growth ambitions, the City Deal agreed a strategic infrastructure programme supported through Government-approved access to borrowing at a preferential rate and the local authorities' commitment to pool a significant proportion of Community Infrastructure Levy (CIL) income to form an Infrastructure Investment Fund (IIF).
2. Decisions on delivery and allocations of IIF funding to support the strategic infrastructure programme are overseen by the Greater Norwich Growth Board.
3. The Greater Norwich Growth Board has responsibility for assembling the Annual Growth Programme (AGP) from the Joint Five-Year Infrastructure Investment Plan (5YIIP), whilst also taking account of any further schemes for delivery across the area which may arise in response to mainstream funding decisions.
4. The AGP identifies the schemes which are prioritised for delivery and are to be funded either wholly or in part by the IIF.

## Approval

5. Prior to the development of the AGP, the Joint Five Year Infrastructure Investment Plan (5YIIP) was developed and agreed (Appendix B). This plan confirms the strategic priorities in the Greater Norwich area for the IIF to support over the next five years. The projects programmed to receive IIF funding during the forthcoming financial year are accepted and included within the AGP 2022/23.
6. On 02 December 2021 the GNGB recommended for approval the draft 5YIIP 2022-27.
7. The 5YIIP was then agreed at the individual district cabinet meetings on the below dates:  
  
Monday 23rd February 2022- South Norfolk District Council  
Tuesday 1<sup>st</sup> February 2022- Broadland District Council  
Wednesday 9<sup>th</sup> February 2022 - Norwich City Council
8. The AGP will also be reported to Norfolk County Council as the GNGB's accountable body and the New Anglia LEP as partner.



## Annual Growth Programme 2022/23

9. 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). Seven projects totalling £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.

Table 1 - Annual Growth Programme Projects 2022/2023

Project Name	Applicant	Amount of CIL requested	Total project size
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
<b>Total</b>		<b>4,502,117</b>	

10. In addition, it was proposed that NCC's Children's Services receive £2million to support the development of their Education capital programme within Greater Norwich. This allocation will support development at Ormiston Victory Academy.
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.
12. 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.
13. Approximately £2m from the IIF remains committed to ongoing projects that were identified in previous AGPs.

## **Delivery and Monitoring**

14. Delivery of the growth programme is the responsibility of the Greater Norwich Infrastructure Delivery Board (IDB). Project promoters will be responsible for providing information on individual schemes to the IDB on a quarterly basis. The IDB will consider in-year changes to the Programme based on their monitoring of progress and the outcome of ongoing scheme identification work.
15. The IDB will report progress on programme delivery (and exception reports if required) to meetings of the Greater Norwich Growth Board.



APPENDIX A

# Greater Norwich Growth Programme Project Summary

## 2014/15 Annual Growth Programme

Ref	Project Description
GP1	<b>Harrisons' Wood, Salhouse Road, Norwich</b> Public access improvements to improve connections from Mousehold Heath to the Broads, contributing to an eventual continuous corridor extending to the Broads buffer/ sensitivity zone and beyond. Works to ensure that Harrison's wood is suitable for public access with path development and clear signage, whilst also transferring the land from private to public ownership.
GP2	<b>Danby Wood</b> Biodiversity and access improvements including upgrading the main footpath through the wood.
GP3	<b>Marsden Marsh</b> Improved pedestrian access to the western part of the site whilst improving the site's biodiversity value.
GP4	<b>Earlham Millennium Green (EMG) (Phase 1)</b> EMG also forms a valuable link for pedestrian access connecting Bowthorpe, West Earlham, the UEA and the Research Park. With the Three Score developments progressing, this route is likely to increase in importance and there are opportunities for improvements that would encourage more people to walk rather than use their cars. This phase will involve the creation of high quality open space and wildlife area, improvements to access and enhanced potential for educational use.
GP5	<b>Riverside Way- Oasis site</b> The development of a revised layout and design for the Oasis site adjacent to Fye Bridge on the River Wensum. Working in partnership with key stakeholders to enhance the site to maximize its use, linkages and potential for access to the river.
GP6	<b>Marriott's Way (Phase 1)</b> Improvements to the city end of Marriott's Way to encourage commuting by bicycle and on-foot. Included surface and lighting improvements
GP7	<b>Norwich Health Walks</b> The development of a footpath through the tree belt surrounding the N&N University Hospital. Offering an opportunity for staff and patients of the hospital to enjoy fresh air and exercise thus aiding a sense of well-being for patients and staff alike.

