

Greater Norwich Growth Board

Date: 13 June 2022

Time: 2:00pm

Venue: Virtual – Zoom

This meeting will be live streamed for public viewing via the following link:
<https://www.youtube.com/channel/UCZciRgwo84-iPyRlmsTCIng>

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.	Handover of Chair
2.	Apologies
3.	Declarations of Interest
4.	Minutes of meeting held on 16 March 2022
5.	IIF Project Showcase: Community Sports Hub- the Nest <i>Jackie Thornton, Head of Development, Community Sports Foundation</i>
6.	Greater Norwich Infrastructure Plan <i>Phil Courtier, Director of Place, Broadland and South Norfolk District Councils</i>

Date of Next Meeting

<i>06 October 2022 at 2:00pm (a virtual link will be sent with the papers)</i>

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



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

Greater Norwich Growth Board

Minutes

Date: Thursday, 16 March 2022

Time: 14:00 to 14:35

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 (during
item 6, below)

Norfolk County Council:

Councillor Andrew Proctor

**New Anglia Local Enterprise
Partnership**

Officers:

Graham Nelson

Trevor Holden

Phil Courtier

Trevor Holden

Phil Courtier

Vince Muspratt

Chris Starkie

Jobs, homes and prosperity for local people



NORWICH
City Council



Norfolk County Council

NEWANGLIA
Local Enterprise Partnership
for Norfolk and Suffolk

In attendance:

Grace Burke	Greater Norwich Project Team Leader
Ruth Oyeniya	Greater Norwich Project
Tom Cushan	Greater Norwich Project
Harvey Bullen	Norfolk County Council
Matthew Tracy	Norfolk County Council

1. Apologies

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

2. Declarations of Interests

There were no declarations of interests.

3. Minutes

RESOLVED to agree the accuracy of the meeting held on 2 December 2021

4. IIF Project Showcase – Marriott’s Way/ Barn Road Gateway

(Jeremy Wiggin, Transforming Cities Manager, Norfolk County Council, attended the meeting for this item.)

Jeremy Wiggin, referred to the agenda, and explained that the Green Pedalway, although another IIF project, was a separate scheme to the Marriott’s Way/Barn Road Gateway, and would not be included in the presentation to this meeting.

During the presentation on the Marriott’s Way/Barn Road Gateway, Jeremy Wiggin outlined the objectives and outputs of the project. This included: improvements to the visibility/legibility of the entrance to Trail Wood from Barn Road by removing trees and shrubs; installation of a heritage gate and associated fencing as part of improvements to the heritage trail through collaborative working with the heritage team; improvements to the street scene with new signage and improved access for cyclists and pedestrians; replacement tree planting; and increased volunteer opportunities through the Fringe Project. The scheme which had a budget of £50k was funded through the Community Infrastructure Levy (CIL) and Heritage Lottery Fund and was part of the Norfolk County Council’s Marriott Way Heritage Trail.

During discussion, a member welcomed the improvements to the entrance and cycle and pedestrian access. The scheme was well placed to be of benefit to the growth that was planned for the northeast of the city.

RESOLVED to thank Jeremy Wiggin for the presentation.

(Jeremy Wiggin left the meeting at this point.)

5. Greater Norwich Annual Growth Programme 2022/23

The chair introduced the report and said that it had been approved by the cabinets of the individual partner authorities. It had been well received at Norwich City Council.

Councillor Fuller commented on the Wherryman’s Way Access Improvements and said that South Norfolk Council had provided added value by investing in footpaths around Loddon, to commemorate the Queen’s Platinum Jubilee.

RESOLVED to agree the Greater Norwich Annual Growth Programme 22/23.

6. East Norwich Masterplan – Oral Update

(The presentation is attached to the supplementary agenda for this meeting.)

Graham Nelson gave a presentation on the progress of the East Norwich masterplan and the emerging supplementary planning document. It would be a significant development in the Greater Norwich Growth area. There would be wider discussion on the mechanisms of delivery to ensure that the infrastructure was in place to enable the development.

During discussion Graham Nelson said that the Broads Authority had received a presentation and that he could arrange a presentation or further engagement with the East Norwich Project Team for individuals or other local authorities. Trevor Holden, on behalf of Broadland and South Norfolk councils expressed an interest.

In reply to a question, Graham Nelson reassured the board that there had been discussions with Laurence Scott (Wolong) and that the company was part of the wider stakeholder group. Technically only a small corner at the front of their site was included in East Norwich development area, which was required to connect the Utilities Site with the land in front of Norwich City Football Club and the river.

RESOLVED to note the presentation.

7. Date of Next Meeting

RESOLVED to confirm that the next meeting of the board will be held on 13 June 2022 at 14:00 (venue/location to be confirmed).

CHAIR

Greater Norwich Infrastructure Plan 2022

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

Summary

This report introduces the Draft Greater Norwich Infrastructure Plan (GNIP) 2022.

Recommendations

- (i) The board are recommended to accept the Draft GNIP 2022. (Appendix A)
- (ii) The board are asked to note that by accepting the GNIP this will initiate the opening of the 'call for projects' for the Infrastructure Investment Fund (IIF-strategic pooled CIL).

1. Introduction

- 1.1 The Greater Norwich Infrastructure Plan (GNIP) provides a high-level summary of the infrastructure that is required to support the planned growth within the Greater Norwich area.
- 1.2 The GNIP helps co-ordinate and manage the delivery of strategic infrastructure but does not seek to prioritise the projects within it. Instead, this plan aims to refresh the overall strategic programme, keeping it up to date and ensuring that it is fit for purpose.
- 1.3 The Plan feeds into the Greater Norwich Growth Board's decision making to allocate funding to projects from their Infrastructure Investment Fund (IIF). The IIF is income that the partners receive from housing developers called the Community Infrastructure Levy (CIL).
- 1.4 Four infrastructure types are eligible to apply to the IIF for funding: transport, education, green infrastructure, and community facilities. These are referred to as thematic groups in the Plan and were prioritised when CIL was first introduced, and the charging policy adopted. To aid the GNGB's decision making for the allocation of IIF, there is more information within the Plan about these four infrastructure thematic groups and a comprehensive list of projects reported by the groups is appended.

2. Development of the Draft GNIP 2022

- 2.1 The GNIP has been updated on an annual basis since the adoption of the Joint Core Strategy in 2014. The format of this year's version has been changed to improve understanding and accessibility whilst aligning with the emerging Greater Norwich Local Plan. It is the intention to continue to develop the way this Plan is reported so that it offers a more visual and digitised format in future years.

- 2.2** This version supersedes the GNIP published in June 2021. It has been informed by:
- New and emerging government policy.
 - An updated programme of green infrastructure projects developed by the Greater Norwich Green Infrastructure Programme Team.
 - An updated transport programme.
 - An updated capital programme for education.
 - An updated programme of community projects, developed by the Greater Norwich Sports and Physical Activity Working Group
 - Infrastructure requirements identified in adopted Neighbourhood Plans.
 - Information supplied by a broad range of infrastructure delivery teams both internally and externally.
 - Strategic priorities for the four thematic groups eligible to apply to the IIF, which projects will later be measured against.
 - The emerging Greater Norwich Local Plan.

3. Acceptance of the Draft GNIP 2022

- 3.1 The GNIP informs the development of the Greater Norwich Five Year Infrastructure Investment Plan and in turn the allocation of Community Infrastructure Levy through the Infrastructure Investment Fund (IIF-strategic pooled CIL).
- 3.2 Once the Draft GNIP 2022 is accepted by the GNGB, this will initiate the opening of the 'call for projects' and the Greater Norwich partner authorities are welcomed to submit an application for CIL funding through the IIF.
- 3.3 The Draft GNIP 2022 is attached at Appendix A

4. Recommendations

- 4.1 (i) The board are recommended to accept the Draft Greater Norwich Infrastructure Plan 2022.
- (ii) The board are asked to note that by accepting the GNIP this will initiate the opening of the 'call for projects' for the Infrastructure Investment Fund.

5. Issues and Risks

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

5.5 Environmental implications

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

Officer Contact

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

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Ruth Oyeniya	01603 222125	ruth.oyeniya@norfolk.gov.uk

**Greater Norwich
Growth Board**

Greater Norwich Infrastructure Plan June 2022

Jobs, homes, prosperity for local people

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This section details how the Greater Norwich partners are working towards achieving Clean Growth.

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This section identifies where growth is planned to take place in the next few years.

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This section outlines a range of infrastructure funding streams which have been secured to support projects in Greater Norwich, and how they have been used.

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This section outlines how Neighbourhood CIL is administered and applied in Greater Norwich.

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This section outlines the infrastructure required to support growth for the four thematic groups; Green Infrastructure, Transport, Education and Community Facilities.

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This section outlines the infrastructure required to support growth across a wide range of infrastructure themes.

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This section lists all currently planned strategic infrastructure projects.

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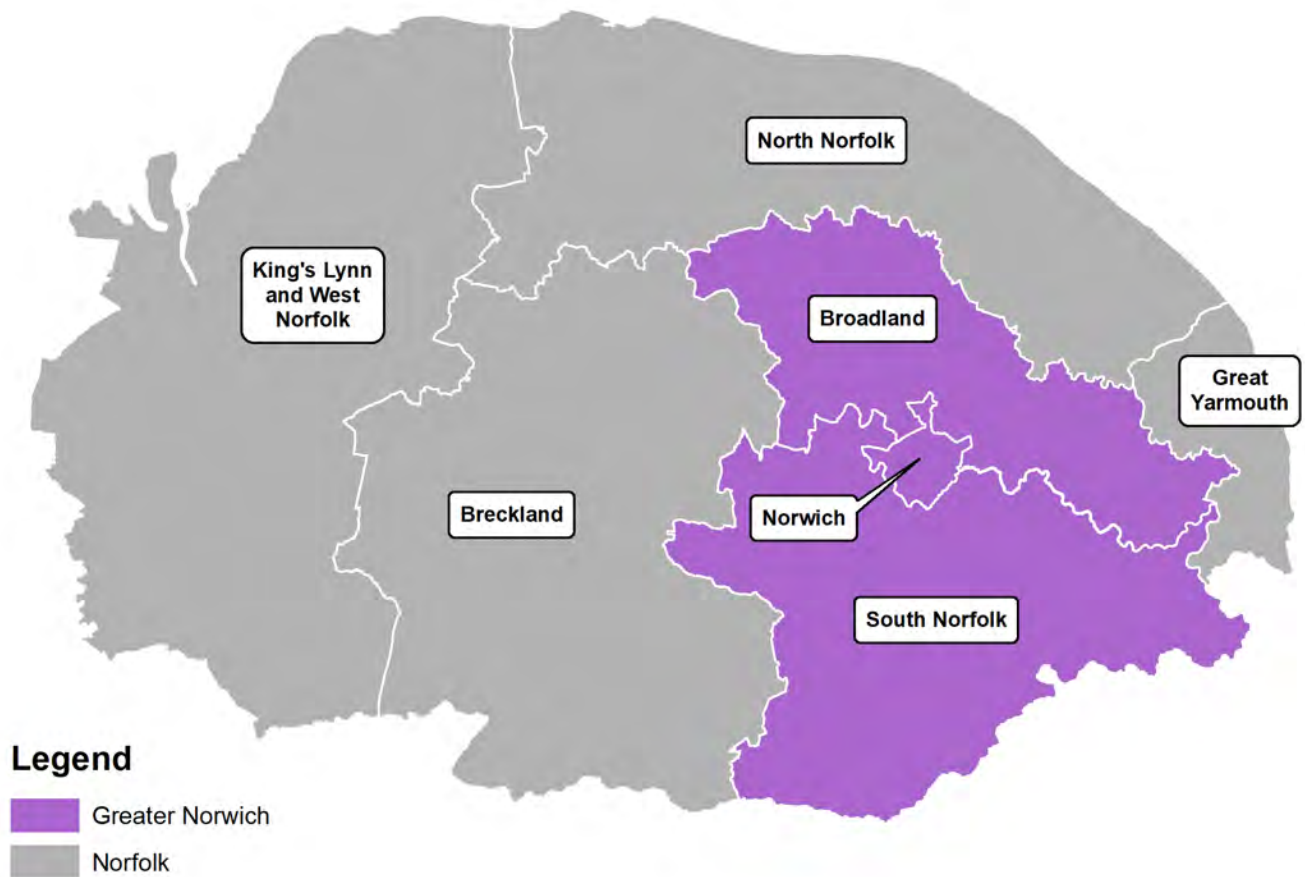
This section lists all projects identified within agreed neighbourhood plans in Greater Norwich.

1. Introduction

Greater Norwich consists of the combined administrative areas of Norwich City Council, Broadland District Council, and South Norfolk Councils. Together they form one of the fastest growing parts of the country, delivering infrastructure under a unique voluntary partnership arrangement.

- 1.1. The Greater Norwich Infrastructure Plan provides a summary of what infrastructure is required to support the growth within Greater Norwich.
- 1.2. The area known as Greater Norwich is overseen by two separate voluntary partnership boards. The [Greater Norwich Development Partnership](#) (GNDP) directs the development of the Greater Norwich Local Plan (GNLP). The [Greater Norwich Growth Board](#) (GNGB) monitors and drives forward the delivery of infrastructure which is required to support the growth that is agreed in the local plan.

