

Greater Norwich Infrastructure Plan June 2022



Jobs, homes, prosperity for local people

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require this document in another
format or language, please
phone:

01603 431133
for Broadland District Council

0344 980 3333
for Norwich City Council

0808 168 3000
for South Norfolk Council

Greater Norwich Infrastructure Plan
June 2022



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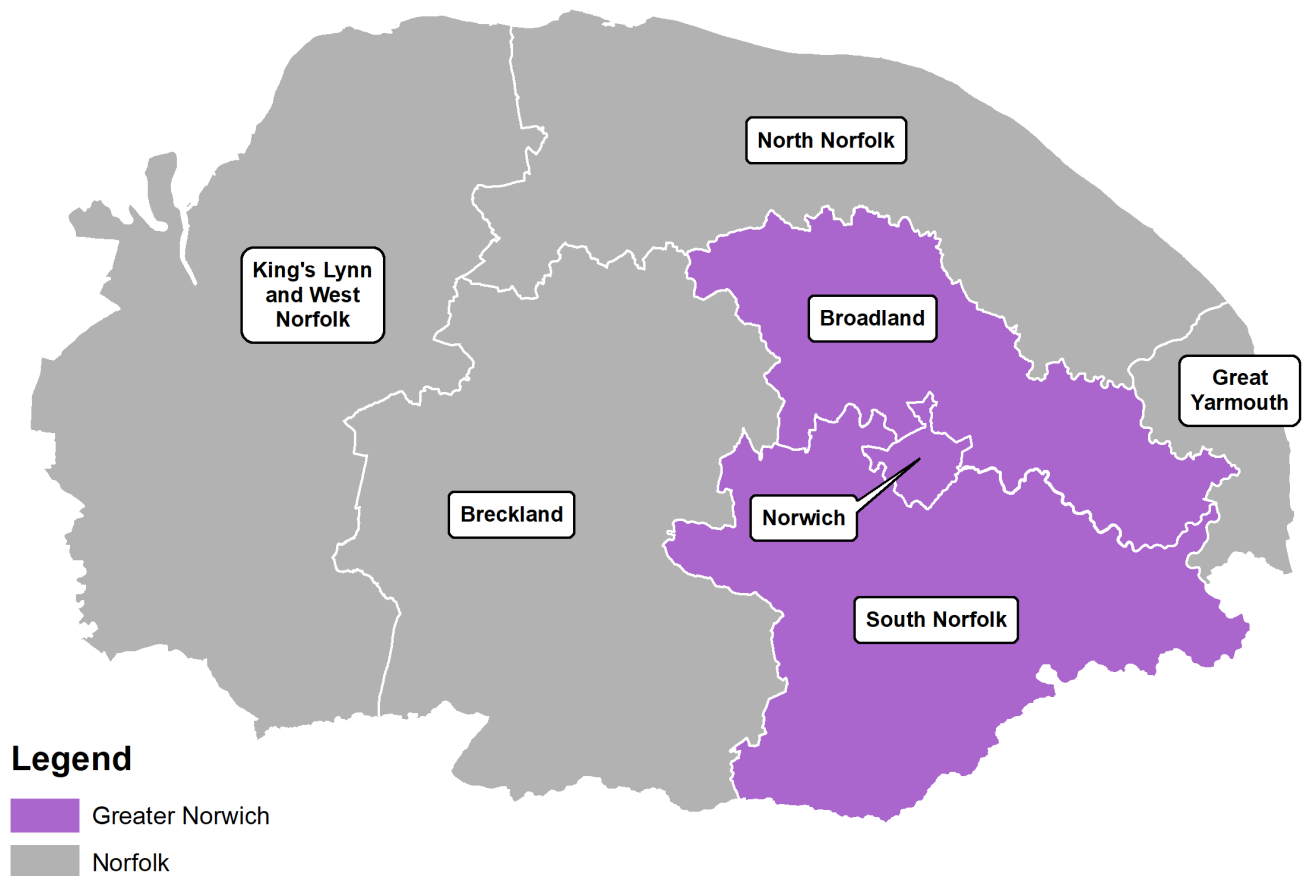
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1. Introduction

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

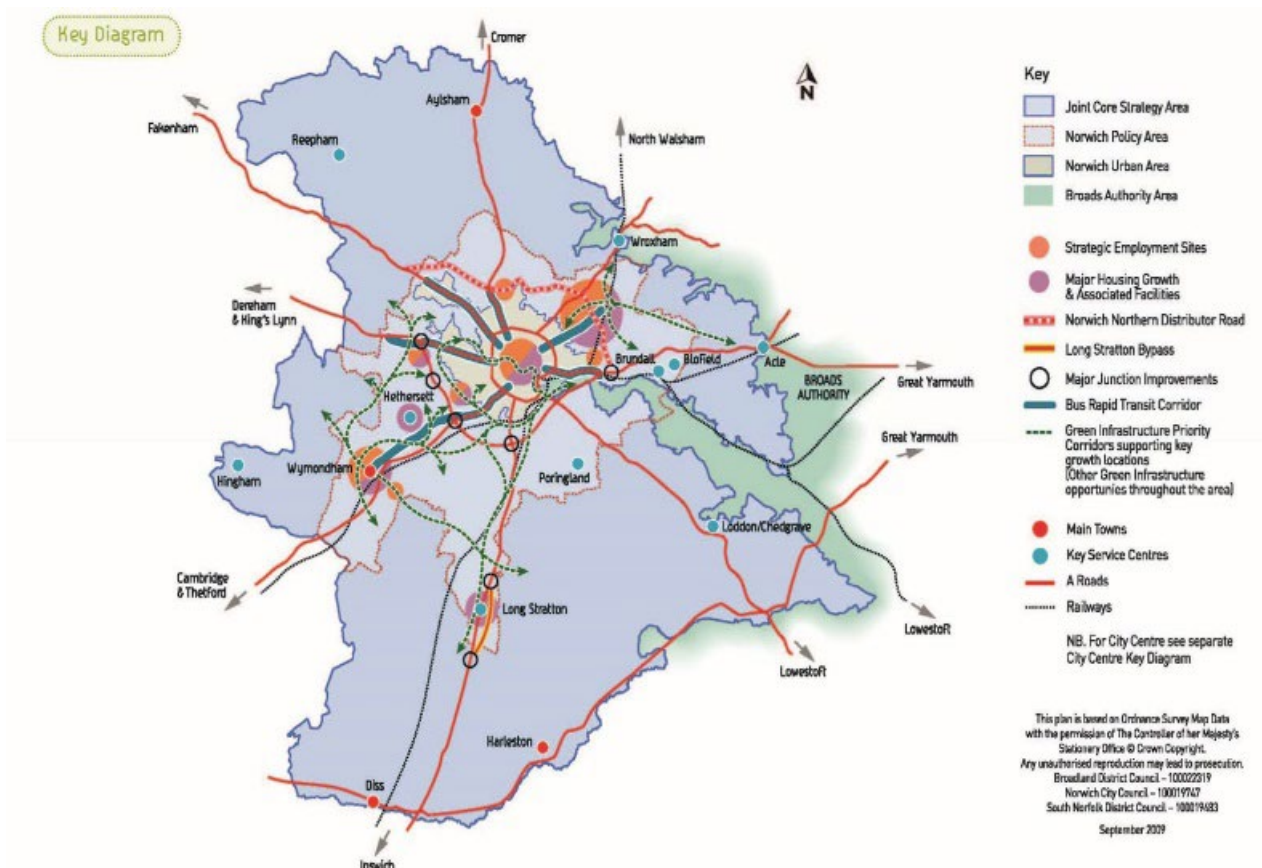


- 1.3. This Plan provides a high-level summary and does not seek to prioritise what infrastructure is to be delivered. There is no assessment of viability or deliverability undertaken of the projects included. Instead, this plan aims to refresh the overall strategic programme, keeping it up to date and 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.

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.

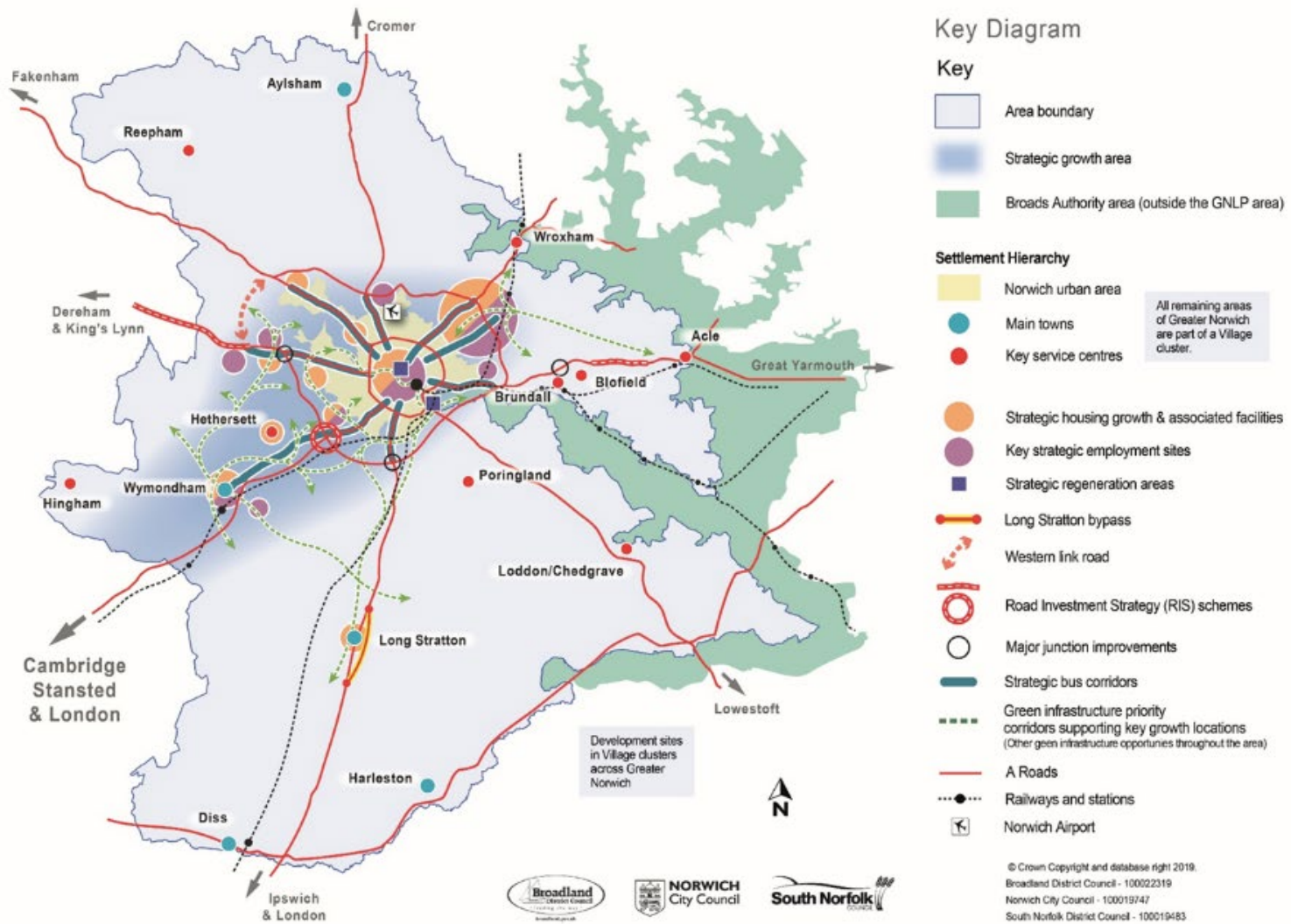
- 3.6. Creating infrastructure that is both sustainable and clean is a priority in Greater Norwich, and we are currently updating our Green Infrastructure Strategy. **The emerging GNLIP commits to ensuring that development on sites agreed within the plan will deliver [biodiversity net gain](#).** This 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 [GNLIP](#). 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 GNLN 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