## 2015/16 Annual Growth Programme

Ref	Project Description
GP8	<b>Earlham Millennium Green Path Improvements (Phase 2)</b> Enhancement of EMG for site users and wildlife. This project is a second phase of works and will improve a gravel path which had come to the end of its life with a hard surface path suitable for pedestrians and cyclist.
GP9	<b>Marriott's Way (Phase 2)</b> A second phase of improvement to the section of Marriott's Way from Thorpe Marriott to Norwich City Centre in addition to those agreed in the 2014/15 Growth Programme. Including repairs to Dragon Bridge to enable adoption, highway improvements to access points and barriers, signage and lighting.

<p>GP 10-17</p>	<p><b>Norwich Area Transportation Strategy</b> Initially 8 projects (GP10-17) were identified from Transport for Norwich's programme of works. The programme aimed to improve accessibility by all forms of transport in and around the city, encouraging the use of more sustainable forms of transport, such as public transport, cycling and walking, while also improving the capacity of the road network, in particular through the Broadland Northway.</p> <p>The programme was delivered by a partnership between Norfolk County Council and Norwich City Council, as well as local authorities within Greater Norwich on schemes in the wider area. Funding sources included the Department for Transport, developer contributions, the New Anglia Local Enterprise Partnership and local growth funds.</p> <p>Pooled CIL was made available to these schemes to use as a top up to fill their funding gaps. Some of the initial 8 projects which were able to secure alternative funding so the Infrastructure Development Board were able to agree amendments to the projects which received CIL.</p> <p>The below 5 projects have been allocated CIL funding (GP11-17b)</p>
<p>GP11</p>	<p><b>St Clements Toucan Crossing</b> The development of a crossing point at Denton Road/ Chartwell Road/ School Road. The primary objective was to enable cyclists and pedestrians to cross much more quickly and directly providing separate cycling and pedestrian crossing areas: Part of the Blue Pedalway route which links the city centre with the North East Growth Triangle (NEGT).</p>
<p>GP13</p>	<p><b>Eaton Interchange</b> Works at the crossroads in Eaton to improve safety and traffic flow including reducing traffic speeds, traffic calming measures, widening the cycle track, moving the vehicle stop line so buses and other large vehicles can turn more easily, resurfacing the carriageway, improved lining, a new cycle traffic signal and simplifying pedestrian crossings.</p>
<p>GP13b</p>	<p><b>Roundhouse Way</b> The creation of a new bus interchange at Roundhouse Way, Cringleford</p>
<p>GP16</p>	<p><b>Golden Ball Street</b> This scheme builds on the traffic improvements realised as part of the Chapelfield North scheme and is an important element of the City Centre NATS measures that will provide a more attractive environment for pedestrians and cyclists. Additional funding of £500,000 was awarded to enhance the quality of public realm in Westlegate and All Saints Green.</p>
<p>GP17b</p>	<p><b>A140 Corridor</b> 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</p>

## 2016/17 Annual Growth Programme

Ref	Project Description
GP19	<b>St Faiths Rd to Airport Transport Link (closed prematurely)</b> Establishment of a road and cycle links between St Faiths Rd and Airport Industrial Estate (AIE) to join the existing employment area with the North East Growth Triangle. This project closed prematurely prior to all funds being drawn down.
GP22	<b>Heathgate - Pink Pedalway</b> The construction of a 3m wide lit cycling and walking path between Heathgate and Gurney Road at the junction with Britannia Road.
GP23	<b>Carrow to Deal Ground riverside walk (closed prematurely)</b> Delivery of a short section of cycle/ footway on north bank of the River Wensum. This will provide a key 'missing link' in the route between Norwich city centre/ rail station and Whitlingham Country Park, which is also needed to serve several planned new developments in the area. This project closed prematurely prior to all funds being drawn down.
GP24	<b>Colney River Crossing (NRP to Threescore)</b> Improvements to the existing right of way, including a new footbridge across the River Yare and improvements to the existing footpaths will improve linkages between housing at Three Score and the Norwich Research Park. This is part of a wider project of improvements to green space in Bowthorpe associated with the development of Three Score. The river crossing and footpath improvements would provide a direct link between housing in Bowthorpe and the major employment locations at NRP and the Norfolk and Norwich University Hospital.
GP25	<b>Northern Distributor Road- Broadland Northway</b> The Growth Board Partners agreed £40m of reduced cost borrowing to support delivery of a 12.4-mile dual carriageway linking the A47 from the south east of Norwich to the airport and north of the District. The NDR was named the Broadland Northway when completed.
GP26	<b>Long Stratton Bypass</b> The proposed new A140 bypass will be a single carriageway road that will provide a new junction at Church Lane 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 just south of Oakside farm
GP26B	<b>Hempnall Crossroads</b> To improve road safety at this busy junction where traffic crosses the a140 near Hempnall, by installing a roundabout.