Figure 1 Map of Norfolk and Greater Norwich

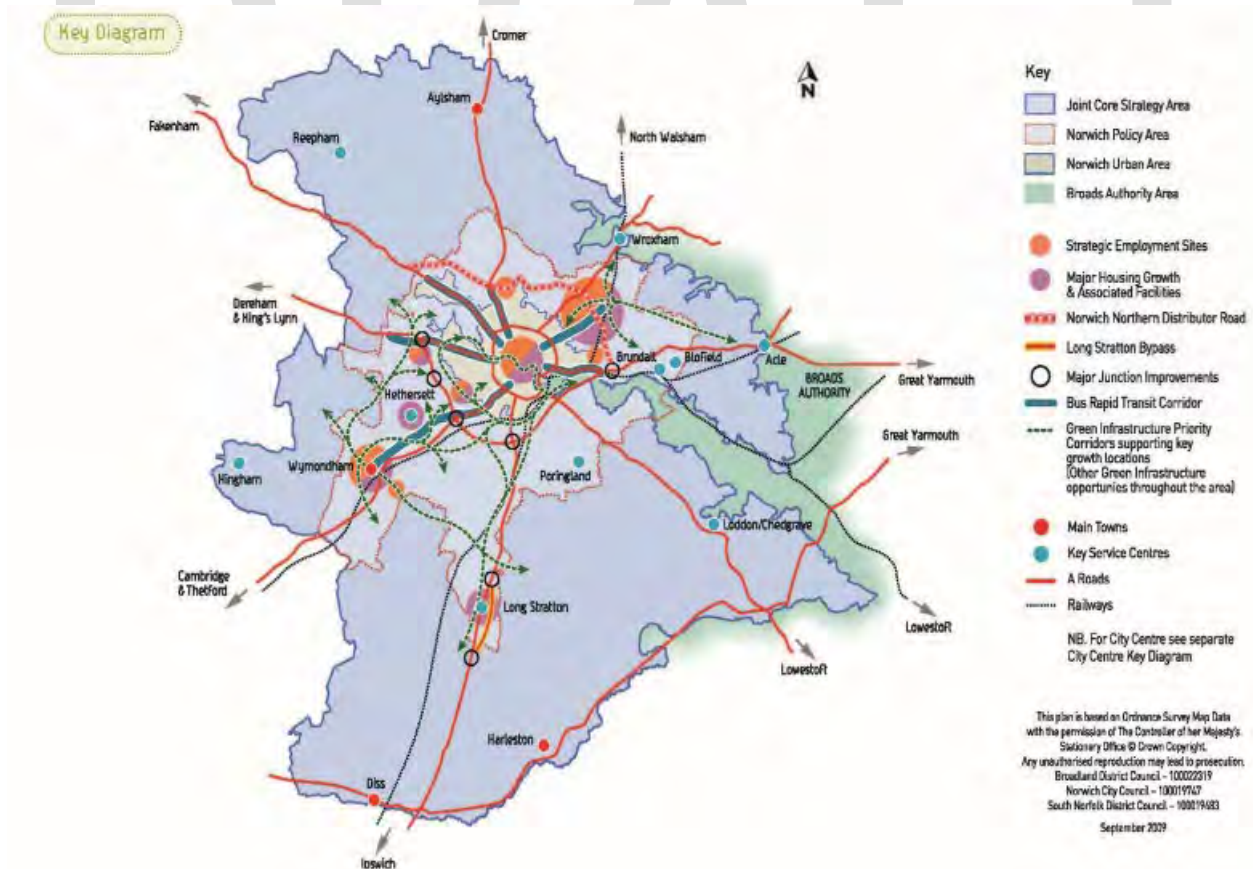


- 1.3. This Plan provides a high-level summary and does not seek to prioritise what infrastructure is to be delivered. There is no assessment of viability or deliverability undertaken of the projects included. Instead, this plan aims to refresh the overall strategic programme, keeping it up to date and ensuring that it is fit for purpose.
- 1.4. Infrastructure is a very broad subject area. [Chapter 6 – Infrastructure Delivery](#), explains how this Plan aligns with others and provides a snapshot update from a wide range of infrastructure groups.
- 1.5. More information about specific infrastructure can be explored through the links provided.
- 1.6. This Plan is updated on an annual basis and the information within it feeds into the GNGB’s decision making to allocate funding to projects from their **Infrastructure Investment Fund (IIF)**. The IIF is sustained by income that the partners receive from housing developers called the [Community Infrastructure Levy \(CIL\)](#).
- 1.7. Four infrastructure types are eligible to apply to the IIF for funding: transport, education, green infrastructure, and community facilities. These are referred to as thematic groups in this plan and were prioritised when CIL was introduced in 2013. The rate of the levy was legally agreed as the [Greater Norwich CIL charging policy](#). This plan contains more information about these four thematic groups, which is used in support of the GNGB’s decision making. [Appendix A – Infrastructure Projects](#), includes a comprehensive list of projects that fall under these groups.

2. Background to Greater Norwich

- 2.1. In December 2013, Broadland, Norwich City, Norfolk County and South Norfolk councils, together with the New Anglia LEP, signed a [City Deal](#) with central government. The Greater Norwich Growth Board (GNGB) was then established to oversee and drive forward the delivery of planned growth.
- 2.2. The GNGB work together to plan and manage growth within their partnership area. The **Joint Core Strategy (JCS)**, which is their initial strategic local plan, was agreed by Government in 2014. The JCS sets out where the required housing and jobs growth will be located until 2026.
- 2.3. The [Greater Norwich Local Plan \(GNLP\)](#) is being developed and will extend the planned period a further 12 years to 2038. This plan is undergoing a period of examination by government, where the details are being reviewed and tested. Once this process is complete, the GNLP will be formally adopted and will supersede the JCS.

Figure 2 the Joint Core Strategy Key Diagram



- 2.4. The voluntary partnership working arrangement of the Greater Norwich Development Partnership (GNPD) and GNGB is unlike any other in the UK. **We have chosen to work together to accelerate the delivery of infrastructure within the wider Greater**

Norwich area, because we understand the benefits that can be achieved by looking beyond individual administrative boundaries.

- 2.5. Since the establishment of the GNGB in 2014, our partnership working practices have been considered an exemplary model of working, particularly the pooling arrangements of Community Infrastructure Levy (CIL) within the Infrastructure Investment Fund (IIF). The Planning Advisory Service has cited the partnership as **“pursuing ambitious growth agendas under strong strategic leadership through cross boundary collaboration”**. The GNGB won the partnership working category at the 2020 National Planning Awards, an accolade which celebrates this unique working arrangement.
- 2.6. To date, the GNGB has allocated over £29m of IIF funding and £46m of CIL supported borrowing, which has led to an additional £240m to deliver infrastructure projects within the Greater Norwich area.
- 2.7. The partners look forward to continuing to work together by pooling our shared skills and resources, leveraging additional funding, increasing delivery outcomes, and driving forward the adoption of the GNLP.

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3. Clean Growth

The GNGB are working together to encourage a thriving economy and create a legacy of clean growth for future generations to enjoy.

- 3.1. Clean Growth is at the heart of the Government’s strategy in growing the economy and delivering infrastructure whilst also cutting greenhouse gas emissions, most notably Carbon Dioxide. The [National Infrastructure Strategy](#) sets out plans to transform infrastructure and achieve net zero emissions by 2050 and [the Government’s Net Zero Strategy](#) provides a long term plan to end the UK’s domestic contribution to man-made climate change. The Greater Norwich Local Plan supports these ambitions. In addition, **Norfolk County Council and Norwich City Council have made a commitment to reduce carbon emissions that arise from their own council's operations to net zero by the earlier deadline of 2030.**
- 3.2. Together, Norfolk and Suffolk County Councils are promoted as the UK’s Clean Growth Region and are collaborating to identify innovative ways to develop clean growth through the New Anglia LEPs Clean Growth Taskforce. Its work is focused on five areas; leadership and collaboration, building the workforce of the future, providing transition support for businesses, decarbonising transport, and evidence and impact. The Taskforce is working with the [Skills Advisory Panel](#) to shape the Decarbonisation Academy proposal and wider clean growth skills agenda, as well as developing an [Alternative Fuel Strategy](#).
- 3.3. The **Norfolk Climate Change Partnership**, which has representation across all District Councils, has produced a [Local Energy Asset Representation](#). A bid has been accepted for the Community Renewal Fund, to complete a feasibility study for a **Community Energy Kickstarter**. This study will identify suitable assets for local community energy generation and help identify the barriers to developing this model in Norfolk. This study will provide information to confirm the most appropriate pathway to net zero by identifying which clean energy opportunities are the most effective for the area.
- 3.4. [Norfolk County Council’s Electric Vehicle \(EV\) Strategy](#) was commissioned in 2020, to help identify areas of need within the county for EV charging infrastructure, as drivers nationally transition to electric vehicles. Several projects linked to this are emerging in Greater Norwich authorities, including those benefiting from the [Community Renewal Fund](#). In Norwich, a pilot project is underway to install on-street EV charging points within the city. This partnership involves Norwich City Council, Norfolk County Council and UK Power Networks, the regional electricity network operator.
- 3.5. Greater Norwich is playing a big part with this shared aspiration to develop clean growth. It is one of the country’s largest producers of food through agriculture, and a world leader in science, technology, advanced manufacturing, and climate change

research. With strong connections to Cambridge through the [Cambridge Norwich Tech Corridor](#), Greater Norwich is well-placed to make a major contribution to living with environmental change and ensuring food security. The [Broadland Food Innovation Centre](#) is due to open Summer 2022. Also, the wider area's position as the world's leading provider of offshore wind energy, means that Greater Norwich will also play a key role in promoting energy security through sustainable sources.

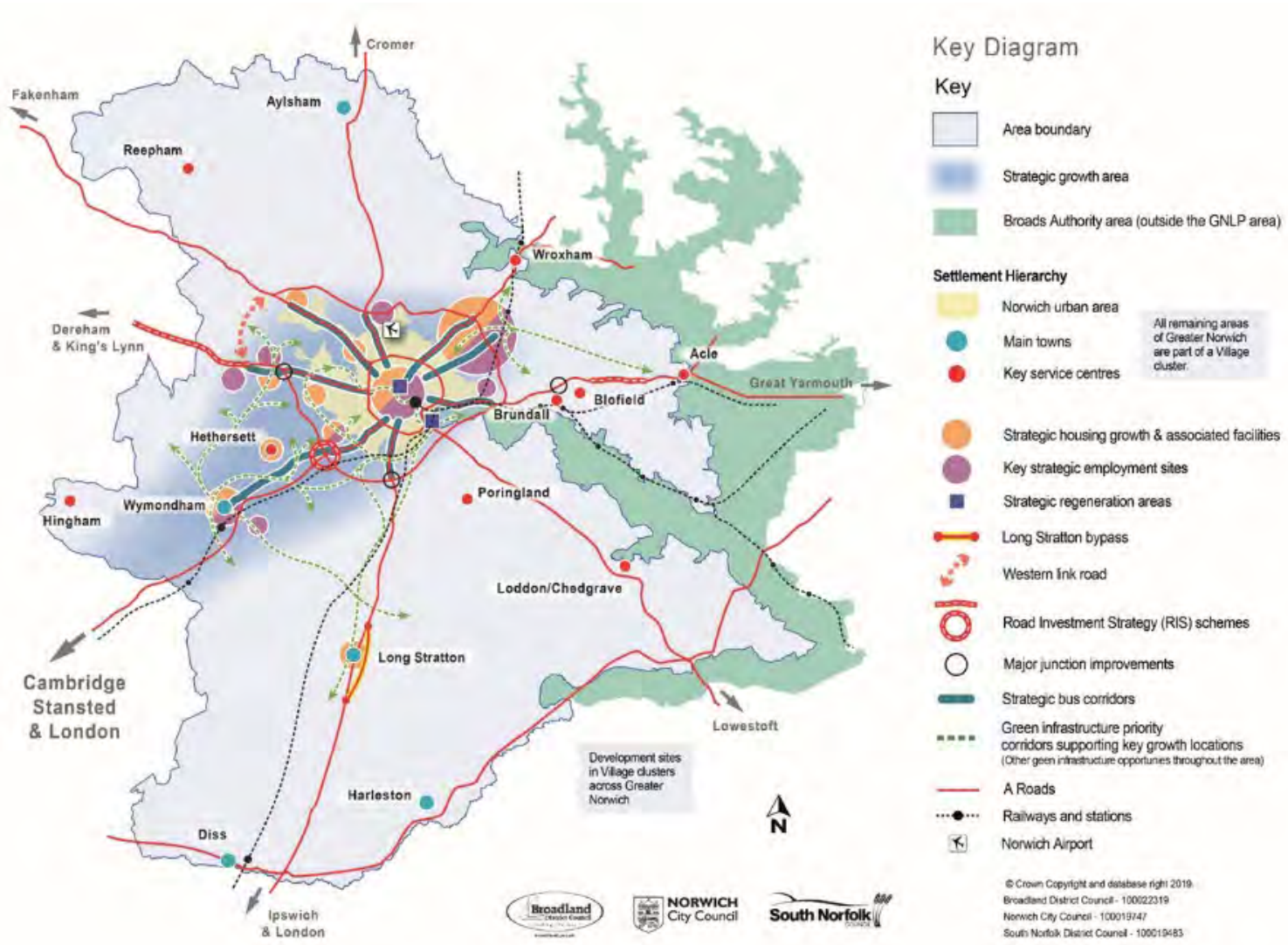
- 3.6. Creating infrastructure that is both sustainable and clean is a priority in Greater Norwich, and we are currently updating our Green Infrastructure Strategy. **The emerging GNLP commits to ensuring that development on sites agreed within the plan will deliver [biodiversity net gain](#).** This approach places a priority on avoiding or reducing harm caused to plant and animal life, as well as leaving the environment in an improved state once infrastructure has been built.
- 3.7. In addition, the Greater Norwich partners are committed to increasing [Active Travel](#) by promoting the use of clean modes of transport such as cycling and walking. This is being achieved through the creation and improvement of cycle paths and pedestrian areas. We are also in the process of developing a **Physical Activity and Sports Strategy (PASS)**, a key element of which is encouraging [Active Travel](#) and championing investment in supporting infrastructure. This new strategy will align with the [Local Cycling and Walking Infrastructure Plans \(LCWIP\)](#) and the Government's "[Gear Change](#)" Vision. It will support the vision's aims to make walking and cycling the natural choice for short journeys in towns and cities.
- 3.8. In March 2022 most of the Greater Norwich area was identified by Government as an area affected by [Nutrient Neutrality](#). This means that new developments cannot proceed if they will lead to an increase in levels of nutrients in local waterways. Future development will need to be designed alongside suitable mitigation measures, to avoid impacting on the condition of important wildlife and protected sites. Appropriate approaches to addressing Nutrient Neutrality are being considered across the partnership, and will also be required as part of the [GNLP](#). Despite this, it is expected that there will be delays to some infrastructure delivery programmes across Greater Norwich, but the scale is as yet unknown.
- 3.9. All this demonstrates how Greater Norwich is proactively working to make a significant contribution to the major environmental and economic challenges of the 21st century.