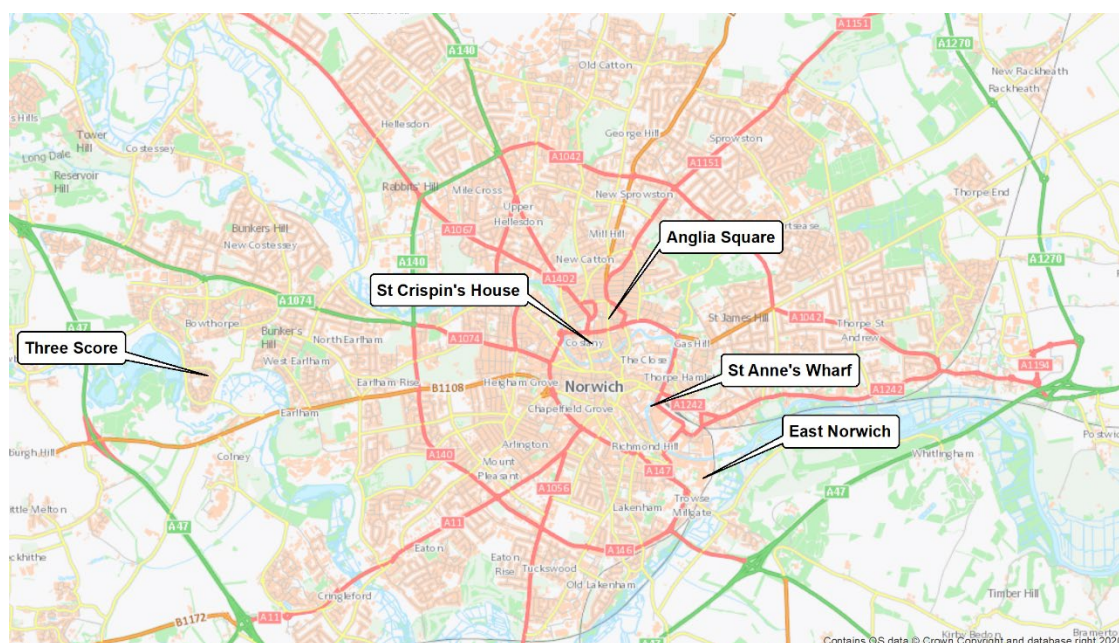
The Norwich Urban Area is the largest regional centre in the East of England. It has a historic city centre with a wealth of heritage and natural environment assets. It accommodates many jobs, key services and economic, leisure and cultural facilities serving Norfolk and North Suffolk.

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



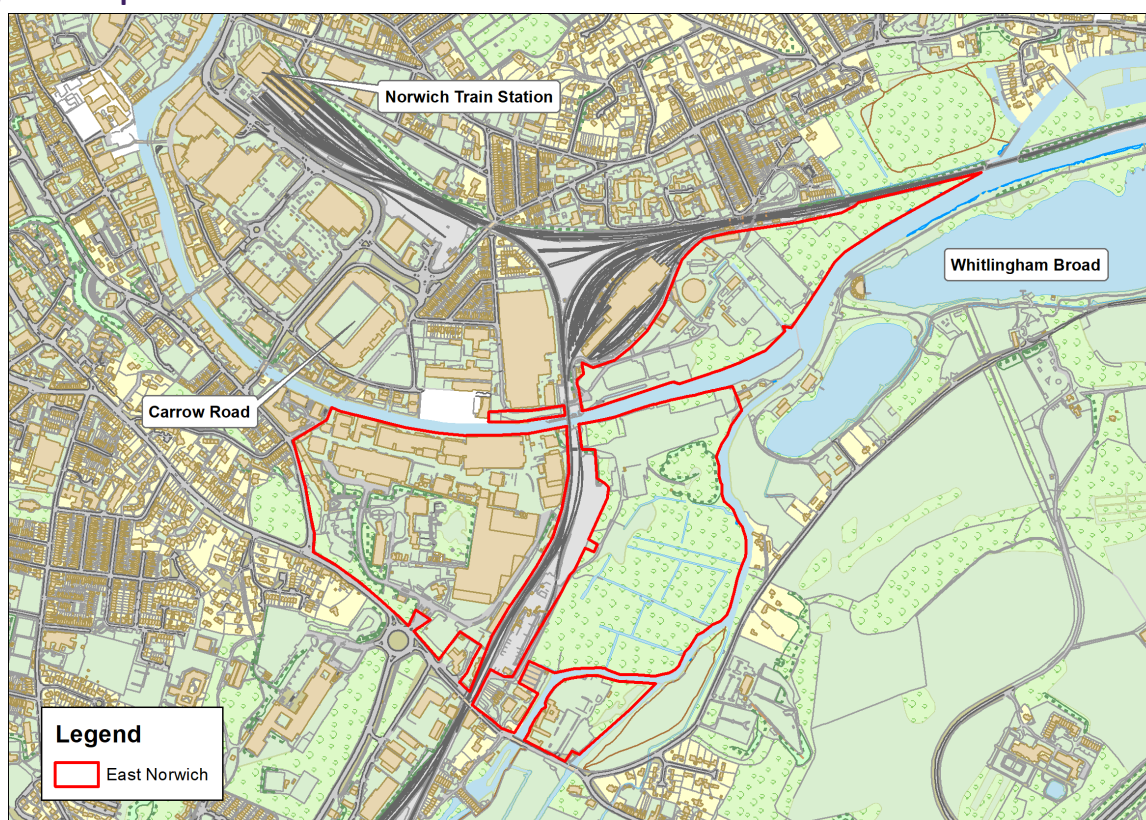
¹ At time of writing current figures are for 2021/22. This figure does not include GNLP allocations, just consents and allocations from the current local plan.

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.

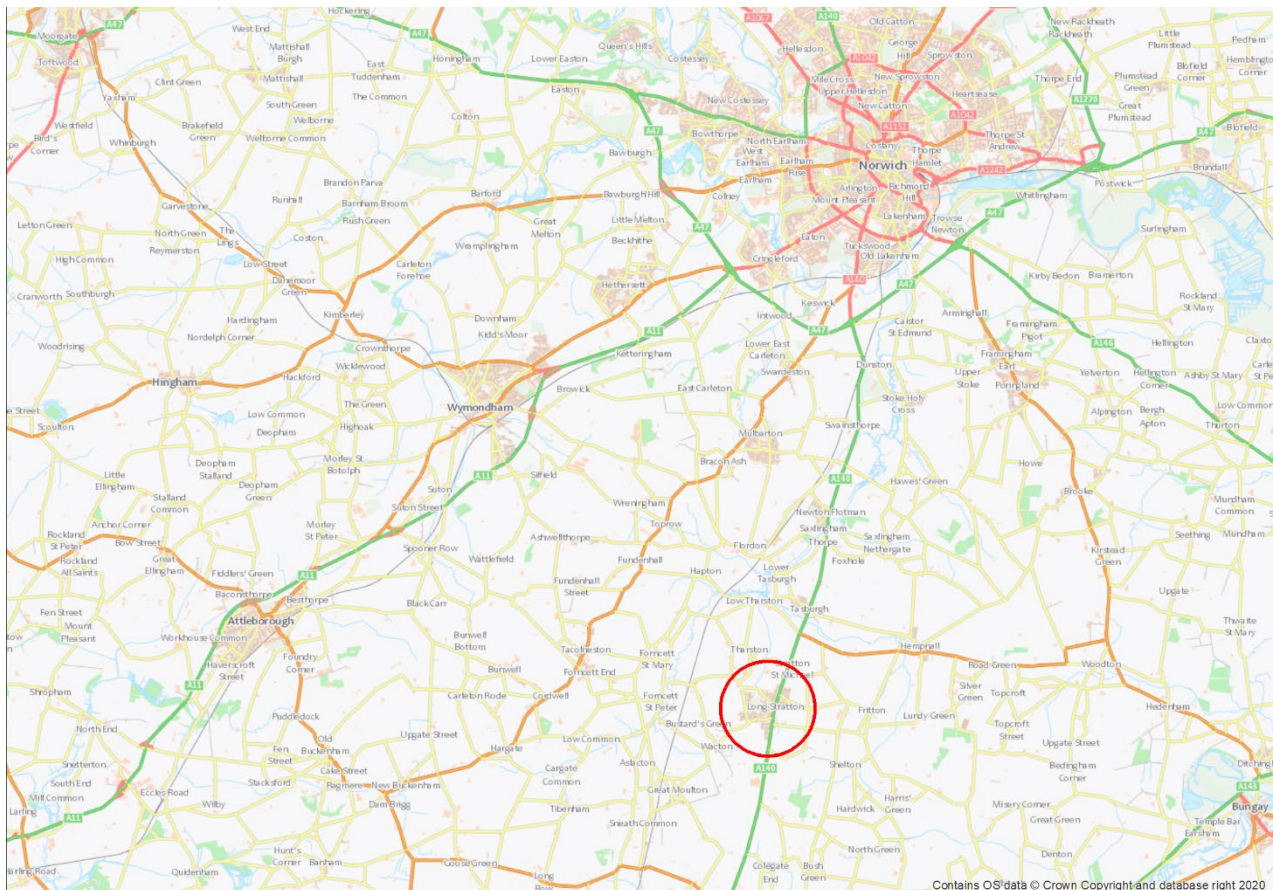
- 4.7.1. The Cambridge Norwich Tech Corridor is a partnership of public and private sector organisations. It brings together business and political leaders with a shared ambition to make the Tech Corridor region a top-tier destination for technology businesses, talent, and investors from around the world. 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.