## 2017/18 Annual Growth Programme

Ref	Project Description
GP27	<b>Lizard and Silfield Nature Reserves</b> To protect and enhance the Lizard and Silfield Nature Reserve by the creation of alternative green infrastructure routes for recreational access. The project will identify and agree new routes, which will be developed as appropriate. Necessary infrastructure such as stiles, fencing, signage/way marking, hedgerow planting/restoration and interpretation/localised publicity will be provided to encourage and manage use of the network.
GP29	<b>Barn Road Gateway</b> This is part of a programme of projects being developed through the Marriott's Way Implementation & Delivery plan, which have been informed by the public and stakeholder consultation that took place in 2015. The aims of the project are to improve the gateway to Marriott's Way with signage, paving and removal of vegetation to improve legibility and raise the quality of this important entrance.

<b>GP30</b>	<p><b>Marriott's Way: Sloughbottom Park - Andersons Meadow</b></p> <p>A part of the Marriott's Way Implementation and Delivery plan, this project provides 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.</p> <p>The scheme is split into two phases:</p> <ul style="list-style-type: none"> <li>• Phase 1 – Dragon Bridge to Mile Cross Road Bridge adjacent Andersons Meadow</li> <li>• Phase 2 – Mile Cross Road Bridge to Sloughbottom Park</li> </ul>
<b>GP31</b>	<p><b>Riverside Walk accessibility improvements</b></p> <p>A package of accessibility improvements to the Riverside Walk, to enable its use by all, including access measures on and adjacent to the walk, and improved signage linking the river with the city centre and other key attractors. It is proposed that the project is implemented in phases, with the development of a branding and identity for the whole Riverside Walk in the first phase, followed by physical improvements to the Riverside Walk in the city centre (i.e. downstream of New Mills) in phase 2.</p>
<b>GP33</b>	<p><b>Strumpshaw Pit Circular Walk</b></p> <p>A project to expand the dog walking capabilities of Strumpshaw Pit, which is owned by Norfolk County Council. This could be achieved through additional parking, which would increase the distance that dog walkers travel. In addition, cycle rack provision will provide for other users. The existing site includes a circular walk around a closed landfill site with various wildflowers growing and it is commonly used by dog walkers, but is not fully accessible.</p>
<b>GP36</b>	<p><b>Castle Gardens</b></p> <p>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.</p>
<b>GP37</b>	<p><b>Long Stratton Sports Hub</b></p> <p>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.</p>
<b>GP38</b>	<p><b>Football pitch improvements</b></p> <p>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. This will permit moving the pitches annually to prevent excessive wear, improving the playability of the pitches and increasing capacity.</p>

<b>GP39</b>	<b>Hales cricket and bowls clubhouse improvements</b> There is a need for a replacement pavilion to serve Loddon and Hales Cricket Club and Hales Bowls Club on their shared site on Green Road, just off the A146, to the south-east of Loddon. The proposed new pavilion will give both clubs a permanent home in spaces that meet their respective needs, allowing to develop and grow participation across a range of ages.
<b>GP40</b>	<b>Wymondham: new sports improvements</b> Kett's Park in Wymondham has been identified as being a location that would be suitable for a sports hub, the provision of which can ensure that there are economies of scale in outdoor sports delivery and that clubs can benefit from shared and jointly managed facilities. A new full-size, floodlit artificial grass pitch on the site would take advantage of existing infrastructure and with tennis also being available on the Kett's Park site the argument for creating a hub is strengthened with the potential for significant gains in sporting participation likely. With the expected growth in demand for pitches in Wymondham due to the forthcoming housing, the carrying capacity of a full-size AGP will help to ensure that the quality of existing natural turf pitches (whose drainage will be improved as part of this project) is not compromised in future.
<b>GP 41-43</b>	<b>Library self-access improvements</b> Self-access technology allows the library service to automatically control and monitor building access, self-service kiosks, public access computers, lighting, alarms, public announcements and customer safety. Each library will be able to have increased opening hours, making access to the library more convenient for current and new customers without an increase in staff costs. This is a great opportunity for libraries to be accessible and relevant to more people.
<b>GP41</b>	<b>Wroxham Library: self-access improvements</b> This project will introduce both public customer toilets and self-access technology.
<b>GP42</b>	<b>Plumstead Road Library: self-access improvements</b> This project will introduce self-access technology plus provide car and bike customer parking (including disabled parking).
<b>GP43</b>	<b>Diss library: self-access improvements</b> This project will introduce self-access technology.
<b>GP44</b>	<b>Education- Allocation for Children's Services Capital Programme</b> Allocation to support the development of Hethersett Junior school and Hethersett Academy. (this is supporting additional need over and above those already supported by s106 contributions).