4. Greater Norwich Strategic Growth Area

The Strategic Growth Area promotes the strategic economic strengths of Greater Norwich. By linking to other regional growth corridors, it places Greater Norwich firmly on the national stage for growth and boosts its access to external funding.

- 4.1. In Greater Norwich, approximately 74% of housing growth and the significant majority of commercial growth to 2038 is proposed to be within the **Strategic Growth Area** (SGA). The extent of the SGA is shown in dark blue on the GNLP key diagram (Figure 3 overleaf).
- 4.2. The SGA encompasses the following areas:
- **The Cambridge Norwich Tech Corridor** - The A11 Corridor, including UEA, Norfolk and Norwich University Hospital, Norwich Research Park, Hethel, and the significant residential expansions of Cringleford, Hethersett, and Wymondham.
 - **The Norwich Urban Area**, including Central Norwich and the strategic regeneration areas at East Norwich and the North City Centre.
 - **North-East Norwich** - including Norwich Airport and major commercial development along the A140, the Broadland Growth Triangle, including the major strategic developments at Beeston Park and North Rackheath, as well as the key commercial areas of St Andrews, Broadland Gate and Broadland Meridian Business Park.
- 4.3. With the exception of **Long Stratton**, the SGA covers all the strategic employment areas and strategic scale housing locations in Greater Norwich. It also includes most suitable brownfield redevelopment opportunities. The area correlates strongly to high quality infrastructure for public transport, roads and cycling.

Figure 3 GNL Growth Diagram



4.4. North-East Norwich

North-East Norwich comprises the strategic residential and employment areas adjacent to the built-up area of Norwich. It sits between the A140 Holt/Cromer Road and the A47 at Postwick, alongside the Broadland Northway. This area includes Norwich Airport, its adjacent industrial estate, and the strategic employment sites adjacent to the A47 Postwick junction.

- 4.4.1. As of 1 April 2021, there were identified sites for over 11,800 dwellings and 320,000sqm of employment/commercial floorspace across North-East Norwich. The vast majority of residential development, and a significant amount of the employment/commercial floorspace, has now secured outline or detailed planning permission.
- 4.4.2. Given the scale of development planned across North-East Norwich, delivery will span a significant number of years. Progress on notable sites includes:
- **Broadland Gate** - Development has begun, with several units complete or under construction, and only a few plots remaining.
 - **Imperial Park / Broadway Enterprise Park** - planning applications have been submitted for an estimated 135,000 sqm of employment/commercial floor space at these two strategic sites adjacent to the A140 and Norwich Airport.
 - **Beeston Park** - Significant progress has been made towards granting the outstanding application for Strategic Infrastructure, following the previous grant of outline planning permission. The purchase of the site by a new developer and investment partner is anticipated once outstanding applications have been granted.
 - **North Rackheath** - The majority landowner has reached an agreement with Taylor Wimpey to develop the site and a planning application has been submitted to develop the planned new settlement.
- 4.4.3. In addition to the above, development has also begun on several residential-led sites across North-East Norwich including Rackheath, Sprowston and Great & Little Plumstead.

4.5. Norwich Urban Area

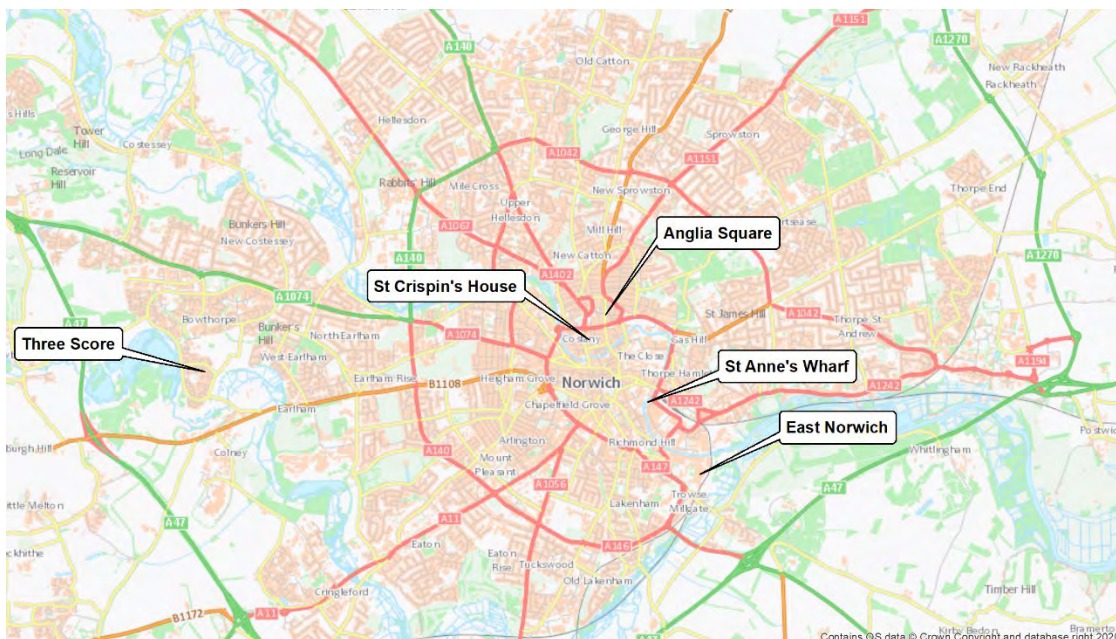
The Norwich Urban Area is the largest regional centre in the East of England. It has a historic city centre with a wealth of heritage and natural environment assets. It accommodates many jobs, key services and economic, leisure and cultural facilities serving Norfolk and North Suffolk.

4.5.1. The Norwich Urban Area is unique as a growth location, as the majority of the current ¹ 6,245 dwelling housing commitment will be delivered on many smaller sites within the urban area. The most significant existing planning permissions are:

- **Three Score, Bowthorpe** – 755 dwellings with outline consent remaining from the originally approved 1000 homes. Phases 1 and 2 are already complete.
- **St Anne’s Wharf** – construction of 157 dwellings remaining from the 437 originally approved.
- **St Crispin’s House** – conversion to 714 student bedrooms is already underway (equivalent 274 dwellings).

4.5.2. A further application for the redevelopment of **Anglia Square** has been submitted in 2022. Major growth is also planned for the **East Norwich** sites which form part of the Norwich Urban Area.

Figure 4 Norwich Urban Area



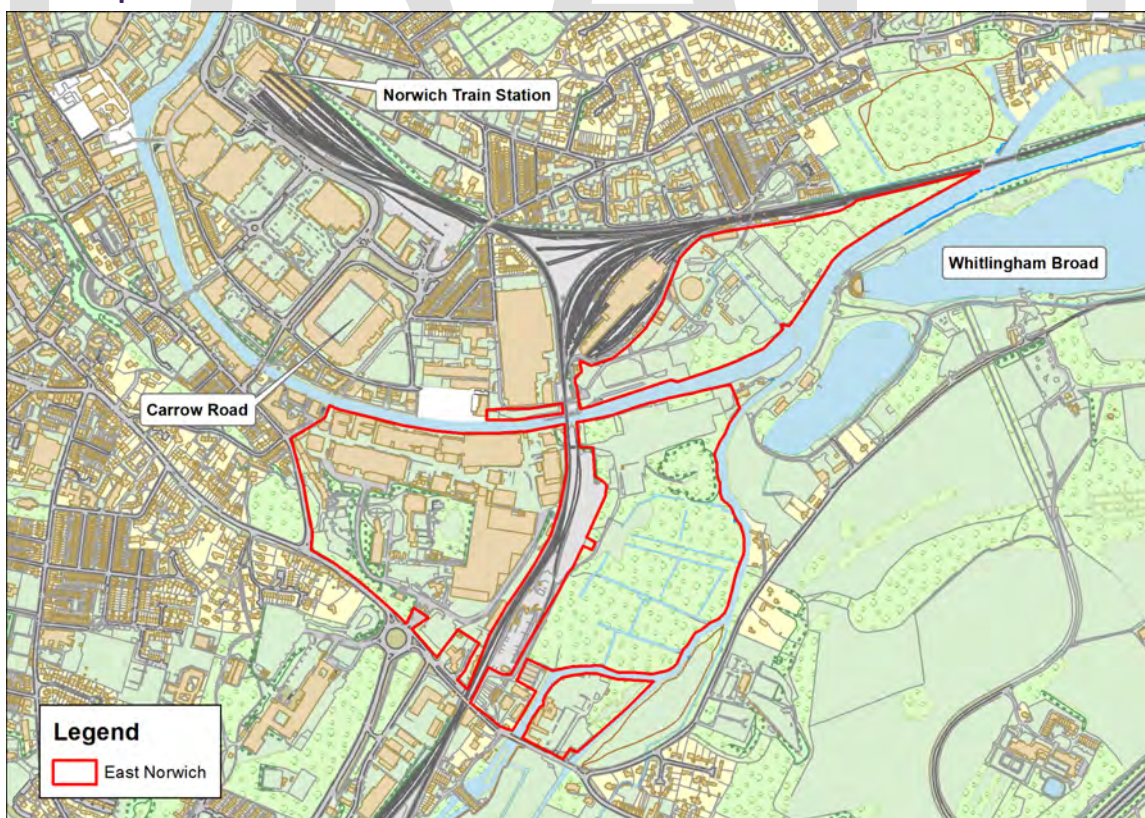
¹ At time of writing current figures are for 2021/22. This figure does not include GNLP allocations, just consents and allocations from the current local plan.

4.6. East Norwich

The [East Norwich Strategic Regeneration Area \(ENSRA\)](#) is one of the largest regeneration opportunities in the East of England and comprises Carrow Works, the Deal Ground / May Gurney site, and the Utilities site which lie between Norwich City Centre and Whittingham Country Park.

- 4.6.1. The ENSRA is proposed for allocation in the **Greater Norwich Local Plan (GNLP)** for major new housing and employment development. The final policy wording is subject to the conclusion of the public examination process, but the policy is likely to require a minimum of 3,600 new homes and around 4,000 new jobs.
- 4.6.2. The sustainable regeneration of these brownfield sites presents a major opportunity to provide new homes and employment opportunities to serve Greater Norwich. It will also open up historically significant parts of the city and provide improved connections between the city and Broads.

Figure 5 Map of East Norwich²



² Maps included within this plan are for illustrative purposes only, and do not demonstrate the precise boundaries of areas.

- 4.6.3. A masterplan for East Norwich was commissioned by Norwich City Council on behalf of the **East Norwich Partnership** and lead consultants Avison Young were appointed in early 2021. Stage 1 of the process was completed in November 2021 with publication of a Stage 1 concept masterplan. Work on Stage 2 is well underway. Key outputs will include a supplementary planning document (SPD) to support the allocation of the ENSRA in the GNLP, an infrastructure delivery plan identifying key infrastructure needed, its cost and potential sources of funding, and a detailed assessment of viability informing a delivery report. Public funding will be needed to provide some of the key infrastructure required for the implementation of development across the East Norwich sites.
- 4.6.4. Emerging masterplan and supplementary planning document objectives include:
- Delivering sustainable connections.
 - Respecting heritage and improving its setting.
 - Capitalising on the river frontage.
 - Optimising land through high-density mixed-use development.
 - Respecting nature.
 - Delivering flood resilience.
 - Enabling the equitable provision of infrastructure to serve the site.
- 4.6.5. New physical infrastructure for the area is also required, including:
- Bridges and roads.
 - Cycle and pedestrian connections.
 - A new primary school.
 - Additional health provision.
 - Enhanced public realm and public spaces.
 - Opportunities for new marinas are also being explored.
- 4.6.6. Following completion of the masterplan process in April 2022, a report will be delivered to Norwich City Council Cabinet in June 2022. After this, work will begin on preparation of the delivery phase with input and support from [Homes England](#).

4.7. Cambridge Norwich Tech Corridor

In previous editions of this Plan, this area has been referred to as the South-West Sector. It includes five major growth locations in South Norfolk: Wymondham, Hethersett, Cringleford, Costessey, and Easton; plus Three Score (Bowthorpe) in Norwich. It includes the strategic employment locations at Longwater, Hethel, Wymondham, and the Norwich Research Park (NRP), which includes the University of East Anglia and the Norfolk and Norwich University Hospital.