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.

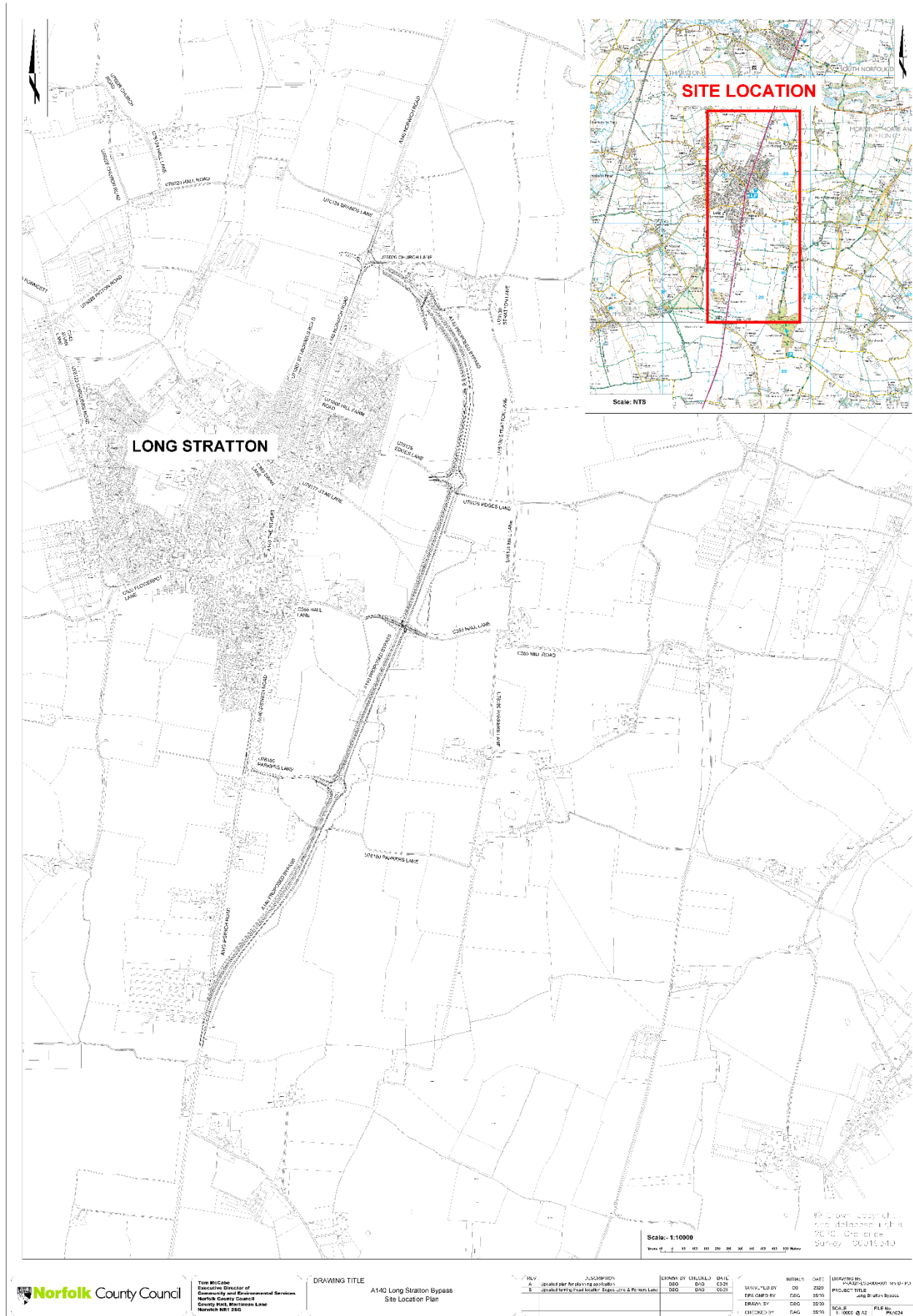
4.8.5. The proposed bypass will be a single carriageway road that will provide a new junction at Church Lane to the north, extending from this junction on the east side of Long Stratton in a southerly direction for approximately 3.9km, where it will re-join the existing A140 just south of Oakside farm.

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.

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.

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.

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



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.

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)
NUUH	Diagnostic Assessment Centre (new build)	£42,500
NUUH	Multi-speciality Elective Hub	£48,000
NUUH	Acute Oncology Service (expansion)	£500
NUUH	Emergency Department (expansion and reconfiguration)	£6,000
NUUH	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. A public consultation for the Water Resource Management Plan 2024 will be held in November 2022.
- 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. Anglian Water’s [Drainage and Wastewater Management Plan](#) (DWMP) will follow on from the WRLTP, and is due to be published in Summer 2022.

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.

9. Appendix A Forthcoming Infrastructure Projects

This appendix compiles forthcoming infrastructure projects for the four thematic groups which are eligible to receive CIL funding within the Greater Norwich area: transport, education, green infrastructure, and community facilities. These projects have been identified through a variety of means including strategic documents and action plans, through Greater Norwich's spatial plans for growth as well as by specialist thematic officers. This is not an exhaustive list but does attempt to provide an idea of the scale of infrastructure need, and the progress that Greater Norwich is making to meet this.

Table 5 total number of projects currently forthcoming in each infrastructure theme. For each theme, a cumulative total is presented for secured funding and estimate project cost. Greater Norwich

Project Theme	Number of Projects	Sum of Funding Secured	Sum of Total Estimated Project Cost
Community	4	£566,161	£566,161
Education	14	£13,354,000	£132,500,000
GI	23	£4,483,666	£7,534,666
Libraries	3	£0	£500,000
Sport	22	£15,550,000	£42,596,000
Transport	68	£5,800,000	£158,556,000
Grand Total	134	£39,753,827	£342,252,827

9.1. Transport Infrastructure

Table 6 Forthcoming Transport Infrastructure Projects

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland	Plumstead Road roundabout	Delivery of a roundabout to access Lothbury land and land owned by Broadland DC	In feasibility	Scheme being delivered by Broadland DC.	£1,500,000	£0	2023
Broadland	Spixworth Rd Core Bus Route	Provide inbound bus priority lanes and cycle provision	Aspirational	N/A	£400,000	£0	2024
Broadland	Sprowston Rd Wroxham Rd Core Bus Route	Extension of existing inbound bus lane and conversion of bus lane to full time from peak hour	Aspirational	N/A	£100,000	£0	2024
Broadland	Fakenham Road/Drayton High Road (including BRT and cycling)	Inbound bus priority lanes and cycle facilities	In feasibility	N/A	£5,000,000	£0	2025
Broadland	North East Norwich Mobility Hubs	Introduce mobility hub facilities and catchment works at Plumstead Road shops, Salhouse Road (near Atlantic Avenue) and Rackheath.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£1,500,000	£0	2025

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland	North East Norwich new Park & Ride supersite.	Potential replacement Park & Ride site accessed from the Broadland Northway serving the Sprowston Road corridor.	Aspirational	Funding was not secured through Transforming Cities. Needs to be considered as part of the review of the Transport for Norwich Strategy	£9,000,000	£0	2025
Broadland	North Walsham Road Core Bus Route Enhancements Scheme Identification	Enhancements to Bus Route	Aspirational	Although this corridor was not included in the Transforming Cities application there remains an aspiration for improvements to bus, pedestrian and cycles	£50,000	£0	2025
Broadland	Pink pedalway: Salhouse Road.	Extend the Pink pedalway with an off-carriageway cycling and walking path between Harrison's Wood and the Broadland Northway.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£1,000,000	£0	2025
Broadland	Plumstead Road / Woodside Road.	Consider options to amend the junction layout to make it easier to navigate for buses and other road users.	In feasibility	Funding was not secured through Transforming Cities. Further work needed on feasibility	£50,000	£0	2025

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland	Spixworth Road Core Bus Route Enhancements - Feasibility	Enhancements to Bus Route	Aspirational	Although this corridor was not included in the Transforming Cities application there remains an aspiration for improvements to bus, pedestrian and cycles	£50,000	£0	2025
Broadland	Wroxham Road - Bus & Cycle Enhancements	Extend existing bus lane on Wroxham Road and convert to 24hrs to improve reliability of buses. Identify opportunities to improve cycling facilities along this corridor.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£50,000	£0	2025
Broadland	NE Park & Ride supersite (airport).	Consider the potential for a new Park & Ride site accessed off the Broadland Northway junction on A140. This could provide additional capacity and would benefit from other public transport measures along the corridor.	Aspirational	Funding was not secured through Transforming Cities. Needs to be considered as part of the review of the Transport for Norwich Strategy	£9,000,000	£0	2026
Broadland / Norwich	Vera Road – Rye Avenue crossing.	Provide new signalised crossing of the outer ring road for cyclists and pedestrians between Rye Avenue and Vera Road.	Approved	Funding secured through Transforming Cities	£434,000	£0	2022