## 2018/19 Annual Growth Programme

Ref	Project Description
<b>GP45</b>	<b>Green Pedalway – Earlham Road Section</b> The Green Pedalway project sees a comprehensive upgrade and extension to this strategic cycle route. This project relates to improvements to the Earlham Road (B1108) junction with Mill Hill Road and Heigham Road. This project has been combined with cycle ambition funding awarded by the Department for Transport for safety improvements at the Earlham Road (B1108) / Outer ring road (A140) roundabout and along the length of Earlham Road between the outer ring road and Heigham Road.



<b>GP46b</b>	<p><b>Marriott's Way Ramp &amp; Resurfacing (replaces GP46 &amp; GP53)</b></p> <p>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.</p>
<b>GP47</b>	<p><b>UEA to Eaton Boardwalk</b></p> <p>The project will 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.</p>
<b>GP48</b>	<p><b>Wherryman's Way- Yare Valley Cycle Route</b></p> <p>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.</p>
<b>GP49</b>	<p><b>Earlham Millennium Green (EMG) Improvement Project (Phase 3)</b></p> <p>This will builds on the works already completed in previous phases (GP4 and GP8) Works will include improving links to the main route through the site from Bowthorpe, and from West Earlham via George Fox Way, refurbishing and improving existing entrance features, new signage, replacing pond dipping platforms and a timber footbridge connecting EMG with Earlham Marsh.</p>
<b>GP50</b>	<p><b>Yare and Wensum Valley Link</b></p> <p>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. (The first phase of this project is supported through s106 allocation at Bunkers Hill).</p>
<b>GP51</b>	<p><b>Green Infrastructure: Access for All</b></p> <p>A number of Green Infrastructure trails across the Greater Norwich area have been audited for both power chair use and general accessibility and to identify 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 spread across 5 years with new 'access improvement' projects being identified each year. The first tranche of works will be access improvements to the full length of the Boudicca way (over 30 miles).</p>
<b>GP52</b>	<p><b>Thorpe Marriott Greenway</b></p> <p>The Thorpe Marriot Greenway is designed to promote better greenspace and access in the Thorpe Marriott area. To create the greenway, a path will be established 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 Broadland Northway green bridge that leads to Drayton Drewray. This will also help to deliver the identified Thorpe Marriott to Hevingham Secondary Green Infrastructure Corridor.</p>

<b>GP55</b>	<p><b>Community Sports Hub- The Nest, Horsford</b></p> <p>Norwich City Community Sports Foundation (CSF) has obtained the Anglia Windows sports site at Horsford Manor within Broadland District to develop a large scale “Community Hub” that will provide inclusive facilities for the growing community. Named ‘The Nest’ it will comprise: An indoor sports facility comprising full size 3G football pitch, full size sports hall, indoor gym and associated changing facilities, cafe, learning space, classrooms and office, 10 sleeping pods to be used for residential training courses, external spectator stand and associated parking, and an outdoor gym. It will be the only full 11aside indoor football pitch in the region that is open to the public. Alterations to access and infrastructure will be necessary to delivery these facilities.</p> <p>Phase 1 consisting the pitches, clubhouse and sleeping pods is complete and the CIL funding will support the development of operational phase 2.</p>
<b>GP 56-60</b>	<p><b>Library self-access improvements</b></p> <p>Self-access technology allows the library service to automatically control and monitor building access, self-service kiosks, public access computers, lighting, alarms, public announcements and customer safety. Each library will be able to have increased opening hours, making access to the library more convenient for current and new customers without an increase in staff costs. This is a great opportunity for libraries to be accessible and relevant to more people.</p>
<b>GP56</b>	<b>Harleston Library- self-access improvement</b>
<b>GP57</b>	<b>Costessey Library- self-access improvement</b>
<b>GP58</b>	<b>Loddon Library- self-access improvement</b>
<b>GP59</b>	<b>Earlham Library- self-access improvement</b>
<b>GP60</b>	<b>Mile Cross Library- self-access improvement</b>
<b>GP61</b>	<p><b>Education- Allocation for Children’s Services Capital Programme</b></p> <p>This allocation was committed to two projects;</p> <ul style="list-style-type: none"> <li>-to identify and secure a new site to move the existing school at Blofield into larger and more suitable accommodation</li> <li>- to ensure the primary school in Brundall has suitable accommodation for larger cohorts of children.</li> </ul>

### 2019/20 Annual Growth Programme

Ref	Project Description
<b>GP62</b>	<p><b>Education- Allocation for Children’s Services Capital Programme</b></p> <p>The funding will be allocated to a new two form entry primary school in Cringleford.</p>