- 4.7.1. The Cambridge Norwich Tech Corridor is a partnership of public and private sector organisations. It brings together business and political leaders with a shared ambition to make the Tech Corridor region a top-tier destination for technology businesses, talent, and investors from around the world. The 100km corridor from Greater Norwich to Cambridge joins up the many strengths and assets of the area. It contains world leading universities and research institutes as well as businesses and networks to support innovation, commercialisation, and manufacturing. **The Cambridge Norwich Tech Corridor is home to the people and businesses tackling grand challenges facing humanity including climate change, food, energy, medicine, and mobility.** There are three significant upcoming developments in Greater Norwich: The Food Enterprise Park, Browick Park, and Hethel Technology Park.
- 4.7.2. **Food Enterprise Park (40Ha)** - Circa 18 hectares (Ha) has been allocated comprising a Food Innovation Centre, the UK's largest vertical farm, a food processing business, a food packaging company, and a flash-freezing company. Work is now underway to deliver an additional 21 hectares of land. To support this site, a mains power upgrade of 30 Mega Watts (MW) is under construction as well as a 30 MW solar farm to supply occupiers with renewable energy. A new road network linking the park directly to the upgraded A47, along with associated food and drink facilities are being developed.
- 4.7.3. **Browick Park (20Ha)** - Work has begun to progress a [Local Development Order](#) (LDO) for this employment site. If passed, this will provide planning permission for a specified area of land, which will in turn enable a scheme of around 80,000 sqm comprising a mix of commercial units to be delivered. It is an aspiration for all developments on the site to achieve [Building Research Establishment's Environmental Assessment Method](#) (BREEAM) Very Good to Excellent Rating.
- 4.7.4. **Hethel Technology Park (20Ha)** - As part of its [Vision80 Transformation Strategy](#), Lotus Cars is planning to evolve its manufacturing operations and processes to deliver high-tech, zero-carbon EV (Electric Vehicle) sports cars. Current master-planning activities for this next phase of development are establishing requirements for the design and engineering of these new vehicles, whilst also developing understanding of the broader considerations for the long-term growth of sports car production at

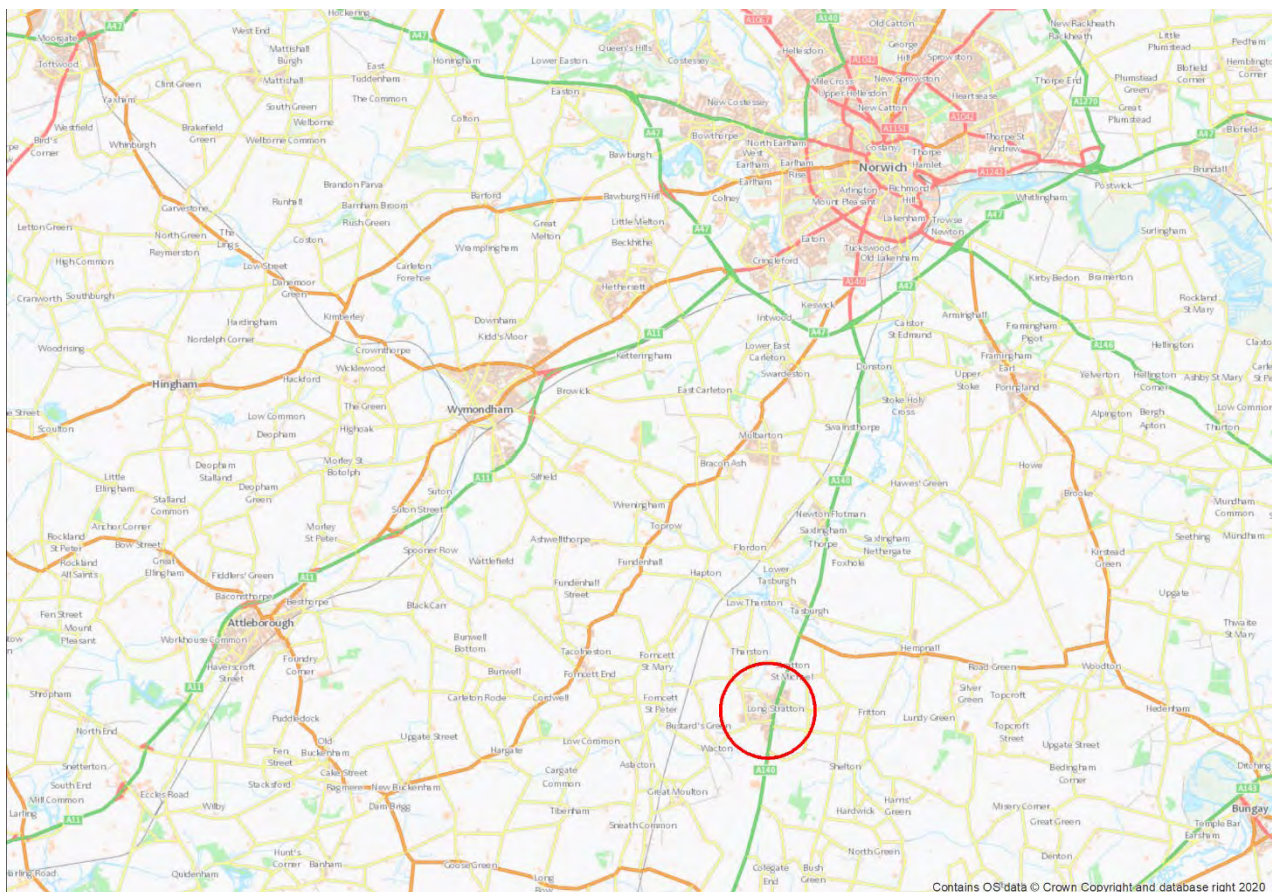
Hethel. This includes the development of the allocated employment land to house logistics operations and the provision of a finished-vehicle facility. These and other developments are expected to be in place by 2026.

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4.8. Long Stratton

Long Stratton is a town approximately 16km south of Norwich, sited along – and either side of – the A140, part of the Major Road Network connecting Norwich and Ipswich. The town has several core facilities including a high school, library, medical centre, leisure centre, and a range of other shops, services, and community buildings. It has seen steady expansion since the 1960s.

Figure 6 - Map showing Long Stratton and Norwich



4.8.1. **Long Stratton is the only strategic scale housing growth location situated outside the Strategic Growth Area.** [The Long Stratton Area Action Plan](#), adopted May 2016, identifies sites for a minimum of 1,800 houses and provision for a mix of local job opportunities and economic growth. It seeks to create further opportunities for small businesses, and new commercial development relating to the enhanced town centre. The houses are required to be delivered in locations which support the form and function of the town in addition to supporting the delivery of a bypass. No more than 250 houses can be built and occupied until the bypass is completed.

4.8.2. Two planning applications to deliver the Area Action Plan housing and employment sites were submitted in February 2018, which included the bypass in detail as well as

the housing proposals, and land for employment. Updated planning applications were more recently submitted to South Norfolk Council (August 2021 and January 2022).

These were for:

- 131.7 hectares of arable farmland east of the A140 on a site between Brand's Lane to the north and Swan Lane to the south. Outline planning permission is being sought for 387 dwellings and 1.5 hectares of employment land, associated infrastructure, and public open space. Full planning permission is being sought for a western relief road including a roundabout in the north to the A140 and a priority junction access to Swan Lane in the south, as well as 213 dwellings.
- 40.8 hectares of arable farmland west of the A140 from Church Lane in the north to south of Parkers Lane in the south. Outline planning permission is sought for 1,275 dwellings, eight hectares of employment land, primary school, community facilities site, associated infrastructure, and public open space. Full planning permission is being sought for a bypass including roundabouts and junctions.

4.8.3. Norfolk County Council is currently working in collaboration with South Norfolk Council, Norfolk Homes Ltd and Norfolk Land Ltd to develop proposals to deliver the Long Stratton Bypass on the eastern side of the town, which will cut congestion and support the local economy. Figure 7 (overleaf) shows the route of the bypass.

4.8.4. There is a long-standing need for a bypass to:

- Significantly enhance the function of the A140, which has been identified as part of the Government's **Major Route Network** (MRN).
- Improve quality of life for existing residents.
- Facilitate further growth in the town.

4.8.5. The proposed 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.

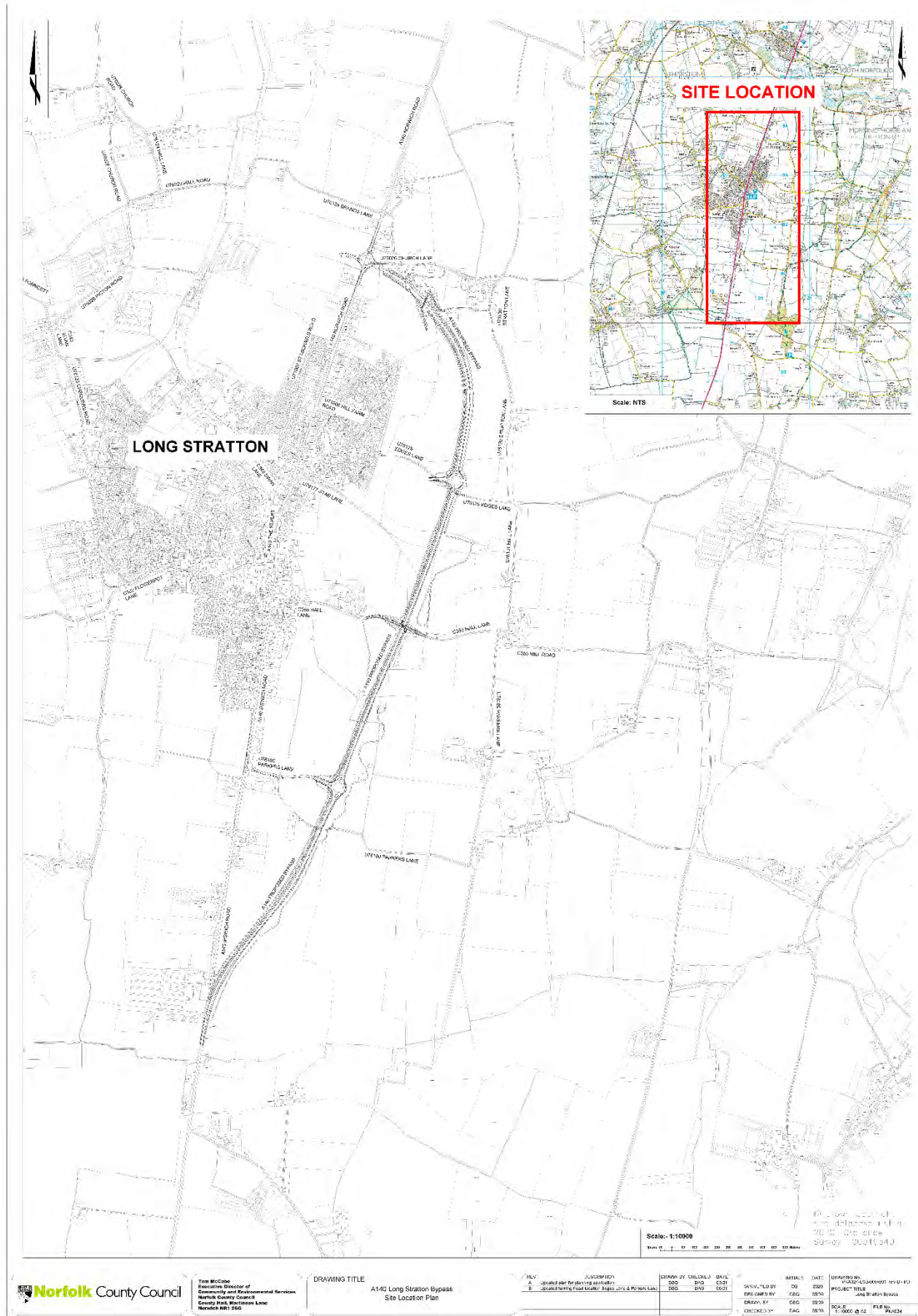
4.8.6. The bypass has been determined a regional priority for MRN funding in Transport East's Regional Evidence Base, submitted to the Department for Transport (DfT) in Summer 2019. An outline business case submitted to the DfT to bid for MRN funding to help facilitate delivery of the project was approved by government in July 2021.

4.8.7. The outline business case estimates the current overall cost of delivering Long Stratton Bypass at £37.44m. The project would be mainly externally funded with 70% from the DfT's MRN Fund and 30% from local contributions. In March 2022, the GNGB agreed to match the £26.2m DfT funding with £6.733m of Community Infrastructure Levy (CIL) supported borrowing. An additional £4.5m will come from developer contributions.

- 4.8.8. The target date for construction work to start is Autumn 2023. The road should open to traffic approximately Easter 2025, subject to planning approval, procurement, and completion of other necessary statutory approval processes. Recent changes to rules on Nutrient Neutrality are likely to impact this programme.

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Figure 7 - Map of Long Stratton Bypass



4.9. Outside the Strategic Growth Area

4.9.1. Whilst most of the development is proposed to take place within Greater Norwich's Strategic Growth Area (SGA), around 24% of growth proposed to take place in the period 2018 to 2038 lies elsewhere in Broadland and South Norfolk.

4.9.2. As well as the strategic scale growth planned at Long Stratton, planned growth outside of the SGA includes the proposed delivery of significant sites in the market towns and larger villages. These are typically in the region of 400-600 homes, and are planned at the following locations:

- Aylsham.
- Diss.
- Harleston.
- Acle.
- Blofield/Brundall.
- Loddon/Chedgrave.
- Poringland/Framingham Earl.
- Lower levels of growth, in the region of 100-150 homes, are expected in the settlements of Hingham and Reepham.

4.9.3. Progress of note includes:

- Development beginning on sites for over 180 homes in Acle, including the 137 home Repton Homes development on Norwich Road.
- Significant progress being made towards the determination of the planning application for the 140 home Lovell development in Reepham.
- Proposals for new allocations of development land with capacity for over 2,000 additional homes across the main towns and larger villages of Broadland and South Norfolk.
- Broadland's village clusters are being considered through the ongoing independent examination of the **Greater Norwich Local Plan** (GNLP).
- Significant progress towards the completion of the [South Norfolk Village Clusters Housing Allocation Plan](#) and the [Diss and District Neighbourhood Plan](#). Together these plans will seek to allocate a further 1,200 homes across smaller villages and 400 homes in Diss.
- In addition, significant progress continues to be made towards the completions of current development sites with planning permission outside of the SGA.

5. Infrastructure Funding

- 5.1. Infrastructure is usually delivered using a combination of sources including central government funding, the councils' own funding and funding from development. In 2013, the Greater Norwich City Deal identified that £440m of infrastructure investment was required to support the growth planned within the Joint Core Strategy (JCS).
- 5.2. Income received from new developments such as Community Infrastructure Levy (CIL) and Section 106 contributions is vital, but the primary source of infrastructure funding comes from central government. This externally sourced funding can be uncertain in timing and value. It often involves a competitive application process which takes time to secure and successful applications are dependent on the availability of staff resource.
- 5.3. The events of the last two years, most notably the impacts of Brexit and the Covid-19 outbreak, have led to many changes to central government funding streams. Funding priorities have been realigned and the ceased EU funding streams are being replaced by a brand-new structure of allocation. This transitional period of change has presented challenges for the authorities, but **Greater Norwich's established partnership working practices have enabled infrastructure delivery to continue and external funding has been secured.**

5.4. Community Infrastructure Levy (CIL)

- 5.4.1. The Community Infrastructure Levy (CIL) is a charge which can be levied by Local Authorities on new developments in their area. It is an important tool for Local Authorities to help them deliver the infrastructure needed to support development in their area. The three district authorities pool their strategic CIL income into a shared Infrastructure Investment Fund (IIF), which is then allocated to support infrastructure development across the full Greater Norwich area. To March 2022 over £47m had been received into the IIF, which is forecast to increase to a total of £95m³ by March 2027.
- 5.4.2. Initial estimates for the total amount of CIL expected to be collected by the end of the JCS period have reduced over previous years. This is due in part to the increase in number of development categories which are exempt from paying CIL. Officers have also gained a greater understanding of the complex nature of CIL and developed ways to ensure that the calculated forecast is more robust.
- 5.4.3. The GNGB were planning to undertake a review of CIL alongside the development of the GNLP. However, this was put on hold following the publication of the [Planning For The Future - White Paper](#) in August 2020, which proposed the cessation of CIL in favour of a new Infrastructure Levy. This change was re-confirmed in the [Levelling Up the United Kingdom – White Paper](#) in February 2022 and the [Levelling up and Regeneration Bill](#) which is progressing through parliament. But until details and the timetable for any changes to CIL are known, the GNGB are required to proceed with their adopted CIL charging policy.