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland / Norwich	Sprowston Road (south of the outer ring road).	Provide new inbound and outbound bus lanes and seek to provide an outbound segregated cycle track.	Approved	Funding secured through Transforming Cities	£889,000	£0	2023
Broadland / Norwich	Horsham St Faith - Yellow pedalway extension to	Provide an off-carriageway cycle path on the east side of Holt Road to better connect these locations.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration. A good level of feasibility undertaken.	£2,000,000	£0	2024
Broadland / Norwich	Salhouse Road	Off-carriageway cycle provision along Salhouse Road. Consideration of inbound bus priority lanes	Under Construction	Whilst no improvements to Salhouse Road were included in the Transforming Cities application, investment along this corridor will be considered as part of the review of the TfN Strategy.	£1,000,000	£0	2024
Broadland / Norwich	North West Norwich Mobility Hubs	Introduce mobility hub facilities and catchment works at Wroxham Road shops, Sprowston Road near Templemere and Sprowston Road near Denmark Opening.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£1,500,000	£0	2025
Broadland / Norwich	Broadland Way	Provide traffic-free pedestrian and cycle path between Middle Road and Broad Lane.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£5,000,000	TBC	2026

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland / Norwich	Harvey Lane Mobility Hub	Introduction of mobility hub facilities and catchment works at Harvey Lane, near Primrose Crescent, Broadland Business Park and Postwick Park & Ride.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£1,500,000	£0	2026
Broadland / Norwich	Purple Pedalway: Lion Wood.	Provide a more appropriate surfaced path so cyclists and people with mobility problems can access the woodland and move between neighbouring areas. Install sustainable urban drainage features to capture and infiltrate floodwater to mitigate flooding.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£420,000	£0	2026
Broadland / Norwich	Rackheath – East-West highway link across railway.	Build a highway bridge over the rail line as part of the growth triangle link road.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£13,000,000	£0	2026
Broadland / Norwich	Thorpe Road / Harvey Lane – bus priority.	Introduce a bus lane on the outbound approach to Harvey Lane.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£150,000	£0	2026

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland / Norwich	Yarmouth Road / Pound Lane.	Provide eastbound bus lane on approach and seek to reduce delays and improve capacity through the junction.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£2,000,000	£0	2026
Broadland / Norwich	Yarmouth Road / Thunder Lane.	Identify options to provide priority to the main traffic flow on Yarmouth Road.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£150,000	£0	2026
Broadland / Norwich	Yarmouth Road Improvements	Removal of parking at pinch points. Seek to relocate / remove existing on street parking at pinch point locations along Yarmouth Road.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£20,000	£0	2026
Norwich	Heartsease Fiveways Roundabout.	Consider options to improve the junction to provide improved facilities for all users.	Approved	Funding secured through Transforming Cities	£3,862,000	£0	2023
Norwich	St Mary's Plain	Improvements to the St Mary's Plain area	In feasibility	Analytical component of the feasibility work completed. Design component yet to be undertaken. Funding not yet identified for delivery	£780,000	£0	2022
Norwich	St George's Plain	Improvements to the St Georges Plain area	Aspirational	Funds assumed to be supplied entirely by developer in association with St Georges Works	£300,000	£0	2022

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	UEA – City centre via South Park Avenue and Unthank Road including Unthank Road mobility hub.	Address localised pinch points to ease bus flow. Introduce mobility hub facilities.	Approved	Funding secured through Transforming Cities	£486,000	£0	2022
Norwich	Airport Industrial Estate.	Provision of a new bus, cycle and pedestrian link between the airport terminal and the airport industrial estate along Liberator Road.	Approved	Funding secured through Transforming Cities	£1,171,000	TBC	2023
Norwich	City Centre Bus and Pedestrian Improvements	Bus and pedestrian improvements to St Stephens Street, Red Lion Street, Surrey Street and William Booth Street.	Under Construction	Funding secured through Transforming Cities	£4,800,000	TBC	2023
Norwich	City centre west-east through traffic restriction.	Examine options to manage traffic differently on St Andrew's Street to restrict through traffic thereby enabling pavements to be widened, cycle and pedestrian facilities made safer and improving environmental conditions and public transport routes on streets currently used by through traffic.	Approved	Funding secured through Transforming Cities	£2,884,000	TBC	2023

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	City College to Norwich city centre	Improvements to pedestrian and cycle facilities at the Grove Road junction and at side roads along this route	Under Construction	Funding secured through Transforming Cities	£750,000	TBC	2023
Norwich	Exchange St & St Andrews St Improvements	Make temporary exclusion of general traffic in Exchange Street permanent. Upgrade public realm to create attractive walking and cycling link into the city centre from St Andrews Street	Approved	None	£1,200,000	£1,200,000	2023

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	Foundry Bridge and Norwich train station mobility hub.	Improve the efficiency of the Foundry Bridge junction and provide bus priority and cycling safety by examining options of making Thorpe Road between Riverside Road and Lower Clarence Road past Norwich rail station bus, cycle and pedestrian access only. Impacts from displaced traffic will need to be carefully assessed and mitigated. Introduce mobility hub facilities in the catchment to further improve interchange between different transport modes.	Under Construction	Funding secured through Transforming Cities	£2,226,000	£0	2023
Norwich	Kett's Hill Roundabout - Bus & Cycle Improvements	Introduce a bus lane on Kett's Hill approach facilitated by the removal of parked cars and alterations to the roundabout to improve safety for cyclists.	Approved	Funding secured through Transforming Cities	£84,000	£0	2023

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	Norwich Bus Station Mobility Hub	Improved pedestrian access to Norwich Bus Station along Queens Road. Improve provision of passenger information. Provide additional bus stops and layover areas for buses and coaches.	Approved	Funding secured through Transforming Cities	£307,000	£0	2023
Norwich	Sprowston Road (Magdalen Road – Denmark Road).	Options considered for addressing this could include parking removal or the introduction of a one-way system.	Approved	Funding secured through Transforming Cities	£837,000	£0	2023
Norwich	Upper St Giles improvements	Redesign Upper St Giles with high quality pedestrian priority treatment.	In feasibility	None	£1,800,000	£1,800,000	2023
Norwich	Wayfinding.	Create a coherent environment and stimulate economic growth by promoting the cultural assets of the city centre that can be enjoyed by exploring Norwich on foot and by bicycle through culture-led wayfinding interventions in the city centre and at key mobility hubs.	Under Construction	N/A	£800,000	£800,000	2023

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	The Missing Link - Duke St & St Georges St	Create bridge structure between Duke Street and St Georges Street to fill the final missing link in the city centre section of the River Wensum path	Approved	Funding approved from IIF	£2,000,000	£2,000,000	2024
Norwich	St Augustine's Gate	Modify the approach to this junction to reduce conflict between road users.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£300,000	£0	2025
Norwich	Magdalen Street mobility hub.	Improve pedestrian crossings, widen pavements, reduce street clutter, and increase bus stop capacity at Anglia Square to create a more attractive and safer environment for all. Introduce mobility hub facilities.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£4,000,000	£0	2026
Norwich	Palace Street (Pink pedalway).	Extend the two way off-carriageway cycle track from Tombland to St Martin at Palace Plain.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£500,000	£0	2026
Norwich	St Stephens roundabout	Provide an improved environment for pedestrians and cyclists and an enhanced gateway to the city.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£6,000,000	£0	2026

Norwich	East Norwich Regeneration Site	<p>Regeneration of 50ha approximately of brownfield land to the east of the city centre, for housing, employment and community uses, and associated physical and social infrastructure. Physical infrastructure requirements include four new bridges (two all-mode and two pedestrian/cycle), two underpass improvements, significant on-site and off-site highway and connectivity works, and two new marinas. Social infrastructure requirements include a new primary school and appropriate community health provision.</p>	In Feasibility	<p>The East Norwich masterplan has now been completed by consultants Avison Young and partners. The Stage 1 masterplan, a high level concept masterplan, was approved by Norwich city council Cabinet in November 2021 and the Stage 2 masterplan in June 2022. Cabinet in June 2022 also endorsed other Stage 2 masterplan documentation including a draft supplementary planning document and Infrastructure Delivery Plan. The masterplan scheme proposes approx. 3660 (for whole site including outside GNLP area) and at least 4100 jobs. The supplementary planning document (SPD) incorporates the masterplan proposals and sets out objectives and guidance to provide a framework for the future regeneration of East Norwich. The SPD will be subject to statutory public</p>	£153m	700k	2036
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District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
				<p>consultation in late 2022 / early 2023 and will be adopted alongside or following the adoption of the GNLP, currently expected in Spring 2023. Stage 3 of the East Norwich work is planned to commence in autumn 2022, and will be funded and led by Homes England. The aim of the Stage 3 work is to refine/update key masterplan outputs and support potential funding bids. The work will be undertaken as a 'deep dive' into a number of delivery matters including development mechanisms, refined viability assessment, timing and phasing, and trigger points for delivery of key infrastructure and affordable housing.</p>			

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
South Norfolk	Norfolk & Norwich University Hospital	new public transport interchange	In feasibility	Funding secured through Transforming Cities	£1,304,000	£0	2022
South Norfolk	Colney Lane (pink) Pedestrian Cycle links	Off-carriageway cycle provision along Colney Lane	Under Construction	Further information needed	£3,000,000	TBC	2023
South Norfolk	Longwater Scheme Development	Various options are under development. These include general improvements to walking and cycling provision across the existing junction, provision of a new cycle/ped bridge across the A47 and a new highway link from Dereham Road behind NEXT	In feasibility	N/A	£20,000,000	£0	2023
South Norfolk	South Wymondham supporting infrastructure	Bus, cycle and pedestrian improvements to link South Wymondham with the town centre and rail station	Under Construction	Coming forward through development	£1,000,000	£0	2023
South Norfolk	Thickthorn Park and Ride expansion	Expansion taking place through the Transforming Cities Fund programme. Additional 500 spaces being added, as well as coach parking and EV charging.	In feasibility	Land secured from S106. Funding secured through Transforming Cities	£2,500,000	£0	2023