### 2020/21 Annual Growth Programme

Ref	Project Description
<b>GP63</b>	<p><b>North West Woodlands Project</b></p> <p>The North West Woodlands Country Park (NWWCP) project creates a new country park facility surrounded by a large area of woodland, heathland and fenland in the Greater Norwich area. The project delivers a series of walking, cycling and trim trial routes, habitat restoration and enhancement schemes, public engagement events, car parking and visitor facilities as well as large woodland play area.</p> <p>£715,000 commitment from the GNGB supported the acquisition of the Houghen Plantation land and will be repaid in annual instalments over 5 years.</p>

<b>GP64</b>	<p><b>Hellesdon Station Green Infrastructure</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• 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,</li> <li>• New and improved recreational facilities: canoe launch platform, picnic area, path access and car park improvements,</li> <li>• 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.</li> <li>• Community involvement through volunteering and engagement with community groups.</li> </ul>
<b>GP65</b>	<p><b>East Wymondham Green Infrastructure</b></p> <p>The project will deliver infrastructure around the Oxford Common site to create an accessible area for local residents to visit for recreational purposes. The project will establish approximately 1800m of new permissive paths, with the result being a new circular walk route and the enclosure of 9 hectares of grassland for restoration of the site to County Wildlife Site standard.</p> <p>The project will also deliver stock fencing, vehicular gates, the relocation of existing stepping stones across the river Tiffey, the installation of liggers and a bridge across the ditches in appropriate locations and the installation of finger posts, way-markers and an information board along the route.</p>
<b>GP66</b>	<p><b>20 Acre Wood Community Access Improvements</b></p> <p>The project will improve an existing woodland path through 20 Acre Wood from Enfield Road to Earlham Green Lane. The current path itself is used regularly by the community to access the West Earlham shops, school and Health Centre.</p> <p>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.</p> <p>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</p>
<b>GP67</b>	<p><b>Kett's Country Long Distance Trail</b></p> <p>The project is to create a long-distance walking trail from Wymondham to Norwich via a number of South Norfolk towns and villages. It is the intention of the project to create several circular walks near/next to areas of increased development along the route. The project will deliver signage, furniture and will see the removal of all access obstacles and deliver countryside access improvements.</p>

<b>GP68</b>	<p><b>Frenze Beck Green Infrastructure</b></p> <p>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.</p>
<b>GP69</b>	<p><b>Aylsham Sports Hub Stage 3</b></p> <p>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 project also will deliver a two-team changing room, and FA standard referees' area adjacent to the gym/fitness building.</p> <p>The project is part of a wider programme and complements additional projects on the site including the refurbishment of Aylsham's swimming pool, and the provision of a gym, fitness suite and dance/multi use hall. The aim of the project is to deliver additional leisure and sporting facilities for Aylsham Town and the surrounding area in order to promote physical activity and social inclusion.</p>
<b>GP70</b>	<p><b>Wymondham Tennis Club</b></p> <p>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.</p> <p>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.</p>
<b>GP71</b>	<p><b>Crusaders Rugby Football Club</b></p> <p>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.</p>
<b>GP72</b>	<p><b>Recreation Road Swimming Pool</b></p> <p>The project will increase car park capacity at the Recreation Road school swimming pool and install new fencing and a covered bike store. This project will increase the 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.</p>
<b>GP73</b>	<p><b>Norwich Parks Tennis</b></p> <p>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.</p>
<b>GP74</b>	<p><b>Plumstead Road Roundabout</b></p> <p>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.</p>

<b>GP75</b>	<p><b>Education- Allocation for Children’s Services Capital Programme</b></p> <p>The funding will be allocated to an extensive expansion project at Ormiston Victory Academy. This involves a new three-story classroom block and internal remodelling to increase the number of school places to 1500 for ages 11-16.</p> <p>Within the 2021/22 AGP a further £2 million funding has been allocated to this project, with a total project cost likely to be in the region of £9.5m. The shortfall of £5.5m will be met with a government grant of Basic Need and if necessary, NCC borrowing.</p>
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## 2021/22 Annual Growth Programme