5.5. Pooled Business Rates

- 5.5.1. This scheme allows councils to pool retained business rate resources for economic development projects where it makes local economic sense to do so. Between 2013/14 and 2020/21 the Norfolk Local Authorities participated in a Business Rate Pool. Norfolk Leaders agreed in January 2021 to withdraw from pooling in 2021/22, due to risk and uncertainty caused by the significant and widespread impact of the COVID-19 pandemic. The 2020/21 pool was distributed between the authorities on an agreed basis, differing from the previous mechanism for allocating money to projects.
- 5.5.2. In Greater Norwich several transport projects have benefitted from the pooling of business rates, including funding for development of Norwich Western Link, the Long Stratton Bypass, and a series of market town network improvements strategies including Wymondham and Aylsham. Pooled Business Rates have also provided

³ The complexity of CIL forecasting leads to a very high margin of error in any projections, either up or down. Planning delays caused by Nutrient Neutrality are yet unknown and have not been reflected in this calculation, so the risk of income deviating from the forecast in later years is exacerbated.

contributions of £600k towards Broadland Country Park, and £290k towards Beeston Park.

- 5.5.3. Norfolk's Leaders have agreed to pool again from 22/23, meaning an amount of funding will be available in the Autumn of 2023. This funding will follow a similar distribution pattern to that of the 2020/21 pool, with each district receiving 1/10 of the funding, and the county retaining the remaining 3/10. The final amount of funding will be available once the final National Non-Domestic Rates Returns (NNDR3) are certified.

5.6. Transforming Cities Fund

- 5.6.1. The [Transforming Cities Fund \(TCF\)](#) is a capital grant transport fund aimed at driving up productivity through investments in public and sustainable transport across England. Funding from the TCF has been split into two tranches, the first for £6.1m and the second for £32.2m.

- 5.6.2. Recent highway improvement schemes and initiatives that have been delivered using the TCF funding include the following:

- **Bike Share Scheme** - Implementation of a bike share scheme with Beryl across Greater Norwich that incorporates bikes, e-bikes, and e-scooters (the latter being part of the national government e-scooter trials).
- **Tombland Improvements** - A significant public realm improvement scheme at Tombland that also incorporated improvements to walking, cycling and public transport.
- **Yarmouth Road Bus & Cycle Improvements** - A new contraflow bus and cycle lane on Yarmouth Road that has provided a more direct route into the city centre for buses and cycling
- **Cromer Road/Aylsham Road Bus & Cycle Improvements** - A new bus and cycle lane on Cromer Road / Aylsham Road that has provided substantial savings in journey times for buses from North Norfolk and the north of Norwich
- **Grapes Hill Improvements** - Improvements to the Grapes Hill junction in Norwich that has reduced journey times and improved journey time reliability for buses, reduced congestion for all traffic and provided improved facilities for walking and cycling

- 5.6.3. The TCF application was based around the vision of investing in clean transport, creating a healthy environment, increasing social mobility, and boosting productivity through enhanced access to employment and learning. Upcoming schemes that will be delivered over the period 2020-2023 include the following:

- **City Centre Improvements** - Improved bus stop infrastructure, pedestrian, and public realm facilities through the busy heart of the city centre.

- **King Street Improvements** - Widened pavements and an improved cycle and pedestrian environment along King Street, improving the connection between cultural institutions, substantial new residential developments, and the city centre.
- **Norwich Rail Station** - Improved access to Norwich Rail station,
- **Wymondham Rail Station** - New transport interchanges and works at Wymondham rail station to enable the Cambridge-bound platform to be fully accessible.
- **Norwich Lanes Improvements**- Interventions within the Norwich Lanes area of the city that will improve the environment for walking and cycling.
- **Norwich Airport Transport Links** - Provision of a new transport link between the International Aviation Academy / Airport industrial estate and Norwich International Airport for buses, pedestrians, and cycles.
- **Heartsease and Kett's Hill Junction Improvements** - Works on key junctions at Heartsease and Kett's Hill to address poor accident records.
- **Thickthorn Park and Ride** - Expansion of Thickthorn Park and Ride site.
- Bus priority at traffic signals and along key public transport routes into the city.
- Provision of new and transformative wayfinding infrastructure.

5.7. Levelling Up the United Kingdom

5.7.1. The Government's Levelling Up the United Kingdom strategy aims to 'level up' across the UK, by ensuring that communities are not left behind. The strategy aims to:

- enhance local economic growth.
- regenerate high streets.
- improve transport links.
- invest in local communities.
- give local communities a stronger voice.

5.7.2. The UK government has launched four new investment programmes to support communities across the country, these are: Community Renewal Fund; Levelling Up Fund; the Shared Prosperity Fund and the Community Ownership Fund (the last is not available to Local Authorities).

5.8. Community Renewal Fund

5.8.1. [Community Renewal Fund](#) (CRF) was launched in late 2021, as an interim fund whilst the government developed the mechanism to replace European funding initiatives. Norfolk had 14 successful bids totalling £6.5m under the CRF. Several of the successful

projects within the county focus specifically on addressing the challenges of ‘Net Zero’ which was a key aspect of the funding requirements.

- 5.8.2. A key CRF funded project within the Greater Norwich area is the Hethel Local Energy Solutions Project. South Norfolk Council and Norfolk County Council will develop an energy masterplan, underpinned with net zero ambitions. This will support the future energy needs of Lotus Cars Ltd and Hethel Innovation Ltd, and support both locations’ growth plans.

5.9. The Levelling Up Fund

- 5.9.1. The £4.8 billion [Levelling Up Fund](#) aims to invest in infrastructure that improves everyday life across the UK, including regenerating town centres and high streets, upgrading local transport, and investing in cultural and heritage assets.
- 5.9.2. The Levelling-Up Fund Technical Note March 2021 provided the opportunity for County Councils to submit one transport bid, although District Councils could bring forward smaller transport projects that make a genuine difference to local areas.

5.10. Shared Prosperity Fund

- 5.10.1. [The Shared Prosperity Fund](#) is a new central government fund aimed at levelling up the economy. District councils received their allocation of the £2.6bn three-year fund in April 2022 (See Table 1 for the individual allocations) and have been invited to develop local investment plans to submit to the Department of Levelling Up, Housing and Communities (DLUHC) in August.

Table 1 Shared Prosperity Fund Allocations in Greater Norwich

District	Shared Prosperity Fund Monies
Broadland	£1,312,931
Norwich	£1,586,556
South Norfolk	£1,570,485

5.11. Active Travel Fund

- 5.11.1. In May 2020 the government announced final funding allocations of the [Active Travel Fund](#) to support local transport authorities in developing cycling and walking facilities. Tranche 1 enabled the installation of temporary projects related to the COVID-19 pandemic. In June 2020 the Department for Transport confirmed Norfolk’s phase 1 allocation as £295,500. Tranche 2 is for longer-term projects with Norfolk allocated approximately £1.5m in total (£300,000 of this was revenue). From Tranche 3, Norfolk was allocated £0.955m of capital funding.
- 5.11.2. The revenue funding has allowed, amongst other things, **Local Cycling and Walking Infrastructure Plans** (LCWIPs) to be developed. The capital funding allows the

measures identified in LCWIPs to be delivered. The County Council was successful in securing indicative funding of £2.4m from the Active Travel Fund, with the intention to deliver the following:

- **Mandatory Cycle Lanes** - on Heartsease Lane, St Williams Way, and Ipswich Road.
- **Review temporary traffic restrictions** - on Exchange Street and St Benedicts Street and make a permanent arrangement. The restrictions were introduced under the Emergency Active Travel Fund to make the areas safer and more pleasant for walking and cycling. As well as to support outdoor hospitality, boost the local economy and improve air quality.
- **Behavioural Change** - deliver a programme that enables people to make a shift in their travel behaviour, reducing their reliance on private car use.

5.12. Major Road Network

5.12.1. In 2018 Government announced the creation of a Major Road Network (MRN) and a programme of funding to support their improvement. The MRN consists of strategically important roads that are the responsibility of Local Transport Authorities. These would form a middle tier of the country's busiest and most economically important local authority 'A' roads, sitting between the national Strategic Road Network and the rest of the local road network. The MRN does not include Trunk Roads such as the A11 and A47, these are the responsibility of National Highways.

5.12.2. The Government also published the guidance [Major Road Network and Large Local Majors Programmes: programme investment planning](#) in 2018. In that year's budget, Government announced the National Roads Fund would be £28.8 billion between 2020-2025, £3.5 billion of which is expected to be spent on local roads.

5.12.3. The objectives for the Major Road Network programme are to:

- Reduce congestion
- Support economic growth and rebalancing
- Support housing delivery
- Support all road users
- Support the Strategic Road Network

5.12.4. Government invited Sub-national Transport Bodies to complete a Regional Evidence Base (REB), which would identify priority schemes. Transport East developed a priority list that was put forward to government for approval. The following schemes in Greater Norwich were prioritised for funding:

- **Long Stratton Bypass** - Conditional approval has been secured and work is underway to develop the final stage of the business case. [Read more about the Long Stratton Bypass here.](#)

- **A47 Improvements** - The Government also committed to a series of improvements to the A47, to be delivered by National Highways. These include dualling schemes either side of Norwich, from Blofield to Burlingham and from Easton to Tuddenham, both to be delivered in the spring 2023 to 2024/25 period.
- **Thickthorn Junction** - A major improvement at the Thickthorn junction to address existing and future congestion problems has also been included in the National Highways A47 corridor improvement programme. The scheme has a construction period from spring 2023 to 2024/25.

5.13. Large Local Major (Road) Scheme Programme

5.13.1. In addition to the Regional Evidence Base and advice on potential MRN schemes, government invited Sub-national Transport Bodies to provide advice on the Large Local Majors pipeline. The eligibility rules for these schemes were that the lower threshold for consideration was £50m, and as the programme is funded through the National Roads Fund, only road schemes were eligible. The [Norwich Western Link](#) is being partly funded through this stream.

5.14. Roads Investment Fund

5.14.1. In 2014, government reformed the way that England's strategic (trunk) roads were funded. Five-year funding settlements were set out in Roads Investment Strategies. The first Roads Investment Strategy (RIS1), covered the period from 2015 to 2020 and included the following trunk road improvements significant for Greater Norwich:

- A47 North Tuddenham to Easton dualling.
- A47 Blofield to North Burlingham dualling.
- A47/A11 Thickthorn Junction.

5.14.2. RIS2 was announced in 2019 and committed £27.4 billion during Roads Period Two; 2020 to 2025. Delivery of the outstanding Norfolk schemes was confirmed for this period subject to the statutory processes.

5.14.3. National Highways has now begun work on development of RIS3.

5.15. Towns Fund Deal

5.15.1. The government launched the Towns' Fund prospectus in November 2019. Towns were invited to bid for up to £25 million to drive forward long term economic and productivity growth via the development of a Town Deals Investment Plan. Following submission of a bid in July 2020, Norwich was successful in securing £25m Towns' Fund Investment to support delivery of eight skills infrastructure and urban regeneration projects.

5.15.2. [The Norwich Town Deal](#) contains eight projects which have a strong focus upon economic development, urban regeneration, and city centre vitality:

- **The ACE (Advanced Construction and Engineering) Centre, City College** - refurbishment of a dedicated teaching lab to support apprenticeships and adult learning opportunities in automated engineering and manufacturing practices.
- **The Digi-Tech Factory, City College** - The creation of a modern, industry-standard, and efficient education facility for engineering and construction.
- **The Revolving Fund** - Established to unlock stalled brownfield sites to deliver energy efficient, modern homes and workspaces.
- **The Digital Hub** – Refurbishment of the Townshend House building in Norwich to develop a new “start-up and grow-on” space for digital businesses.
- **East Norwich Regeneration** - Development of a masterplan for East Norwich. [Chapter 4 Section C – East Norwich](#) covers this project in greater detail.
- **Branding** – Establishment of a cohesive commercial proposition for Norwich as ‘the place’ for business.
- **Public Realm** – Improvements to St Giles St and Hay Hill.
- **Norwich Make Space at The Halls** – Development of a state-of-the-art making space for collaboration and partnerships between culture, digital and tech.

5.16. Capability Fund

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

5.17. Zero Emission Buses Regional Area (ZEBRA) Scheme

- 5.17.1. Norfolk is one of twelve areas in England that will receive grants from a multimillion-pound package to deliver electric or hydrogen powered buses, as well as charging or fuelling infrastructure, to their region.
- 5.17.2. The funding comes from the Zero Emission Buses Regional Area (ZEBRA) scheme, which was launched in 2019 to allow local transport authorities to bid for funding to purchase zero emission buses.
- 5.17.3. £3.2m will be received from this fund. This will be combined with a private contribution of £3.6m from First Bus, towards 15 new zero emission buses for Norwich that will be operational by March 2024.

5.18. Zero Emission Transport City (ZETC) Fund

- 5.18.1. £0.5m has been received from the Department for Transport's Zero Emission Transport City (ZETC) Fund to develop a business case that considers the funding and requirements for developing a zero-emission zone in Norwich.

5.19. One Public Estate Funding

- 5.19.1. The One Public Estate (OPE) fund is a national programme designed to encourage a strategic approach to the management of public assets. It encourages the emergency services, local councils and government departments to work more closely together by sharing sites and creating public-sector 'hubs' - where services are delivered in one place. It is responsible for helping the delivery of public services, encouraging public service job creation outside London and for unlocking surplus land for housing.
- 5.19.2. The programme is about getting more by aligning assets, driving major service transformation, unlocking land for new homes and commercial space, or creating new opportunities to save on running costs or generate income. It has three core objectives:
- Creating economic growth through new homes and jobs.
 - Delivering more integrated, customer-focused services.
 - Generating efficiencies, through capital receipts and reduced running costs.
- 5.19.3. In Greater Norwich, OPE funding is being used to deliver the **Taverham Health Hub**. This project, led by Broadland District Council (BDC), will create a new health and community hub in Taverham for completion by April 2025. It will bring together a range of public and voluntary sector partners to develop a central hub of public service delivery within the Marriott's Park development scheme for at least 1,400 homes.