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
South Norfolk	Wymondham train station mobility hub.	Provide step-free access to the Cambridge-bound platform. Provide facilities for buses and coaches to adequately serve Wymondham station forecourt. Introduce mobility hub facilities.	Approved	Funding secured through Transforming Cities	£800,000	£0	2023
South Norfolk	Hethel sustainable access package	This project will provide sustainable transport links between Hethel, Wymondham and Norwich Research Park. It proposes new cycleways, footways and improvements to transport links in the town centre.	Aspirational	Work on this project is currently on hold, but remains an aspiration for SNC. Precise	TBC	£0	2024
South Norfolk	A140 Corridor scheme	Provision of inbound bus lanes between Harford Park & Ride site and Tesco and up to the Outer Ring Road junction	Aspirational	Feasibility work undertaken. Although this corridor was not included in the Transforming Cities application there remains an aspiration for improvements to bus, pedestrian and cycles	£2,000,000	TBC	2025

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
South Norfolk	Transport interchange improvements at Wymondham Rail Station	Provide a transport hub at Wymondham rail station, providing facilities for buses, taxis, Beryl bikes and car club vehicles.	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£2,500,000	TBC	2025
South Norfolk	Norwich Research Park Expansion	Norwich Research Park expansion, B1108 and other transport improvements	Aspirational	NRP expansion permitted and under construction	£10,000,000	£0	2025
South Norfolk	Harford A47 Junction - Bus priority	Provision of new inbound bus lane on approach to A47 Harford Junction	Aspirational	Not progressed. Under review	£250,000	£0	2026
South Norfolk	UEA - Norwich Research Park transport improvements	Provision of new public transport, pedestrian and cycle link between the UEA and NRP crossing the River Yare	In feasibility	Initial feasibility completed 2018. Funding was not secured through the Transforming Cities Fund so delivery would need to be via an alternative funding source	£15,000,000	£0	2026
South Norfolk	Wymondham Railway Bridge - New subway/underpass	A new pedestrian underpass is being funded by local housing developers	Approved	None	TBC	£0	2022/23

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
South Norfolk / Norwich	Dereham Road / Breckland Road and Costessey / Bowthorpe mobility hub.	Allow buses to access a bus gate bypass of Wendene roundabout on the old alignment of Dereham Road combined with the cycle crossing. Introduce mobility hub facilities. consolidation of bus stops and better access by replacing the subway with a signal-controlled pedestrian crossing	Approved	Funding secured through Transforming Cities	£3,541,000	£0	2023
South Norfolk / Norwich	Dereham Road / Longwater Lane.	Introduce bus lanes and an off-carriageway cycle path between Longwater Lane and Wendene.	Approved	Funding secured through Transforming Cities	£589,000	£0	2023
South Norfolk / Norwich	Dereham Road / Old Palace Road / Heigham Road.	Options are being considered for cycle improvements	Approved	Funding secured through Transforming Cities	£400,000	£0	2023
South Norfolk / Norwich	Dereham Road / Richmond Road (including link to Bowthorpe).	Upgrade the crossing so it is capable of being used conveniently by people on foot and cycle.	Approved	Funding secured through Transforming Cities	£526,000	£0	2023
South Norfolk / Norwich	Dereham Road outbound approach to Larkman Lane including Larkman mobility Hub.	Introduce an outbound bus lane on the approach to Larkman Lane and introduce mobility hub facilities.	Approved	Funding secured through Transforming Cities	£769,000	£0	2023

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
South Norfolk / Norwich	Newmarket Road (Eaton Road – Christchurch Road) including Newmarket Road mobility hub. Extend stepped cycle track from	Christchurch Road to the outer ring road and provide a controlled crossing over Eaton Road. Review measures through the Eaton Road, outer ring road and Christchurch Road junctions that will improve bus and general traffic flow.	Approved	Funding secured through Transforming Cities	£803,000	£0	2023
South Norfolk / Norwich	Purple pedalway (Earlham Green Lane – Marriott’s Way).	Upgrade the quality and safety of the purple pedalway between Marriott’s Way and Bowthorpe Three Score to further encourage sustainable travel in this area.	Approved	Funding secured through Transforming Cities	£224,000	£0	2023
South Norfolk / Norwich	Bracondale and A146 Core Bus Route	Outbound bus priority lane on the approach to the King Street junction.	Aspirational	Needs scheme development	£500,000	TBC	2024
South Norfolk / Norwich	Various Mobility Hubs	Introduce mobility hub facilities and catchment works Easton, Queens Hills, Dereham Road (near Hotblack Road) and Dereham Road (near Duoro Place).	Aspirational	Funding was not secured through Transforming Cities. Remains an aspiration.	£2,000,000	£0	2026

9.2. Green Infrastructure

Table 7 Forthcoming Green Infrastructure Projects

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland	A47 Safe Foot and Cycle Crossing	A safe foot and cycle crossing over the A47 between Lingwood and North Burlingham. This will provide a vital link between the settlements and the Burlingham Trails to the north and south of the A47, as the fast road severs access for active transport, while it is difficult for cars to cross.	Feasibility	Identified in the East Broadland GI Project Plan 2015. Project in development	£1,265,000	£0	2025+
Broadland	Acle Lands Trust Woodlands	Access and Connectivity improvements, including gateways and pathing	Feasibility	Identified in the East Broadland GI Project Plan 2015. Project in development	£180,000	£0	2025+
Broadland	Canhams Hill open space/GI provision	Enhancement of the green space between Hellesdon and Drayton at Canhams Hill CWS.	Aspirational	Will potentially be delivered by Development; Part of Feasibility Study for Drayton & NW Forest & Heaths. Costs to be identified following feasibility study.	TBC	£0	2025
Broadland	Green Loop	Bure Valley railway cycling and walking path improvements and crossing over a140 at Aylsham	Approved	Ongoing works to Improve Marriott's Way and the Bure Valley Path, Broadland Way is being delivered through Development	£780,000	£780,000	2023
Broadland	Horsford Crossing	The creation of a safe crossing over the Holt Road into Broadland Country Park	Approved	Funding approved from IIF	£100,666	£100,666	2022/23

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland	South East Lingwood GI Connectivity	improve access links and wildlife connectivity from South Burlingham and Beighton to the new development site to the South-East of Lingwood. Creation of safe walking route on Norwich Road	Aspirational	Identified in the East Broadland GI Project Plan 2015. Project in development	£25,000	£0	2025+
Broadland	Strumpshaw Pit Circular Walk	Creation of a small car park and improvements to the walking routes	Approved	Identified in the East Broadland GI Project Plan 2015. Waiting to see if the cost of materials comes down so more can be delivered within existing budget	£60,000	£60,000	2022/23
Broadland	Witton Run	The Witton Run is a crucial green infrastructure corridor in the East Broadland region. This project required Footpath improvements, access improvements, the creation of walking links with Brundall and Blofield	In Feasibility	Identified in the East Broadland GI Project Plan 2015. Phase 1 Feasibility & Design Phase 2 Delivery	£170,000	£0	2025+
Broadland / Norwich	Lion Wood - SUDS project	To improve surface treatments for accessibility, and biodiversity enhancements within Lion Wood through use of Natural Flood Management	In Feasibility	N/A	£260,000	£10,000	2024

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norfolk	Wensum Walkway Duke St to St George's St	Create bridge structure between Duke Street and St Georges Street to fill the final missing link in the city centre section of the River Wensum path	Approved	Funding approved from IIF	£2,000,000	£2,000,000	2024
Norfolk / Broadland	Green Loop	Connecting Broadland Way, Bure Valley Path and Marriotts Way	In Feasibility	Identified in the East Broadland GI Project Plan 2015. Project Development & Feasibility underway. Costs to be identified following feasibility.	TBC	£0	2024
Norwich	20 Acre Wood - access improvement project	To improve access for all between the communities of Malrlpit, Larkman, Earlham Green lane and North / West Earlham. Replacing a worn out muddy and wet woodland path with a hard all weather surface path	Under Construction	Underway	£100,000	£72,000	2023
Norwich	Castle Gardens Norwich	Restoration and enhancement works in Castle Gardens	Approved	Estimated start date on site March 2023	£220,000	£230,000	2023
Norwich	Castle to Carrow Wooded Ridge	Path restoration and new path creation	Aspirational	N/A	£500,000	TBC	2026

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	Kett's Heights	Enhancements to biodiversity and pedestrian access. New maintenance vehicle access.	Approved	10k Neighbourhood CIL in 16/17 of which 90% delivered . Landscape and boundary condition reports underway for wider project.	£312,000	£312,000	2023
Norwich	Marriott's Way: Hellesdon Station Area	More direct route for Marriott's Way and improvement to public access and biodiversity in adjacent land.	Under Construction	CIL offered. Awaiting confirmation of matched TCF funding.	£453,000	£220,000	2023
Norwich	UEA to Eaton Boardwalk extension	Access improvements to the Yare Valley Walk, providing 1.2m path, installing waymarking, grubbing out of ditch systems to enhance biodiversity, and enhancing the informal car park.	Under Construction	Project has seen delays due to resourcing, weather and covid, but is on course to deliver 2022.	£100,000	£100,000	2022
Norwich	Yare and Wensum Valleys Link (Norwich, Broadland and SNDC)	Tree planting, traffic calming, path improvements on route of purple pedal way	Under Construction	Commenced design. Some sub-projects at construction stage.	£229,000	£59,000	2022
South Norfolk	Caister Roman Town - Access improvements	Access improvements which include the extension of the car park with all associated infrastructure. Second phase is improving access across the site and will include High Ash Farm	Aspirational	Phase 1 - car parking improvements Phase 2 - visitor centre and links High Ash Farm, Poringland, Stoke Holy Cross and Dunston needs a feasibility study and funding	£130,000	TBC	2023/24

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
South Norfolk	Cringleford Country Park	The primary purpose of this project is to secure and open up additional green space for the community. The project will include woodland management, new bridge across the Yare, boardwalks, fencing to allow grazing and parking for disabled users. It will link into the new Kett's Country Long Distance Trail.	In Feasibility	Land has been purchased and Cringleford PC have submitted a bid to the IIF in July 2022	£400,000	£300,000	2024
South Norfolk	Frenze Beck	Restoration and access enhancement project	Under Construction	Project Delivery underway, completion anticipated October 2022	£40,000	£40,000	2022
South Norfolk	Queen's Hills Community Park - Access and link improvements to Costessey	Access and habitat improvements, which include the creation of footpaths, safe road crossing and reintroduction of conservation grazing	Aspirational	Funding bid will be resubmitted in 2022	£190,000	£190,000	2023/24
South Norfolk / Broadland	Marriott's Way: Signage to Link Marriott's Way to the Adjacent Communities	Linking in the communities to the Marriott's Way via improved signage and interpretation (as part of the Marriott's Way-Connecting communities project)	Approved	None	£20,000	£10,000	2025