Ref	Project Description
<b>GP76</b>	<p><b>Brundall Sports Hub</b></p> <p>Phase one of the project is to deliver a Sports Hub to include a multi-sport floodlit 3G artificial grass pitch with fencing, floodlighting, maintenance storage container, hard standing pathways, car parking and single storey club house/changing room building. With the possibility of a later Phase two to create a Community Gym.</p>
<b>GP77</b>	<p><b>Bure Valley Path: Access, Promotion and Recreational Enhancement</b></p> <p>This project will improve the Bure Valley walking and cycle path by delivering:</p> <ul style="list-style-type: none"> <li>• A crossing over the A140 delivering safe passage for cyclists and pedestrians.</li> <li>• The creation of 6 circular walks, way marking, surface improvements, and a range of improvements to the ecological corridor through the implementation of biodiversity improvements.</li> </ul>
<b>GP78</b>	<p><b>Kett’s Heights</b></p> <p>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). It connects to the green pedalway that leads to the start of the proposed Broadland Way near Dussindale / Broadland Business Park and is also adjacent to promoted walking routes that include Lion Wood and the Wensum Riverside Walk.</p>
<b>GP79</b>	<p><b>Football Development Centre Bowthorpe – 3G Pitch</b></p> <p>The proposed project at FDC Norwich (Bowthorpe) will see the installation of a 3G full sized football pitch, replacing an existing full-sized grass pitch. By converting the existing grass pitch to an artificial 3G pitch we will ultimately be able to cater for more football activity, both traditional and recreational.</p>

## 2022/23 Annual Growth Programme

Ref	Project Description
	<p><b>Yellow Pedalway extension (airport to Broadland Northway)</b></p> <p>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. This scheme will extend an existing shared use cycling and walking path from 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</p>

	<p>The Nest / Manor Park sports facilities, and a new toucan crossing (for pedestrians and cycles) will connect The Nest / Manor Park sports facilities to the new bus stops. A 40mph limit will also be introduced in place of the short stretch of existing 'national speed limit' along Holt Road.</p>
	<p><b>Wensum Walkway</b>  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.</p>
	<p><b>Broadland Country Park - Horsford Crossing</b>  This project will deliver a road crossing Refuge Island on the B1149 Holt Road at Horsford to cater for both pedestrians and cyclists entering Broadland Country Park. In addition to the construction of the pedestrian refuge by NCC Highways, the project will also improve the mouth of the entrance to Horsford Restricted Byway 2 (Sandy Lane) by updating the old and out of date waymarking signs, installing a new welcome sign and cycle racks in order to make this a safe and welcoming entrance into Broadland Country Park.</p>
	<p><b>Wherryman's Way Access Improvements</b>  The Wherryman's Way is a 37.5 mile 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. The project will create access improvements on the route through sections at Surlingham, Bramerton and Hardley Flood allowing improved all ability access. Improvements will include Bank Stabilisation at Surlingham, Bramerton and Hardley Flood, the installation of Bridges at Hardley Flood, the upgrading of footpaths, the restoration of the Bird Hide on Hardley Flood and improvements to the moorings at Rockland Staithe.</p>
	<p><b>Wensum Lodge</b>  Wensum Lodge, in the Heart of King Street is a community asset with a fascinating architectural and social history. It is the current home of Norfolk County Council's Adult Learning service, which successfully 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 will implement 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</p>
	<p><b>Football Development Centre - Heartsease Open Academy</b>  This project at the FDC@OpenAcademy will see the installation of a new 7v7 3G football pitch, replacing a youth sized grass pitch that currently exists. The proposed new 7v7 3G pitch would connect to the existing full sized 3G football pitch that we currently operate at the facility, increasing our 3G pitch capacity by an additional 50%.</p>
	<p><b>Yare Boat Club</b>  This is a multi-stage programme designed to improve and expand the existing rowing facilities based on Thorpe Island and owned by Yare Boat Club. The first phase of this</p>

	<p>project will be the provision of a new, light weight boatshed on the site. The second phase is to remove existing inadequate changing facilities, showers, toilets and foul water treatment and replace with new. The third phase be the conversion of the remaining club house area into training, kitchen and social areas.</p>
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## 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 updated<sup>1</sup>. 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 17<sup>th</sup> 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 27<sup>th</sup> 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 30<sup>th</sup> 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 16<sup>th</sup> March 2022.

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<sup>1</sup> [Click here for the Greater Norwich Infrastructure Plan 2021](#)