5.19.4. The Taverham Health and Community Hub will:

- deliver a new GP surgery to meet the projected population demand.
- create a single gateway for employment services, housing advice and support from the DWP, South Norfolk District Council and Saffron Housing.
- address all forms of wellbeing by becoming a space of encounter in the locality, and in the wider catchment, for all ages and background, facilitated by the YMCA.
- become a one-stop shop for public health services to relieve pressure upon existing facilities.

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6. Neighbourhood CIL

A minimum of 15% of the Community Infrastructure Levy (CIL) that is received by each District Authority is given back to Parish or Town Councils. This amount rises to 25% when a Neighbourhood Plan has been adopted. The funding is known as neighbourhood CIL and is intended to support growth at a local/community level. It is for the individual Parish and Town Council's to agree how neighbourhood CIL is allocated in their local areas.

- 6.1. Broadland District Council and South Norfolk Council engage with Parishes about the delivery of infrastructure, including how this relates to the development and implementation of Neighbourhood Plans. Both Councils have introduced a **Community Infrastructure Fund (CIF)**, which allows Parish or Town Councils to borrow money from the District. This money can be used to deliver community infrastructure projects which address the demands of growth in their area. Community Infrastructure Levy receipts, due to be paid to Parish or Town Councils, are used to repay the money to the District.
- 6.2. Since 2017 Broadland District Council's CIF has supported 5 projects, including the extension and refurbishment of the sports pavilion in Rackheath, and enhancements to play equipment in Drayton. In the past year applications were also approved to support the development of a multi-use community hub in Sprowston, and delivery of a new sports hub in Brundall. The establishment of the South Norfolk CIF was agreed by Council in February 2022 and so far has not received any applications.
- 6.3. In the Norwich City Council area there are no parishes, so the council consults directly with communities to allocate this element of CIL income. The council use multiple ways in which to encourage applications into this fund:
 - There is a yearly allocation to [Pledge Norwich](#) which is set up to be an open match fund for community driven and delivered projects. It will fund up to 50% of a project cost (to a maximum of £5000). These applications are assessed for suitability against the requirements of the Neighbourhood CIL legislation, and then scored and weighted based on local priorities. Areas of higher deprivation receive a more heavily weighted score.
 - Other Neighbourhood CIL allocations in Norwich are based on bids and suggestions received during the year. Shortlisted applicants are invited to submit a full application which is scored against selection criteria, to ensure it is best value for money and addresses locally identified priorities.
 - The council proactively uses community engagement opportunities to identify projects which might be suitable for Neighbourhood CIL, including where it can

fund feasibility studies in preparation for making an application to the GNGBs separate strategic CIL fund. The website [Get Talking Norwich](#) has been set up as an online engagement platform to gather local intelligence and to help determine priorities.

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7. Infrastructure Delivery

- 7.1. Infrastructure is a very broad subject area, ranging from the delivery of new schools, hospitals, and roads, to the installation of new footpaths. The existence of different levels of strategies and plans covering a range of infrastructure types can make it difficult for the public to have a clear understanding of what is being done to drive forward delivery.
- 7.2. The Greater Norwich Authorities are directed by higher level government strategy which is supported by legislation. This includes, but is not limited to, the [National Infrastructure Strategy](#), the [Levelling Up the United Kingdom – White Paper](#) and the [Environment Act 2021](#).
- 7.3. At a regional level, the partners work closely with the New Anglia LEP to drive forward the priorities as outlined within the [Norfolk and Suffolk Economic Strategy](#), whilst also working collaboratively with all other Norfolk District authorities through the collective endorsement of the [Norfolk Strategic Infrastructure Delivery Plan \(NSIDP\)](#). The partners also work with Transport East as the Sub-national Transport Body for the area encompassing Norfolk, Suffolk, Essex, Thurrock, and Southend-on-Sea.
- 7.4. The NSIDP sets out Norfolk’s high-level priorities for the next 10 years. It includes the most significant strategic level projects which the Norfolk partners are actively working to progress, and which have a recognised route to delivery. An online map showing all of the projects in the NSIDP and key information can be found in the [Norfolk Strategic Infrastructure Plan Map](#).
- 7.5. This Plan provides a high-level summary of the infrastructure projects that are required to support growth across the three district authority areas. It brings together a list of projects that range from major strategic priorities to those that are purely aspirational. It does not undertake an assessment of viability or deliverability of these projects.
- 7.6. There are many external factors that can affect the delivery of infrastructure, which means that publications can quickly become out of date. This chapter provides a snapshot update of infrastructure delivery for the four thematic groups. Chapter 8 covers a wider range of other infrastructure types. More information about specific thematic groups or further details about particular projects can be accessed through the links provided.
- 7.7. Please note that some updates provided within the ‘Additional Infrastructure Requirements’ section are delivered by external partners which fall outside the Greater Norwich partners’ decision-making control.

7.9. Green Infrastructure

Green Infrastructure is the provision of connected and multi-functional green spaces. It includes all forms of green spaces such as sports and recreation grounds, allotments, parks, and natural open spaces. It also includes Blue Infrastructure such as rivers, canals, ponds, wetlands, and floodplains.

- 7.9.1. The development of Green Infrastructure (GI) aims to meet a wide range of social, economic, and environmental needs, and is key to bringing back and enhancing wildlife, particularly to areas that aren't necessarily accessible to the public.
- 7.9.2. Housing growth brings increased demand for adequate and appropriate provision of public access points, routes, and services for Green Infrastructure. It is also a key concern that enough high-quality green space is available for the outdoor recreation needs of the growing population. These aims can be effectively delivered through management of the existing green infrastructure network and developing a multi-functional and connected network of greenspaces, green links, and blue infrastructure.
- 7.9.3. The [Greater Norwich GI Strategy 2007](#) was prepared as an evidence document for the Joint Core Strategy (JCS) and has since guided planning policies and the long-term delivery of the network. This study focused on the two main geographical areas identified for significant development: South-West and North-East Norwich. Three major green infrastructure initiatives were proposed to minimise the impacts of housing growth:
- **The Green Loop** – A series of walking and cycle routes linking Marriott's Way, Bure Valley Path and the proposed Broadland Way, including creating links through the city such as the Norwich Riverside Walk.
 - **Burlingham Country Park** – A large area of land including woodland and county farms between Norwich and Acle.
 - **The Yare Valley Parkway** - A linear park linking Bawburgh in the west through to Whitlingham in the Southeast.

More recently, a fourth major project was added:

- [Broadland Country Park](#) – A 140-acre woodland country park, with two circular walks, between the villages of Horsford and Felthorpe.
- 7.9.4. In Greater Norwich we have established a partnership working group called the **Green Infrastructure Programme Team** (GIPT). It includes representatives from South Norfolk and Broadland Councils, Norwich City Council, Norfolk County Council, and the Broads Authority. As part of the GIPT's ongoing work we are updating the 2007 Green Infrastructure Strategy. This update will be accompanied by a GI Delivery Plan for

Greater Norwich. At present, decisions about delivering Green Infrastructure are progressed through district and county specific officer groups and then reviewed from a Greater Norwich perspective by the GIPT.

7.9.5. The development of this new strategy aims to support the protection, enhancement, and creation of GI in Greater Norwich. The strategy will be built on an understanding of the green and blue spaces in the area and will identify future opportunities for GI provision and enhancement. The supporting Delivery Plan will demonstrate how the strategy can be implemented through practical projects and interventions. This will assist in the allocation of resources, and in the consideration of GI requirements within planning applications. Updating the GI strategy is also important to ensure that we are taking full account of current and emerging legislative requirements.

7.9.6. The projects in [Appendix A](#) are affected by various policy streams.

- **Habitats Regulations** inform the need to mitigate potential impacts on Natura 2000 sites.
- **Nature Recovery Networks** must be created as part of the Government's 25 Year Environment Plan.
- **Local Nature Recovery Strategies** are required under the Environment Act 2021.
- **Biodiversity Net Gain**, whereby new development must ensure a 10% net gain on pre-development biodiversity levels to be secured on or off-site.

The updated Greater Norwich Green Infrastructure Strategy will support the implementation of these new legislative requirements, as well as other local policies and plans.

7.9.7. There are several strategic priorities for GI within Greater Norwich, these include:

- Projects that support delivery of Biodiversity Net Gain, the upcoming Local Nature Recovery Strategy, and other biodiversity enhancements.
- Projects that prioritise the use of nature-based solutions to resolve risks and issues. This would include the creation of flood defences by planting new vegetation, rather than the use of hard infrastructure such as flood gates, as well as bringing in more wildlife or developing additional access for people.
- Projects which support the delivery of, or connectivity to the Green Loop.
- Projects which support the access and connectivity to the Wensum Riverside Walk, from Hellesdon to Whitlingham.
- Projects which support the access and connectivity to the Red Pedalway (which includes Marriott's Way).
- Projects which support enhancement, access, and connectivity to and between green spaces around the major growth locations, main towns and key service centres.

- Projects which support the development of the Yare Valley Parkway and therefore help manage development pressure in the project area.
- Projects which provide viable alternative locations for recreational use, reducing the impacts made on the internationally designated sites arising from growth.

Figure 8 Broadland Country Park

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7.10. Transport

Transport Infrastructure describes the physical network comprising roads, pavements, cyclepaths, railways, and facilities such as rail stations, bus stops, streetlighting and signage.

7.10.1. Norfolk County Council is responsible for the management and maintenance of the road network, except for the A11 and A47 trunk roads, which are managed by National Highways on behalf of government. Network Rail manage rail infrastructure. Greater Anglia operate all train services in Greater Norwich except for the Norwich to Liverpool service. Private companies run bus, taxi, and other transport services largely on a commercial basis, which means the councils do not control where these services operate, or their frequencies.

7.10.2. Local Authorities have an important role to provide infrastructure and exert influence over what is provided, and where. This is guided by the County Council's Local Transport Plan (LTP) and the Transport for Norwich strategy. The LTP is currently under review. The strategy was adopted by the County Council in November 2021 and puts carbon reduction at its centre, alongside achieving a reduction in travel and a shift to active travel, public transport, and cleaner/electric vehicles. Its implementation plan is being developed.

7.10.3. The Transport for Norwich Strategy (TfN) provides more focus and greater detail across Norwich and its strategic growth areas. It was reviewed and adopted by the County Council in December 2021.

7.10.4. Norwich and the strategic growth areas around it will become a place to thrive because affordable, shared, clean, active, and accessible travel are the first choice for journeys. People within at least the urban area can access a range of services without a car. The TfN strategy will be delivered through nine themes, which are our strategic priorities for this plan.

- **Norwich and Norfolk** - Good, strategic connections by clean transport modes including rail, low carbon vehicles and sustainable modes within and to places outside of the area are vital for continued prosperity.
- **A zero-carbon future** - Achieving net zero carbon emissions will require significant and far-reaching interventions. These include reductions in travel demand, mode shift through an increased emphasis on active travel and supported by an accelerated switch to zero emission vehicles.
- **Improving the quality of our air** - Clean air is important. Significant and far-reaching interventions will be needed. A range of interventions will be considered, including:
 - Clean air zones.

- Workplace parking place levies.
- Road charging / congestion charges.
- Prohibiting petrol and diesel engine vehicles from the city centre.
- **Changing attitudes and behaviours** - Local people, businesses and others who use our transport networks need to be engaged with. These communities need to understand and support these changes and feel confident in being able to make changes to their own travel behaviour.
- **Supporting growth areas** - Growth needs to be in the right places, and transport networks provided so that people can easily access facilities. Priority should be given to walking, cycling and public/shared transport links.
- **Meeting local needs** - The transport system needs to support the needs of everyone and be designed to take account the different needs of different people.
- **Reducing the dominance of traffic** - In local neighbourhoods, traffic impacts will be reduced through a series of interventions based around the principle of [Healthy Streets](#). These include low traffic neighbourhoods, school streets and reductions in speed limits.
- **Making the transport system work as one** - The transport system needs to ensure efficient movement of large numbers of people. Priorities for different user-types will be given in different areas, reflecting that streets cannot accommodate every demand at the same time, and we must prioritise.
- **Making it Happen (governance)** - Good governance arrangements are vital for effective actions and delivery, supported by active engagement across a range of people and partners.

7.10.5. The construction of a new Norwich Western Link (NWL) highway is being promoted, which will link the Broadland Northway with the A47 to the west of Norwich. In May 2020, the Department for Transport (DfT) approved the Strategic Outline Business Case submitted by Norfolk County Council, meaning that the project has conditional entry into DfT's 'Large Local Majors' funding programme and funding of £1m was secured to continue developing the project. Work to develop the Outline Business Case and the procurement of a contractor was completed in June 2021. A decision from Government about progressing to the next stage, is now awaited.

7.10.6. A bypass for Long Stratton is also being promoted, further detail can be found in [Section 4e – Long Stratton](#). TfN will continue to work with National Highways, Network Rail and bus and rail operators on the delivery of essential transport infrastructure.

7.11. Education

Education Infrastructure includes all the facilities required to provide effective teaching and learning. This Plan concentrates on the need to build new schools or extend existing school buildings to support the growing population within Greater Norwich.