9.3. Community Infrastructure

Table 8 Forthcoming Community Infrastructure Projects

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	Wensum Park	Two play areas to be refurbished. New modular toilet to replace existing, DDA compliant Regenerating woodland area, replacement board walk and bridge. Stone walls to be repaired and lime pointed.	In Feasibility	Play areas-procuring Toilets - Feasibility study. Levelling up - opted in for funding Stone walls - ordered	£318,161	£318,161	2022/23
Norwich	Heigham Park Toilets	Refurbishment of toilets	In Feasibility		£100,000	£100,000	2023
Norwich	St George's Green Play	Refurbishment of play area	Consultation	Design options have been drawn up for consultation	£88,000	£88,000	2022
Norwich	Duoro Place – Play Park	Refurbishment of play area	Tendering	N/A	£60,000	£60,000	2022

9.4. Sport Infrastructure

Table 9 Forthcoming Sport Infrastructure Projects

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland	Yare Boat Club Expansion	Provision of a new lightweight boatshed. This is a multi-stage programme designed to improve and expand the existing rowing facilities based on Thorpe Island and owned by Yare Boat Club.	Under Construction	Developing as per project scope/ application	£240,000	£100,000	2022/23
Broadland	Brundall Sports Hub	Delivering an artificial grass pitch (AGP) with fencing, floodlighting, maintenance storage container, hard standing pathways, car parking and single storey club house/changing room/ community building.	Approved	Contract signed with to start construction in June 2022. Due to rise in cost in building supplies, there could now be a funding shortfall to deliver clubhouse.	£2,100,000	£1,700,000	2022/23
Broadland	Gym and Dance Hall at Aylsham Sports Hub	Final phase of works to Aylsham Sports Hub on Aylsham High School, adding to existing swimming pool, sports hall and 3G pitch provision.	In feasibility	Review/ further feasibility required	£1,626,000	£1,000,000	2024/25

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland	Acle Community Sports Hub	Desire and need to build a new sports hall, changing rooms, community gym, and studio on the Acle Academy High School site.	In feasibility	Some feasibility work and planning/ pricing has already been carried out.	£3,000,000	£250,000	2024/25
Broadland	Buxton Football Club New Pavilion	To deliver a new pavillion for Buxton Football Club, allowing the club to further develop their youth and women's teams/ programmes, as desired.	Aspirational	Club currently engaging with F.A to develop proposals. Ongoing availability of the facility is necessary to ensure that the football club can continue to operate from the current site=	£100,000	£50,000	2023/24
Broadland	Sports Hall Provision in Reepham	A new sports hall to be built	Aspirational	Expected to go to Committee in April with officer's recommendation for approval. Project cost to be identified through feasibility study.	TBC	£0	2024/25

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland	New 3G pitch at Youngs Park (Aylsham)	Aylsham FC now have 40 teams and so there is a demand for this pitch. The F.A are keen to develop this project, as there is an identified strategic need and the Football Foundation would contribute substantial funding. Good ancillary facilities already exist at the site and Aylsham FC are looking to move to a more professional workforce structure.	In feasibility	CIL Application currently being compiled for 2022/23	£1,000,000	£750,000	2023
Norwich	FDC at Open - extend the current pitch by 50%	Increase the size of the 3G pitch to accomodate additional demand.	Approved	None	£480,000	£150,000	2023/24
Norwich	Football Pitch Improvements	Improvement to football pitches across Norwich.	Under Construction	None	£115,000	£15,000	2022/23
Norwich	Tennis court installation and improvements.	Installation of and improvement of tennis courts across Norwich.	Under Construction	None	£435,000	£320,000	2022/23
Norwich	Sloughbottom Park 3G pitch conversion and changing facilities	Conversion of a grass pitch to a 3G pitch and expansion and updating the changing facilities and pavilion.	Aspirational	LUF application due to be submitted July, support received from FF. Initial architect drawings produced.	£2,700,000	£0	2023/24

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	Nelson School Swimming Pool	Modernisation of the pool allowing it to be utilised by the local community.	Aspirational	Project cost to be identified through feasibility study.	TBC	£0	2024/25
South Norfolk	Improvement, refurbishment and expansion of Ketts Park tennis courts	Refurbishment of the 4 existing tennis courts and floodlighting, plus the addition of a 5th tennis court. Also to include a netball pitch and dividing netting, to allow for multi-use.	Approved	Now in process of re-tendering and appointing a contractor, with works to start ASAP.	£300,000	£300,000	2022
South Norfolk	Framingham Earl Sports Centre	Expansion of community leisure provision at Framingham Earl Sport Centre, operated by South Norfolk Council out of school hours- Current scope is to include a newly built gym, fitness suite, changing room, separate community access away from school and possibly a 3G pitch.	In feasibility	Led by South Norfolk Council, working in partnership with Framingham Earl High School/ Sapientia Trust. South Norfolk Council already manage/ operate Framingham Earl Sports Centre, but have desire to expand the provision. There is also a political desire to increase/ expand the community leisure provision in the east of the district and an identified need/ demand.	£3,500,000	£0	2024

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
South Norfolk	Improvements to Crusaders RFC Clubhouse	Improvements/ expansion of clubhouse, changing rooms and hospitality facilities.	Under Construction	Phase 1 currently in progress. Now considering applying for funding for phase 2.	£600,000	£600,000	2022/ 23
South Norfolk	UEA expansion of football pitches and pavillion at Colney Lane Playing Fields	New Artificial Grass Pitch, new pavillion and increase of natural turf (including stadium pitch) pitches at Colney Lane Playing Fields- led by UEA.	In feasibility	Project led by UEA. Developments nearby in Cringleford also providing significant football facilities, so need to ensure no conflict. Norwich RFU now not relocating to this site.	£5,000,000	£3,500,000	2023/24
South Norfolk	Improvements to Hales cricket and bowls clubhouse	Re-build of cricket clubhouse and hospitality and changing room facilities.	Aspirational	Meeting with club again on 30th March 2022, to understand current situation and agree a way forward.	£600,000	£15,000	2023/24
South Norfolk	Trowse Sports Hall	Refurbishment of existing sports hall, car park and surrounds, changing rooms and outdoor Multi Use Games Area.	In feasibility	Ex-Norwich City FC training facility. Owned by Crown Point Estate, who are keen to ensure facility is well-used and is a benefit to the local community	£2,500,000	£0	2023/24

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
South Norfolk	New community leisure provision in Diss	Additional/ enhanced community leisure provision in Diss area. Possibly to include a new leisure centre, new swimming pool (or refurbishment of existing one), sports hall, gym, studios and artificial grass grass pitch. Also possibility of creating an OPE site, should there be sufficient interest from partners/ available land.	In feasibility	Led by South Norfolk Council. Scope of project still TBC, depending on cost, timescales and site availability. Sites still being sought and considered, along with other land acquisition opportunities.	£18,000,000	£6,800,000	2024/25
South Norfolk	Browick Road Recreation Ground	Led by Wyomondham Parish Council. Refurbishment/ replacement and expansion of existing community sport and recreation facilities at Browick Road Recreation Ground.	In feasibility	Council officer met with Wyomondham Parish Council to discuss potential scope of project. Town Council to use consultant to complete feasibility, business case and consultation process. Budget to be identified throught feasibility.	TBC	£0	2023/24

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
South Norfolk	Great Melton Cricket Club Expansion	Expansion of current ancillary provision. This will include female changing facilities and toilets.	In feasibility	Planning permission agreed	£300,000	£0	2022/23
South Norfolk	Poringland Community Sports Hub	Poringland Parish Council have been gifted/ bought extra land (30 hectares)- identified to be used for community leisure and recreation	In Feasibility	Led by Poringland parish Council, in consultation with District Council and other stakeholders. Budget to be identified through feasibility.	TBC	£0	2023/24

9.5. Library Infrastructure

Table 10 Forthcoming Library Infrastructure Projects

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland	Expansion of Sprowston Library	To extend the library on the current site.	Approved	Commencing planning	£120,000	£0	2022
Norwich	Norfolk and Norwich Millenium Library - Second Floor meeting space	creation of additional public meeting space	Under Construction	Expected to complete 2022	£190,000	£0	2022
Norwich	Expansion of Plumstead Road Library	To extend the library on the current site.	Approved	Continuing the planning process	£190,000	£0	2024

9.6. Education Infrastructure

Table 11 Forthcoming Education Infrastructure Projects

District	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland	Sprowston Community Academy expansion to 11FE	Expanding secondary places	Under Construction	Completion in Summer 2022	£7,500,000	£3,500,000	2022
Broadland	Blofield New 420 Primary	Relocation and expansion of existing school to new site	Aspirational	Land transfer awaited between Broadland DC and Norfolk CC	£9,000,000	£1,000,000	2024/25
Broadland	Land East of Broadland Business Park New 420 Primary	Construction of a 420 place primary school on a site at an existing development. Part of a S106 agreement	Site Proposed	Discussions with land promoter	£9,000,000	£0	2025/26
Broadland	Rackheath New 420 Primary #1	Construction of a 420 place primary school on a site at an existing development. Part of a S106 agreement	Site Proposed	Waiting for development to commence	£9,000,000	£0	2025/26
Broadland	South of Salhouse Road New 420 Primary	Construction of a 420 place primary school on a site at an existing development. Part of a S106 agreement	Site Proposed	Waiting for development to commence	£9,000,000	£0	2025/26
Broadland	Beeston Park New Free School 420 Primary #1	Construction of a 420 place primary school on a site at an existing development. Part of a S106 agreement	Site Proposed	Waiting for development to commence	£9,000,000	£0	2026/27