## Greater Norwich Growth Programme Process

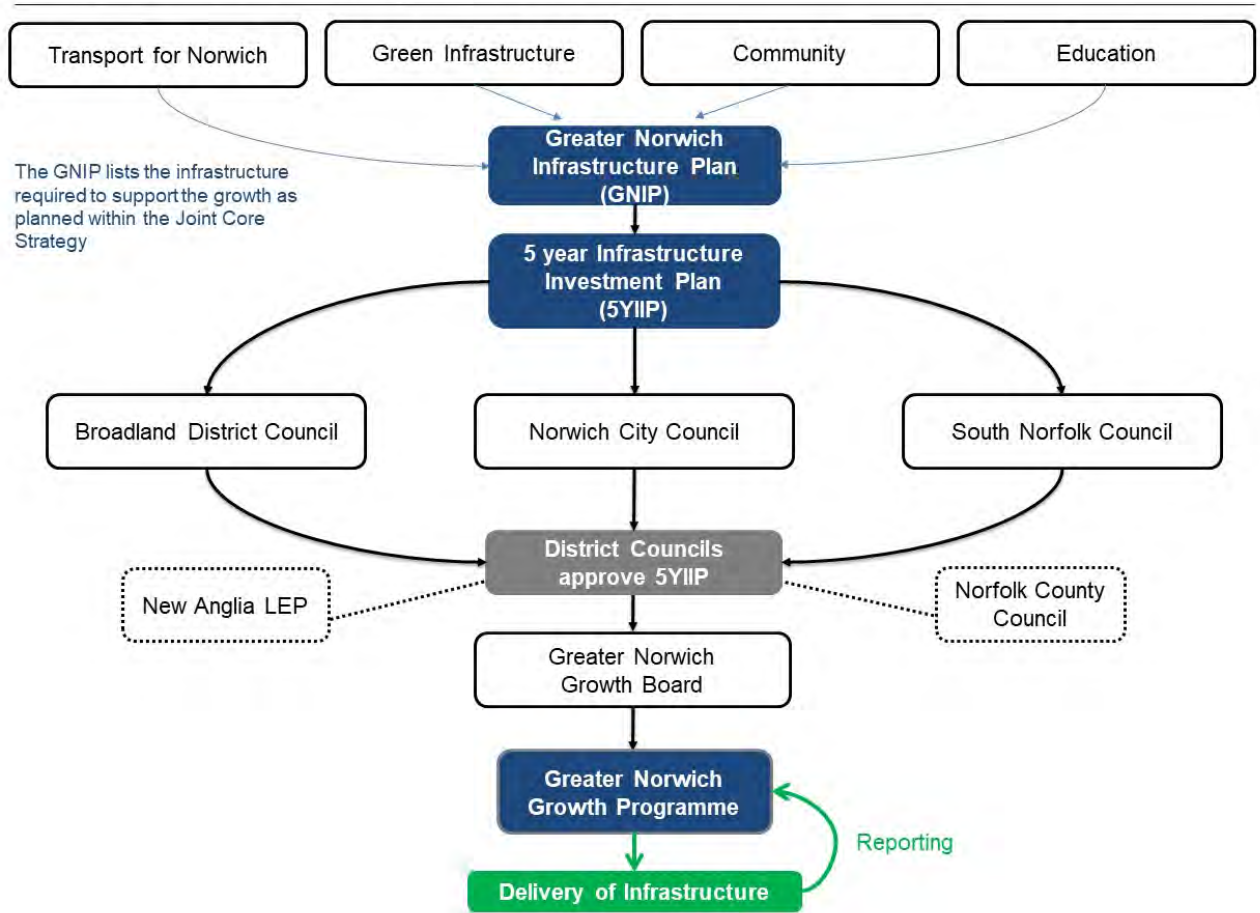


Figure 1 – Greater Norwich Growth Programme decision making process

## 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
<b>TOTAL</b>		<b>4,502,117</b>	<b>6,424,910</b>

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 30<sup>th</sup> 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](http://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 km<sup>2</sup> 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 31/03/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27*
	<b>INCOME</b>							
1	Actual CIL receipts	£33,227,802	£6,246,112					
2	Interest	£123,406						
3	Forecast CIL receipts		£8,588,521	£9,778,749	£7,047,802	£6,327,959	£5,814,484	£4,582,040
4	<b>Cumulative Income</b>	£33,351,208	£48,185,841	£57,964,590	£65,012,392	£71,340,351	£77,154,835	£81,736,875
	<b>EXPENDITURE</b>							
5	Programme agreed	£5,306,563	£4,688,780	£1,780,478	£143,000	£143,000		
6	Programme proposed (22/23 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
	<b>Total Expenditure</b>	£24,100,608	£8,745,825	£9,500,646	£5,978,259	£4,548,259	£4,405,259	£4,405,259
11	<b>Cumulative Expenditure</b>	£24,100,608	£32,846,433	£42,347,079	£48,325,338	£52,873,597	£57,278,856	£61,684,115
12	<b>Cumulative Surplus/Deficit</b>	£9,250,600	£15,339,408	£15,617,511	£16,687,054	£18,466,754	£19,875,979	£20,052,760
13	<b>Funds committed in future years (23/24 - 26/27)</b>			£1,716,000				
14	<b>FORECASTED non committed funds, available to spend</b>			£13,901,511				

Table 1 – Proposed Five Year Infrastructure Investment Plan

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



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 17<sup>th</sup> June and 30<sup>th</sup> 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)