- 7.11.1. The County Council's statutory responsibility is to ensure there are sufficient school places across Norfolk for children aged 4-16. Special Educational Needs and Post 16 education providers fall outside of this category. However, Norfolk County Council (NCC) works closely with these providers to ensure that the supply of educational facilities is managed effectively. It aims to provide local school places to local children across the age range of 4-16, and to ensure all educational settings promote high standards of education.
- 7.11.2. The [School's Local Growth and Investment Plan](#) provides an overview of NCC's plans to secure sufficient school places. It identifies five key areas of consideration. These are:
- Commissioning new schools.
 - Promoting Free School proposals.
 - Expanding existing schools.
 - Agreeing changes to planned admission numbers and making associated changes to accommodation.
 - As a last resort, closing schools.
- 7.11.3. In Greater Norwich, Norfolk County Council have six schools (three primary, one free school and two primary relocation and expansion) that are either in the process of being built, or where building is planned to commence over the next 2-3 years. Other new schools are planned across the Greater Norwich area once housing and pupil numbers result in existing schools in the area no longer being able to accommodate local children. These currently include 10 new primary schools and 1 secondary school. There will also be additional new schools and school expansions to provide for the new allocations made through the Greater Norwich Local Plan (GNLP).
- 7.11.4. [Appendix A](#) sets out education infrastructure projects in the area. These are reliant on funding from central government and CIL contributions.
- 7.11.5. In addition to building new schools, the education capital programme has expanded several existing schools. A key development was the scheme to expand Ormiston Victory Academy to 1100 places for 11-16 year olds, which will be complete in Summer 2022. This scheme benefitted from £4M CIL across two financial years and will provide

additional spaces for the existing growth, and the growth forecast from the Easton development of 900 homes.

7.11.6. This expansion project has been a real success. In the recent 2022 admission round, the school managed to take 271 of its 337 pupils in the catchment area, this was an increase of 60 places from the previous year. This demonstrates how increased capacity can ensure children in Greater Norwich will have a local school place.

7.11.7. Strategic Priorities:

- To fulfil the statutory duty of securing sufficient school places in the Greater Norwich area, as defined in The Education Act 2006.
- To enable schools to become fully inclusive and supportive of special educational needs by encouraging adaptations and the supply of additional space.
- To support the development of safer walking and cycling routes to schools.
- To build sustainable schools to meet the council aim of Net Zero by 2030.

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7.12. Community Facilities

7.12.1. Sports Facilities and Physical Activity

Sports and physical activity infrastructure is a broad category. It includes indoor and outdoor sports facilities, such as swimming pools, sports halls and playing pitches, along with their supporting facilities such as toilets and changing rooms. Also included is infrastructure that encourages more active lifestyles, predominantly cycling and walking.

- 7.12.1.1. The delivery of sports facilities, playing pitches and other infrastructure that encourages and facilitates physical activity is overseen by a partnership group called the Greater Norwich Sports and Physical Activity Working Group. They are tasked to enable, encourage, and monitor the delivery of new infrastructure, and together they assemble and manage a shared programme of priorities. [Appendix A](#) provides a list of sport and physical activity infrastructure projects in the Greater Norwich Area.
- 7.12.1.2. The 2014 Playing Pitch and Built Sports Facilities Strategy is set to be superseded by the Greater Norwich **Physical Activity and Sports Strategy** (PASS). This new strategy will update the 2014 version whilst also broadening the scope beyond the use of traditional sports facilities, considering how physical activity can improve physical health and mental wellbeing, reduce inequalities, improve community cohesion, and support economic development. The strategy will provide a more rounded view of the way ‘place’ supports active lifestyles. It will acknowledge that in addition to pursuing traditional sports, people are incorporating physical activity into their daily lives through activities like cycling or walking to work
- 7.12.1.3. The PASS was jointly funded by the GNGB and Sport England, and developed in accordance with [Sport England’s Strategic Outcomes Planning Guidance](#). Organisations and communities across Greater Norwich will work in partnership towards delivering the seven key objectives in this strategy. These objectives are the strategic priorities within this Plan because they address the key local challenges and are also closely aligned to the strategic priorities of Sport England and Active Norfolk.
- 7.12.1.4. The key objectives are:
- **Increasing physical activity** - by supporting and encouraging our residents to lead as active and healthy lives as possible.
 - Enhancing our residents’ **mental and physical wellbeing**.
 - Reducing our impact on the **environment**.
 - Tackling **social isolation**.
 - **Reducing inequalities** in our communities.

- Supporting a strong and sustainable sector.
- Supporting the recovery from Covid-19.

7.12.1.5. In addition to the above, the strategic priorities for sport and physical activity infrastructure projects in Greater Norwich are:

- Projects that support the delivery of the playing pitch and built facilities strategies.
- Projects that improve the quality and capacity of sports facilities.
- Projects that protect, enhance, or provide swimming facilities within the GN area.
- Projects that have an identified management strategy which provides financial sustainability in the long term.

7.12.1.6. Public recreational facilities including play areas and open spaces are provided and maintained by a combination of both public and private organisations. New housing developments inevitably lead to increased demand for these facilities, so the increased need is considered at the planning stage, most commonly leading to increased provision being delivered alongside new housing schemes.

Figure 9 The Nest, Community Sports Hub

7.12.2. Libraries

Library infrastructure includes any physical or technology-based system that supports the operation of Library programmes and services. It ranges from library buildings, providing accessible entrances and toilets, to the community facilities and spaces within.

- 7.12.2.1. The County Council has a statutory responsibility to provide a comprehensive and efficient library service. With the support of CIL funding, the library service has used technology to extend the opening times in 18 of the 21 libraries in the Greater Norwich Area. As a service, we continue to look at a range of options where new housing development may be served by either a new library building, by mobile services or by improving the current provision to provide extra capacity and improved facilities.
- 7.12.2.2. [Norfolk County Council's Environmental Policy](#) sets out goals, including using natural resources more sustainably and efficiently as well as minimising waste. Libraries, by their very existence, encourage the sharing or pooling of resources for mutual benefit. Therefore, making library resources available to the widest possible number of people is good for a range of reasons.
- 7.12.2.3. The Greater Norwich housing growth locations show an impact in North-East Norwich, centred around Rackheath, with an estimate of some 13,500 dwellings. This has previously been identified as an area that will require additional library facilities and recognised that it was important for the delivery of a new library service to be located from a multi-functional hub. To make this happen the library service would need an appropriate site to be secured and funding to build the facility.
- 7.12.2.4. The library service currently has several infrastructure projects progressing in the Greater Norwich area. [Appendix A](#) provides further details of these projects.
- 7.12.2.5. **Strategic Priorities:**
- Extending existing library sites in key growth areas in Greater Norwich, such as Sprowston, Plumstead Road and Long Stratton.
 - Identifying a site for, and delivery of, a multi-functional hub in North-East Norwich.
 - Improving library buildings using natural resources more sustainably and efficiently and minimising waste.
 - Improvement of ventilation systems within existing libraries, to support service user wellbeing.

- Improving the provision of Children’s Sensory areas, and other facilities which support child development.
- Making library resources available to the widest possible number of people.

Figure 10 Wymondham Library



7.12.3. Community Centres

- 7.12.3.1. All current community centres in Norwich are pre-existing buildings, generally built-in line with new housing development and often within areas of council housing stock. Where new developments are being designed, any need for community facilities, including community centres, are considered.
- 7.12.3.2. Across the Greater Norwich area there are 30 community centres. These provide spaces for activities such as parent and toddler groups, parties, community events and exercise classes. In Broadland and South Norfolk most of these community centres (including the smaller village halls), are managed and maintained by Parish and Town Councils. Their maintenance is mostly funded by Neighbourhood CIL income ([See Section 5 – Neighbourhood CIL](#)) received by the Parish or Town Council. Many of the centres in Norwich are run by charities to which the council lease or license the building on token rents. Some centres are subject to community asset transfer. This allows community organisations to manage their own facility, and they hold responsibility for future maintenance of the building.
- 7.12.3.3. Community centres are part of Norwich City Council's Strategic Priorities within their corporate plan 2022-2026. All centres which are managed by charities are being moved onto lease documents from short term licences. This will allow them to access wider grant funding opportunities.
- 7.12.3.4. Norwich City Council hosts and funds a website of [Community Centres in Norwich](#). There is also a wider Norfolk County Council funded and hosted [platform for non-council owned community facilities](#) in Norwich.

8. Additional Infrastructure Requirements

8.1. The delivery of infrastructure across the following themes is vital for the planned growth in the Greater Norwich Area. However, it currently falls outside of the scope of the work of the GNGB. Some of these infrastructure needs are delivered by partners outside of Local Authority decision making control.

8.2. Waste and Recycling

8.2.1. Household waste in Greater Norwich is collected by District Authorities. Norfolk County Council is responsible for the provision of Recycling Centres and for the disposal of the waste which cannot be recycled. There are currently 20 recycling centres across Norfolk providing places for residents to deposit waste for reuse, recycling, or disposal.

8.2.2. Norfolk County Council has a service standard for the recycling centres which aims to ensure that over 90% of residents are within a 20-minute drive of a recycling centre where economically practicable. Provision of sites is reviewed regularly, and consideration is given to capacity of sites in relation to proposed housing growth.

8.2.3. Norfolk County Council also has responsibility for planning to ensure that there is adequate capacity to deal with commercial and industrial waste, construction and demolition waste, and hazardous waste. There are currently seven Recycling Centres in the Greater Norwich area, two of which opened in 2021 to replace older sites (Norwich North and Norwich South Recycling Centres). Funding has been allocated for the relocation of a further two sites at Wymondham and Morningthorpe. [Further details on the improvement programme can be found on the Norfolk County Council website.](#)

8.3. Police

8.3.1. Housing development across Greater Norwich will be well designed, to include safe and accessible spaces which minimise crime and fear of crime.

8.3.2. Police services require new capital investment in automatic number plate recognition, ICT, start-up costs such as operational equipment, vehicles, and provision of local facilities in major growth locations.

8.3.3. In this regard, Norfolk Constabulary has indicated the need for a new facility in the vicinity of:

- **North Norwich / South Broadland** - A new response facility is needed to meet operational needs. It is essential that this facility is provided close to, and with good access to both South Broadland via the Broadland Northway and to existing communities in North Norwich. This will deliver response policing and

foster a safe and secure environment and quality of life, limit crime and disorder and the fear of crime.

- **South Broadland** - Additional police infrastructure must be provided to serve the associated growth of the South Broadland areas including from southwest Broadland (Taverham) round to southeast Broadland (Postwick). This will ensure that there is the necessary police infrastructure capacity to cater for the existing community and proposed growth.

8.4. Ambulance

- 8.4.1. Upgrades continue to be rolled out across the Norfolk Ambulance station estate with focus on improved sustainability and welfare for staff. A large investment has recently been completed in Longwater where facilities have been upgraded to support the Trust's ambitious vehicle preparation programme. Response locations are under review to ensure Ambulances are located to meet increasing patient needs in the area, including collaboration with Fire and Police services.

8.5. Fire and Rescue

- 8.5.1. Norfolk Fire and Rescue Service (NFRS) undertake timely reviews of their community risk profile. This process takes into account any major developments, and other significant changes in the area. The outcome of this risk assessment will inform any required changes to fire cover where a reduction in emergency response times is forecast. Emergency response times refer to the time taken to get a fire engine to the scene of an emergency from time of call. Any changes will be subject to formal consultation through their [Community Risk Management Plan \(CRMP\)](#).
- 8.5.2. **On Call Station Review** - While several larger wholetime stations have benefitted from refurbishment and development in the last 2 years, many older, smaller 'on-call' stations are long overdue upgrading to meet modern requirements. To address this, and to establish a more strategic model for the whole-life management of premises, NFRS are about to embark on a review of on-call stations. The aim being to identify and prioritise those stations most in need of facilities improvement. This review will also take account of the wider county risk context as articulated in the CRMP, to ensure premises are fit to enable NFRS' response function through the next decade. The terms of the review are currently being drafted for approval. By Summer 2022 a list of stations will have been identified, in priority order, for capital investment over the next 3-4 years.

8.6. Health

- 8.6.1. The area of Greater Norwich is served by the **Norfolk and Waveney Integrated Care System (ICS)**. This section brings together information on key infrastructure needed to mitigate the impact of demographic changes and population growth across the ICS,

and more specifically the Greater Norwich area. It is a working document that will be updated further throughout 2022-23, as additional information becomes available, further demand and capacity modelling is undertaken, and localised strategies are formed. All the information within is accurate as of the date of publication and will be reviewed on a regular basis going forwards.

- 8.6.2. **The mission of the Norfolk and Waveney ICS is to help people lead longer, healthier, happier lives.** Across Norfolk and Waveney there are multiple organisations responsible for health and care services - from NHS organisations to the Local Authorities. The ICS is a collaboration of these organisations that will work together to make sure the services they provide are joined-up and support the people of Norfolk and Waveney to lead longer, healthier, and happier lives.
- 8.6.3. **[The Health and Care Bill](#)** will put ICSs on a statutory footing from July 2022, comprised of an Integrated Care Board (ICB) and an Integrated Care Partnership (ICP), and like all ICSs in England, they will work to:
- improve outcomes in population health and healthcare.
 - tackle inequalities in outcomes, experience, and access.
 - enhance productivity and value for money.
 - help the NHS support broader social and economic development.
- 8.6.4. The **ICS Estate Strategy** will be finalised in July 2022 and will establish the route to resolving existing challenges, respond to national and local priorities, and exploit opportunities to improve patient care. **Its vision is to provide estate that allows delivery of the right care in the right place, that enables better patient outcomes, and empowers health and social care staff to provide the best possible care. The estate will be accessible, safe, sustainable, digitally-enabled, functionally optimised, and will promote wellbeing.**
- 8.6.5. The **[National Planning Policy Framework \(NPPF\)](#)** requires local planning authorities to ensure that health and wellbeing and the health infrastructure are considered in Local and Neighbourhood Plans and in planning decision making. The **[Planning in Health Protocol](#)** forms the basis for engagement between local planning authorities, the Norfolk and Waveney ICS, Health Providers and Public Health Norfolk. The ICS estates programme coordinates a single point of contact with planners to engage with the ICS and healthcare providers.
- 8.6.6. Through the ICS Estate Strategy work, a prioritised Capital Investment Pipeline has been developed and the key strategic infrastructure projects across Greater Norwich are listed below. These projects are aligned to the estates vision and principles, as well as the ICS Clinical Strategy and system priorities.