Broadland	Hellesdon New 420 Primary	Construction of a 420 place primary school on a site at an existing development. Part of a S106 agreement	Site Proposed	Waiting for development to commence	£9,000,000	£0	2027/28
Broadland	North Norwich New Secondary	900 place new high school to serve NE Growth Triangle	Aspirational	Sites under consideration	£26,000,000	£0	2027/28
Broadland	Beeston Park New Free School 420 Primary #2	Construction of a 420 place primary school on a site at an existing development. Part of a S106 agreement	Site Proposed	Waiting for development to commence	£9,000,000	£0	2027+
Broadland	Rackheath New 420 Primary #2	Construction of a 420 place primary school on a site at an existing development. Part of a S106 agreement	Site Proposed	Waiting for development to commence	£9,000,000	£0	2027+
South Norfolk	Cringleford New 420 Primary	Construction of a 420 place primary school on a site at an existing development. Part of a S106 agreement	In Feasibility	Liaison with Developer to transfer land. Anticipated to open Sep 2024	£9,000,000	£2,000,000	2024/25
South Norfolk	Wymondham New 420 Primary Silfield	Construction of a 420 place primary school on a site at an existing development. Part of a S106 agreement	In Feasibility	liaison with Developer to transfer land. Anticipated to open Sep 2024	£9,000,000	£5,100,000	2024/25
South Norfolk	Long Stratton New 420 Primary	Construction of a 420 place primary school on a site at an existing development. Part of a S106 agreement	Site Proposed	Waiting for development to commence	£9,000,000	£0	2027/28
South Norfolk	Hethersett High Academy expansion	Expansion of existing site to increase number of secondary places,	In Feasibility	Next phase of expansion to accommodate pressure from approved housing. Costs to be identified from feasibility study.	TBC	£1,754,000	2024

10. Appendix B Unprogrammed Infrastructure Projects

This appendix compiles infrastructure projects for the four thematic groups which are eligible to receive CIL funding within the Greater Norwich area: transport, education, green infrastructure, and community facilities. These projects are brought together in the same way as appendix A, but they have not progressed beyond the stage of initial identification. Some project details are currently unknown, and many are not being progressed within a delivery programme. This is not an exhaustive list but does attempt to provide an idea of the scale of infrastructure need and the long term aspirations for Greater Norwich to fulfil this.

10.1. Transport Infrastructure

Table 12 Unprogrammed Transport Infrastructure Projects

District	Project Name	Project Description	Project Status	Status - Notes
Broadland	East West Link Road: St Faith's Road to Airport Industrial Estate	Access through to the Airport Industrial Estate remains under review. Local Cllr concerns. Housing coming forward for land to north of Repton Avenue / Meteor Close so access arrangements are under consideration	Aspirational	None
Broadland	Growth Triangle Internal Link Road	A connection between broadland gate and the airport industrial estate, through major residential developmnet.	Aspirational	Dependent on developments coming forward, developer led. Will be delivered piecemeal.
Broadland	Re-routing of North Walsham Road	Part of the beeston park development, rerouting of existing road. Old route will be made into a green corridor.	Aspirational	Dependent on developments coming forward, developer led.

10.2. Green Infrastructure

Table 13 Unprogrammed Green Infrastructure Projects

District	Project Name	Project Description	Project Status	Status - Notes
Broadland	Beeston Park to Spixworth Secondary Corridor	Improve GI links, habitat connectivity and POS's	Aspirational	To be delivered through permitted development. Requires project brief / feasibility. Provision of linked parks required as part of the permitted development at North Sprwoston and Old Catton. Project costs to be developed through feasibility study.
Broadland	Broadland East to West Secondary Corridor Via Marsham	Creation of circular walks connecting to Marriotts Way . i) Footpath improvements, where necessary (e.g. surfacing, drainage etc.); ii) More extensive waymarking of routes; Boards installed at car parks, showing circular walks; iii) Car park improvements, where necessary;	Aspirational	Identified in West Broadland GI Project Plan 2018. Requires project brief / feasibility. Project costs to be identified following feasibility study

District	Project Name	Project Description	Project Status	Status - Notes
Broadland	Broadland Way - Green Lane North to Plumstead Road	<p>The Broadland Way is being promoted as a Green Infrastructure corridor which will allow nonmotorised users (NMUs) to cross the NDR from Norwich and head north, bypassing Thorpe End. The Broadland Way is being promoted as a Green Infrastructure corridor which will allow nonmotorised users (NMUs) to cross the NDR from Norwich and head north, bypassing Thorpe End, through Rackheath and on to Wroxham. The full Broadland Way route would stretch from Norwich to Wroxham and would contribute to, and provide a missing link, in the Norfolk Trails network; Broadland Way, together with the Bure Valley Way and Marriott's Way, would provide a recreational trail that will form a loop of approximately 50 miles that includes Norwich and its cycleway network. , through Rackheath and on to Wroxham. The full Broadland Way route would stretch from Norwich to Wroxham and would contribute to, and provide a missing link, in the Norfolk Trails network; Broadland Way, together with the Bure Valley Way and Marriott's Way, would provide a recreational trail that will form a loop of approximately 50 miles that includes Norwich and its cycleway network.</p>	Feasibility	<p>Identified in the North East Growth Triangle GI Delivery Strategy 2016. The scheme will require land acquisition, as described in the feasibility study, but sections may be delivered through development. A section of the route will be delivered as mitigation for the NDR. The section constructed as part of the NDR scheme will run from Plumstead Road to Broad Lane under the new bridge adjacent to the railway line. NATS delivering scheme.</p>

District	Project Name	Project Description	Project Status	Status - Notes
Broadland	Brundall to Acle Green Network	Improve GI links, habitat connectivity and POS's	Aspirational	To be delivered through permitted development. Requires project brief / feasibility. Project costs to be identified through feasibility study.
Broadland	Brundall to NEGT Connection	Improve GI links, habitat connectivity and POS's	In Feasibility	Project costs to be identified through feasibility study.
Broadland	Bure Valley Blue Way	This project aims to enhance the function, quality and accessibility of the valley as a Blue Way within the overall green infrastructure network. The project would deliver: Public access improvements. 'Greening' of route corridors/experience. River crossings. Biodiversity management.	In Feasibility	N/A
Broadland	Burlingham Trails - Attractions and Facilities Project	Creation of additional attractions and improvements to existing facilities including disabled access, a cycle circular, informal recreation areas, woodland planting, improved car parking, information boards, waymarking and a sculpture Trail	In Feasibility	Identified in the East Broadland GI Project Plan 2015. Project in development
Broadland	Buxton Heath to Aylsham Secondary Corridor	Creation of circular walks connecting to Marriotts Way . i) Footpath improvements, where necessary (e.g. surfacing, drainage etc.); ii) More extensive waymarking of routes; Boards installed at car parks, showing circular walks; iii) Car park improvements, where necessary;	Aspirational	Identified in West Broadland GI Project Plan 2018. Requires project brief / feasibility. Costs to be identified following feasibility study.

District	Project Name	Project Description	Project Status	Status - Notes
Broadland	Catton Park to Spixworth Secondary Corridor	Improve GI links, habitat connectivity and POS's	Aspirational	To be delivered through permitted development. Requires project brief / feasibility. Project costs to be identified through feasibility study.
Broadland	Drayton to Horsford Greenway	Cycling/footpath improvements between Drayton and Broadland Country Park using existing routes and creating new routes.	Aspirational	Identified in the West Broadland GI Project Plan 2018. A joint bid between BDC & NCC is planned to be submitted in 2023. Project costs to be identified following feasibility study.
Broadland	East Broadland Walking Improvements	Local walking circulars with links to pubs, restaurants and cafes	Aspirational	Identified in the East Broadland GI Project Plan 2015. Project in Development.
Broadland	Great Plumstead Hospital	cycling and pedestrian enhancement and biodiversity project	Feasibility	The cycling and pedestrian enhancements along hospital Lane and Water Lane have been delivered. A small section at the end of water Lane near the junction with Church Road still requires improvements. The biodiversity improvements on the open space at the Great Plumstead Hospital site are to be delivered by the owner of the POS.
Broadland	Haveringland to Cawston Secondary Corridor	i) Improvements to footpaths/rides within site in order to create circular routes; ii) Installation of signage at site entrance and waymarking/interpretation throughout woodland; iii) Ecological survey to make recommendations for managing biodiversity of site; iv) Explore opportunities to enhance and expand car park off Cromer Rd; v) Promotion of site locally via promotional literature, signage and enhancements to connecting footpaths, where applicable;	Aspirational	Identified in the West Broadland GI Project Plan 2018 under Haveringland - Great Wood. Requires project brief / feasibility. Costs to be identified following feasibility

District	Project Name	Project Description	Project Status	Status - Notes
Broadland	Hellesdon to Drayton Greenway	This project seeks the development of a green corridor or greenway, running north-south through the west of the parish of Hellesdon. At its southern end, the corridor will begin at Hellesdon Bridge (in north-west Norwich, at the junction of the Marriott's Way) and it will lead to Drayton Wood, at the northern edge of Hellesdon parish. This takes in development sites such as the Royal Norfolk Golf Course and Hellesdon Hospital.	In Feasibility	Identified in the West Broadland GI Project Plan 2018. Phase 1 Feasibility & Design Phase2 Delivery. Improvements to Drayton Greenways due to begin at the end of 2022 or 2023. s106 money allocated to Drayton PC will be used for this part of the work. Part delivered 2022/23, final phase to be delivered as part of housing developments.
Broadland	Hevingham to Thorpe Marriott Secondary Corridor	Connecting Marriott's Way at Thorpe Marriott to Hevingham, via horsford.	Aspirational	Identified in the Greater Norwich Green Infrastructure Strategy 2008. Requires project brief / feasibility. Project costs to be identified following feasibility study.
Broadland	Improvement to walking in the NE; in relation to NDR	This is linked to the Drayton to Horsford Greenway project, but will expand this work to a wider area	Aspirational	Requires project brief / feasibility
Broadland	Landscaping of Green Lane East and Brook Farm Road Links	Provision of a landscape cushion south of Thorpe End Village, and provide informal recreation space, as well as ecological connectivity. The landscape form created by the historic use of the area should be used to inform the character of the landscaping buffer to Thorpe End.	Aspirational	Identified in the North East Growth Triangle GI Delivery Plan 2016. To be delivered by development. Project costs to be identified following feasibility study

District	Project Name	Project Description	Project Status	Status - Notes
Broadland	Lenwade to Hevingham Secondary Corridor	i) Improvements to footpaths/rides within site in order to create circular routes; ii) Installation of signage at site entrance and waymarking/interpretation throughout woodland; iii) Ecological survey to make recommendations for managing biodiversity of site; iv) Explore opportunities to enhance and expand car park off Cromer Rd; v) Promotion of site locally via promotional literature, signage and enhancements to connecting footpaths, where applicable;	Aspirational	Identified in the West Broadland GI Project Plan 2018 under Haveringland - Great Wood. Requires project brief / feasibility. Project costs to be identified following feasibility study.
Broadland	Link from Blofield to Blofield Heath	Conduct a feasibility study into the creation of a link between Blofield and Blofield Heath. This would provide a crossing point over the A47 with the potential further links from Blofield Heath East to the Burlingham Trails and West to the 'Plumsteads'	In Feasibility	Identified in the East Broadland GI Project Plan 2015. Project Development & Feasibility
Broadland	Management of Weston Wood (Ancient Woodland). Pinebanks/Griffin Lane GI and Woodland Management Plans.	To be delivered through a programme of projects secured through land use proection, planning permissions and/or other projects	Aspirational	Ancient Woodland Management Plan to be produced and implemented on Pinebanks site secured through the grant of planning permission. Project costs to be identified following fasibility study.