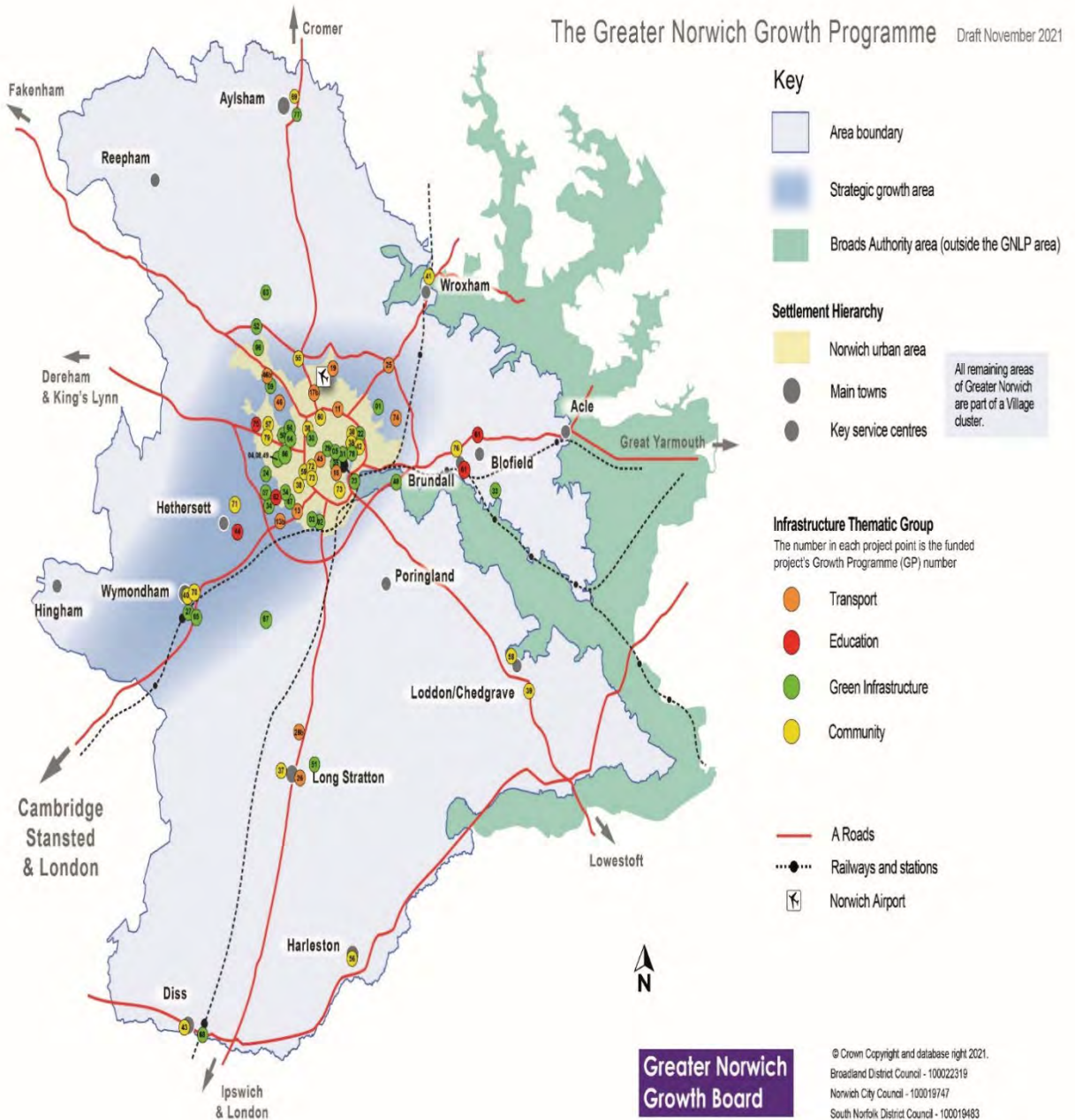
- Bank Stabilisation at Surlingham, Bramerton and Hardley Flood when the bank has been eroded by the river
- Installation of Bridges at Hardley Flood on the Public Footpaths which have previously been lost due to river erosion
- Upgrading of footpaths Surlingham FP1, Bramerton FP5 and Footpaths on Hardley 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, Neighbour 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 - Earham 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 Earham 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 Earham 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 6<sup>th</sup> 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[ ]

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**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

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

**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 <b>NORFOLK COUNTY COUNCIL</b>	.....
Signed by [ ] Section 151 Officer for and on behalf of <b>BROADLAND DISTRICT COUNCIL</b>	.....
Signed by [ ] Section 151 Officer for and on behalf of <b>NORWICH CITY COUNCIL</b>	.....
Signed by [ ] Section 151 Officer for and on behalf of <b>SOUTH NORFOLK DISTRICT COUNCIL</b>	.....