Table 2 Health Infrastructure Projects⁴

Organisations.	Project.	Cost. (000's)
NNUH	Diagnostic Assessment Centre (new build)	£42,500
NNUH	Multi-speciality Elective Hub	£48,000
NNUH	Acute Oncology Service (expansion)	£500
NNUH	Emergency Department (expansion and reconfiguration)	£6,000
NNUH	Maternity Close Observation Unit	£500
NCHC	Norwich Community Hospital (new build)	£40,000
NCHC	Colman Hospital (reconfiguration)	£500
NCHC	Squirrels, Aylsham (new children's nursing care build)	TBC
NSFT	Hellesdon Hospital (new ward build)	£38,000
NSFT	Northside House (extension and refurbishment)	£3,000
Norwich PCN	Taverham Partnership (new build)	£4,400
Norwich PCN	East Norwich Medical Practice (extension)	TBC
NN3 PCN	Drayton Medical Practice (extension)	£2,700
NN4 PCN	Rackheath (new build)	TBC
Ketts Oak PCN	Humbleyard, Hethersett (new build)	£4,500
Ketts Oak PCN	Humbleyard, Cringleford (extension)	TBC

⁴ Note: this list captures proposed projects that are known at the time of publication, however, it is to be noted that some of these are 'potential' projects and simply expressions of interest at this stage, until formal business case approval is granted. Costs are also estimated in part.

8.7. Electricity

- 8.7.1. The [Greater Norwich Energy Infrastructure Study](#) (March 2019) concludes that Growth across Greater Norwich imposes a significant challenge to some of the existing energy infrastructure. Without major upgrades to existing infrastructure, at significant cost, the planned levels of development will not be possible in some areas. It is expected that capacity issues will need to be addressed at Sprowston, Peachman Way (Broadland Business Park), Earlham and Cringleford, which serve a significant proportion of planned growth.
- 8.7.2. The study states that the network operators who are investing in new energy infrastructure are not required to invest ‘ahead of need’ to meet their regulatory requirements. Therefore, a development site with planning permission is not sufficient to force them to invest in extensive energy infrastructure. This will inevitably have an impact on the pace of growth.
- 8.7.3. In response to this, the study makes a range of planning policy recommendations to minimise energy demand and to reduce the carbon intensity of energy supplies. To ensure that sufficient energy can be provided to meet needs, **all major developments are required to set out how they will minimise energy use, and how their additional power requirements will be met through local and sustainable sources**, linking to local energy networks as necessary.
- 8.7.4. A Government ministerial statement has indicated that national policy will change in 2025 to prevent the use of fossil fuels to heat new homes. This in turn is likely to create an additional burden on the local electricity networks. Planning policy has in-built flexibility to replace the locally set energy efficiency requirement for new dwellings, should the government implement this approach nationally.
- 8.7.5. In addition, the Government has stated an objective to switch the national car fleet to electric vehicles, so that no new solely internal combustion engine vehicles will be sold beyond 2030. In November 2021, the Government announced that new homes in England would need electric car chargers by law. Their recently published [Taking Charge: The Electric Vehicle Infrastructure Strategy](#) states that from June 2022, Government will require all new homes with associated parking, including those undergoing major renovation, to have charge points installed at the point of construction. Charging infrastructure will also be required in new non-residential properties. Further details can be found in the Strategy, and published Government guidance on meeting the new regulations can be found in [Infrastructure for Charging Electric Vehicles: Approved Document S](#). The County Council’s Electric Vehicle Strategy published in 2021, expects that suitable charging infrastructure will be provided as part of all new developments.

8.7.6. Given the challenges highlighted above, the locations which are currently most suitable for additional development, where there aren't significant energy constraints are:

- South-east and southern Norwich - particularly where load has been freed up by reductions in industrial usage.
- Areas in the east of South Norfolk district, supplied by Ilketshall Grid.

8.8. Rail

8.8.1. Network Rail is responsible for the maintenance and improvement of infrastructure, such as track, signalling and level crossings. Rail improvements are funded by the Network Rail Spending programme, allocated by government. The other bulk of funding for improvements, particularly for services (rather than new track or signals) comes from rail operators' franchise commitments, generally raised from fare payers. The County Council will continue its engagement with the rail industry to secure investment for Norfolk's benefit in future programmes.

8.8.2. The rail industry is currently undergoing a period of great change. A new public body, Great British Railways, is being formed and is due to take over leadership in 2023. This body will have responsibility for integrating the railways, owning the infrastructure, collecting fare revenue, running, and planning the network, and setting fares and timetables. New strategies will be reviewed as they emerge, to respond to any changes in priorities for funding or funding mechanisms.

8.8.3. The [Norfolk Strategic Infrastructure Delivery Plan](#) identifies that work is required to develop a **Broadland Business Park Rail Station**, with an estimated start date in the late 2020s. This project would add an additional station on the Norwich/Sheringham Line at the Broadland Business Park, providing improved access to this strategic employment site. **Norwich to London Rail** improvements are also expected to begin 2024-2029, which will aim to reduce travel times to 90 minutes and to increase frequency of journeys.

8.9. Gas

8.9.1. Limited improvements to gas infrastructure are required across Greater Norwich and do not provide a constraint on development.

8.10. Water

8.10.1. Water infrastructure in Greater Norwich is managed by Anglian Water, rather than Norfolk County Council or the Greater Norwich Partners.

- 8.10.2. Anglian Water’s [Water Resource Management Plan 2019](#) (WRMP) covers the period 2015 to 2045 and has been approved by Defra. The WRMP 2019 sets out how Anglian Water will maintain the supply-demand balance by focusing on demand management measures, together with water transfers from the Norwich and the Broads Water Resource Zone (WRZ) to neighbouring WRZs in the Norfolk Area.
- 8.10.3. The [Greater Norwich Water Cycle Study](#) undertaken for the GNLP identified locations where there may be future capacity issues due to proposed growth. These areas were identified within the wastewater catchments of Aylsham, Foulsham, Long Stratton, Reepham, Rackheath, Diss, Ditchingham, Saxlingham, Whitlingham, Trowse, and Woodton. These issues should, at least in-part, be addressed by Anglian Water’s current Long-Term Plan, but revisions may be necessary to this to fully address the GNLP proposals when finalised.
- 8.10.4. The [Norfolk Water Strategy Programme](#) is a partnership project between Norfolk County Council, Water Resources East, Anglian Water and The Nature Conservancy. The Norfolk Water Strategy Programme will develop a county-wide sustainable water management plan for Norfolk which aims to secure access to good quality, long-term water resources for all water users while delivering environmental improvements at scale.
- 8.10.5. A **Water Fund** will also be established, the first of its kind in the UK. The Water Fund will enhance financial and governance mechanisms through uniting public, private and society stakeholders around a common goal to contribute to water security through nature-based solutions.
- 8.10.6. Following a Natural England letter in March 2022, the need for [Nutrient Neutrality](#) which has affected development in various river catchments across the UK now applies to most of Greater Norwich. This requires that development can only proceed if it is “nutrient neutral”, which means that they must not result in additional nutrients getting into the water catchment. This is likely to have a significant impact on planning and development in Greater Norwich.
- 8.10.7. Some of the first areas to be affected by Nutrient Neutrality in the UK have put solutions in place to mitigate nutrient pollution through offset schemes and the creation of wetlands. Other affected areas have brought together partners across catchment areas to work towards whole system solutions, such as through nutrient management Boards. The long-term answers seem likely to be to bring about changes to agricultural practices and further investment in water treatment infrastructure.

8.11. Wastewater Recycling

- 8.11.1. Anglia Water have considered a range of solutions within sewer catchment or at the Water Recycling Centres to accommodate further growth. Their [Water Recycling Long Term Plan](#) (WRLTP) was adopted in February 2019. The WRLTP plans for growth until

2045 through increased capacity at the following water recycling centres in Greater Norwich: Acle; Aylsham; Belaugh; Long Stratton; Rackheath Springs – Wroxham; Sisland; Woodton; Whitlingham and Wymondham.

- 8.11.2. Developers are charged directly by Anglian Water for water to be supplied and for foul water to be drained, plus any required network improvements. [Anglian Water publish details of charges on their website.](#)

8.12. Flooding

- 8.12.1. The Lead Local Flood Authority (LLFA) for Greater Norwich is Norfolk County Council. The LLFA is responsible for the [Local Flood Risk Management Strategy](#).
- 8.12.2. A sequential, risk-based approach is taken when selecting the location of developments in Greater Norwich. This takes into account all sources of flood risk and the current and future impacts of climate change to avoid flood risk to people and property. New development is directed away from areas of the highest risk, towards areas of the lowest risk of flooding from any source. Where development is necessary in higher risk areas, the development should be made safe for its lifetime without increasing flood risk elsewhere. Any development proposed in areas at risk of flooding must provide a flood risk assessment (FRA) to consider how the proposed development can avoid or mitigate flood risk.
- 8.12.3. Sustainable surface water drainage is sought on sites, which replicates natural drainage processes. All appropriate development must incorporate [Sustainable Drainage Systems](#) (SuDS) to prevent an increased risk of flooding to and from the development. Developers will work with all the relevant Risk Management Authorities (RMA) to ensure that flood risk is not increased, and no adverse impacts occur. This is achieved through a combination of high-quality urban design and green infrastructure that incorporate the four pillars of SuDS; Water Quantity, Water Quality, Amenity, and Biodiversity.
- 8.12.4. Developers need to clearly demonstrate in any submission how their proposals will follow the **surface water discharge hierarchy** with supporting evidence. Further technical information for development proposals is available in the [LLFA Developer Guidance](#). The LLFA will assess if the submission is demonstrated to be feasible, can be adopted and properly maintained, and would not lead to any other environmental problems. Developments may not discharge to foul sewer.
- 8.12.5. Any opportunities to improve the risk of flooding at existing locations will be assessed and included within proposed development where appropriate. The LLFA [Local Flood Risk Management Strategy](#), [Surface Water Management Plans](#) and Flood Investigations can be used to identify opportunities for enhancing flood risk management. **Any land that is identified for the future strategic management of**

flood risk will be safeguarded. This includes land which may be prone to flooding, including updated allowances for climate change.

8.13. Telecommunications/Broadband

- 8.13.1. Digital connectivity, high speed and reliable broadband infrastructure is critical to economic development. It is also a key component in tackling deprivation and improving access to services amongst disadvantaged and isolated communities.
- 8.13.2. The [Better Broadband for Norfolk](#) rollout began in Summer 2013 with contract one rollout completed at the end of 2015, at which point access to Superfast broadband in Norfolk had doubled, reaching 84%. Contract two was signed in December 2014. This contract completed Spring 2020 and Superfast coverage had reached 95%, delivering access to superfast broadband to approximately 200K premises in Norfolk.
- 8.13.3. Contract three is now under way and is due for completion mid-2023. It now focuses on delivering ultrafast gigabit capable broadband and will reach circa 9,000 additional premises across Norfolk.
- 8.13.4. As of March 2022, the independent [Think Broadband website](#) shows the following percentage of properties which currently have access to Superfast broadband (24Mbps+):

Table 3 Properties in Greater Norwich with access to superfast broadband

District	Properties with access to Superfast Broadband (24Mbps+)
Broadland	96.56%
Norwich	98.81%
South Norfolk	95.59%

- 8.13.5. By the completion of the Better Broadband for Norfolk rollout, access is expected to increase to over 97% in Broadland and significantly exceed South Norfolk's original target of 91%.
- 8.13.6. Better Broadband for Norfolk is now only implementing Full Fibre (gigabit capable) infrastructure. This means thousands of the hardest to reach properties will receive access to ultrafast broadband. Additionally, commercial providers are also implementing gigabit capable infrastructure in Norfolk.

Table 4 Gigabit Capable Coverage in Greater Norwich

District	Gigabit Capable Coverage in March 2021	Gigabit Capable Coverage in March 2022
Broadland	7.98%	42.4%
Norwich	6.38%	84.65%
South Norfolk	10.06%	27.9%

- 8.13.7. In 2019 Norfolk County Council received £9m of funding via the New Anglia Local Enterprise Partnership for the **Local Full Fibre Network (LFFN)** programme. £7m of which came from the government’s Digital, Culture, Media & Social (DCMS) department, and a further £2m from the then Ministry for Housing, Communities & Local Government. LFFN completed successfully in December 2021. 394 Public sector buildings outside of the Norwich City area such as schools, libraries and fire stations were upgraded to gigabit (1,000 mbps) capable fibre internet. This enabled faster access for the Council’s services including enabling multi-agency hubs, as well as faster access for the public in libraries and for students in schools.
- 8.13.8. In addition, the LFFN programme is designed to stimulate commercial investment and the Government offers [Gigabit Voucher Schemes](#), which provides grants for businesses and residents to encourage uptake of Gigabit capable broadband infrastructure. As of December 2021, over 1000 vouchers had been issued or applied for, with a total value of £1.9m.
- 8.13.9. In March 2020, the Government introduced a **Broadband Universal Service Obligation** which will allow residents to request a minimum download speed of 10Mbps.
- 8.13.10. In March 2021 the government launched **Project Gigabit** to fulfil their long-term ambitions of providing full fibre broadband to 15 million premises by 2025 and to all by 2033. Norfolk will be in the first phase of Project Gigabit, which will focus on the hardest to reach premises in the country. This represents significant investment in full fibre infrastructure in Norfolk, with an estimated 70,000 to 80,000 premises being in scope. Implementation is expected to start early 2023.

8.14. Mobile voice and data coverage

- 8.14.1. Norfolk County Council is working productively with mobile network operators to improve coverage and there is increasing evidence that this has been happening. In 2020 4G coverage was measured at 84.6%. 5G is now available on some networks in parts of Norwich. Network operators are continuing to work with the Council to use public sector buildings (instead of new cell towers) to host transmission equipment and improve voice and data coverage. The recently launched Shared Rural Network

will inject £1bn of private sector and government funding into removing mobile telephony “not spots” in rural areas.

- 8.14.2. Norfolk County Council is now working with providers to develop the license agreements necessary to allow the use of street lighting columns to install small cell technology.
- 8.14.3. Norfolk County Council periodically measures coverage to quantify improvements and help direct network investments to where they are most needed.
- 8.14.4. As part of the work to update the Norfolk Strategic Planning Framework, Norfolk District Authorities and County Council are working with the industry body Mobile UK to facilitate extended 4G coverage and the rollout of 5G infrastructure in the county. The group are also working to ensure that all new residential developments include Gigabit fibre connectivity through **Fibre To The Premises** (FTTP). Recent achievements include:
- 75 Site Upgrades - Vodafone and O2. New Sites and Upgrades - EE across the County (majority rural).
 - Major 4G upgrade of sites.
 - 5G investment by EE and O2 in Norwich.
 - 5G Investment by 3 in Norwich.

DRAFT

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