District	Project Name	Project Description	Project Status	Status - Notes
Broadland	North -South GI Connectivity: Catton, Sprowston Spixworth	Improve GI links, habitat connectivity and POS's	Aspirational	To be delivered through development. Project costs to be identified following feasibility study.
Broadland	North Sprowston and Old Catton GI Linkages - Focus on Church Lane	North South habitat connectivity	Aspirational	Requires Project Brief. Project costs to be identified following feasibility study.
Broadland	North West Norwich Forest Connections including Drayton and Thorpe Marriott	Improve GI links, habitat connectivity and POS's	In Feasibility	Project costs to be identified following feasibility study.
Broadland	North-South GI Connectivity NE Rackheath	Secondary Gi corridor. to be acheived through development as a result of protection of tree belts and arrangement of open spaces, SuDS and landscape across the site.	Aspirational	Requires Feasibility . Project costs to be identified following feasibility study
Broadland	Parkland North of Thorpe End	Provision of a landscape cushion between thrope end village and new housing, to provide ecological connectivity along secondary GI corridors.	Aspirational	Identified in the North East Growth Triangle GI Delivery Plan 2016. Requires Project Brief / Feasibility. Costs to be identified following feasibility study.
Broadland	Racecourse Plantation to Harrison Plantation	Enhancements to habitat connectivity	Aspirational	Requires Project Brief / Feasibility. Project costs to be identified following feasibility.

District	Project Name	Project Description	Project Status	Status - Notes
Broadland	South Walsham Fen Access	Improved access to the fen	Aspirational	Feasibility required.
Broadland	South Walsham GI Project	Potential for a several aspects of GI provision, including a footpath on School Road, creation of several circulat walks, creation of a mixed use community space west of School Road.	Aspirational	Identified in the East Broadland GI Project Plan 2015. Project in development
Broadland	Spowston Manor Golf Course	Retention and protection of bat roosts	Aspirational	Mainly protection; Requires Project Brief. Costs to be identified through feasibility
Broadland	Thorpe Ridge	Protection and enhancement of woodlands and provision of public access; Feasibility Study	Aspirational	Brief written for feasibility work 15/16. Costs to be identified following completion of feasibility
Broadland	Thorpe Woodlands	The protection of the ecological value of these woodlands is necessary within the development proposed for the north-east of Norwich. In particular, the value of their role as an 'ecological hub' in delivering ecological connectivity must be retained, and this connectivity should be secured through adjoining allocated sites. If recreation use is considered appropriate, this must be carefully managed to ensure the value for biodiversity will not be adversely impacted.	Aspirational	Identified in the North East Growth Triangle GI Delivery Plan 2016. To be delivered through LP policy. Project costs to be identified following feasibility study.

District	Project Name	Project Description	Project Status	Status - Notes
Broadland	Thorpe Woodlands to Broadwalk Plantation Secondary Corridor	Secondary GI corridor. to be achieved through development as a result of protection of tree belts and arrangement of open spaces, SuDS and landscape across the site.	Aspirational	Requires project brief / feasibility. Costs to be identified following feasibility study.
Broadland	Thorpe Woodlands to Dobbs Beck (Via Harrisons Plantation) Secondary Corridor	Secondary GI corridor. REquires the continued safeguarding of the wildlife interest of Thorpe Woodland, Sprowston Manor through the JCS and DM Policies.	Aspirational	Requires project brief / feasibility. Costs to be identified following feasibility study.
Broadland	Thorpe Woodlands to Sme Lane Secondary Corridor	Secondary GI corridor. REquires the continued safeguarding of the wildlife interest of Thorpe Woodland, Sprowston Manor through the JCS and DM Policies.	Aspirational	Requires project brief / feasibility. Costs to be identified following feasibility study.
Broadland	Thorpe Woodlands to Witton Run Secondary Corridor	Secondary GI corridor. REquires the continued safeguarding of the wildlife interest of Thorpe Woodland, Sprowston Manor through the JCS and DM Policies.	Aspirational	Requires project brief / feasibility. Costs to be identified following feasibility study.
Broadland	Three Rivers Way	Connection to Broadland Way/Norwich Cycle Network	Aspirational	Three Rivers Way funded. Funding required for connection to Broadland Way/Norwich Cycle Network. Costs to be identified following feasibility study.

District	Project Name	Project Description	Project Status	Status - Notes
Broadland	West Brundall GI Project	Creation of potential walking links to the west of Brundall, connecting new developments to the North West, linking to Witton Run, and creating a link between Brundall Gardens and the Parish Council Allotments.	Aspirational	Identified in the East Broadland GI Project Plan 2015. Project in development
Broadland	West-East GI Connectivity: Catton, Sprowston Spixworth	Improve GI links, habitat connectivity and POS's	Aspirational	To be delivered through development . Costs to be identified following feasibility study.
Norfolk	Burlingham Country Park	Creation of a new country park in a large area of land including woodland and county farms between Norwich and Acle.	In Feasibility	Costs to be identified through feasibility, which will be completed 2023.
Norfolk	Marriott's Way: Walking and Cycling Link to the Red Pedalways	Route from the Proposed Royal Norwich Golf Club Development – Feasibility Plan	In Feasibility	Costs to be identified through feasibility.
Norfolk	Marriott's Way: Inner Ring Road crossing	Improvements to the capacity and safety for the signified walking and cycling crossing on the Inner Ring Road connecting into the start of the Marriott's Way.	Aspirational	None

District	Project Name	Project Description	Project Status	Status - Notes
Norwich	Access improvements to Riverside Walk upstream of New Mills	Enhancing key GI to increase leisure usage upstream of New Mills including creation of section of Riverside Walk, improvement of surfaces and accessibility, enhancing and creating new walks, and provision of additional wayfinding signage.	Aspirational	Identified as a potential project in River Wensum Strategy. Project requires further development. Locations, projects, delivery partners all need to be scoped.
Norwich	Bowthorpe and Earlham marshes paths	Improving access for all by replacing muddy and wet paths with a hard surface all weather path	Aspirational	Awaiting Funding
Norwich	East Norwich Gateway (previously Norwich Crossing & Bridges – Whitlingham (Phase 1 & 2))	This project aims to provide a pedestrian and cycle link including bridge over the River Yare and an un-manned ferry across the River Wensum, providing access to the Whitlingham Country Park from the Thorpe area/the City. This project would improve quality of life (e.g. access to open space) and community well being, and improve health	In Feasibility	Feasibility and Design work required
Norwich	Threescore Development: Bowthorpe Historic Parkland	Restoration of historic parkland features and path works	In Feasibility	Delivery of this project is dependent on the phasing of Three Score.
Norwich	Threescore Development: Bowthorpe Southern Park	Manage and maintain Bowthorpe Southern for the local community to enjoy. Improving and maintaining access and biodiversity.	Approved	Legacy funding - The funding is used for the on going maintenance and management of Bowthorpe Southern Park. Delivery of this project is dependent on the phasing of Three Score.
Norwich	Yare Valley path northern extension	Extension of Yare Valley path from car park on Three Score Road to New Road	In Feasibility	Bowthorpe Open Space investment plan - Design required

District	Project Name	Project Description	Project Status	Status - Notes
South Norfolk	Boudicca Way	Creating links to developments	Aspirational	Preliminary design work
South Norfolk	Boudicca Way	Cycling improvements to Boudicca Way	Aspirational	Preliminary design work
South Norfolk	Marriott's Way: Queens Hill Cycle connection	Improved access to Marriott's Way in the Queens Hill area	Aspirational	Feasibility required
South Norfolk	Marriott's Way: Trim Track - Costessey	Installation of Trim Track off the Marriott's Way in Costessey	Aspirational	Feasibility required
South Norfolk	Scole to Diss Footpath/Cycle route	The creation of a cycle/footpath along side the A1066.	Aspirational	Still requires a feasibility study. Costs to be identified following feasibility study
South Norfolk	Smockmill Common -	improved pedestrian access	Aspirational	Require project developments permissions and funding
South Norfolk	Tas Valley Blue Way	This project aims to enhance the function, quality and accessibility of the valley as a Blue Way within the overall green infrastructure network. The project would deliver: River corridor meadow/wetland enhancements. Links to Roman heritage site at Caistor St Edmund. South Norwich communities link to greenspace via foot and cycle ways. Possible green way links to Bungay	In Feasibility	Feasibility complete
South Norfolk	Wymondham - Tuttles Lane enhancements Phase 1	Planting of hedgerow/parkland trees along Tuttles Lane from east to west creating an ecological corridor	In Feasibility	Identified in the Wymondham Area Action Plan 2015. Feasibility and initial project establishment costs

District	Project Name	Project Description	Project Status	Status - Notes
South Norfolk	Wymondham - Lizard and Silfield Nature Reserves	To protect and enhance the Lizard and Silfield Nature Reserve by the creation of alternative green infrastructure routes (such as new permissive footpaths) for recreational access.	Aspirational	This will form part of the A11/Wymondham GI Strategy

10.3. Community Infrastructure

Table 14 Unprogrammed Community Infrastructure Projects

District	Project Name	Project Description	Project Status	Status - Notes
Broadland	Brook & Laurel Farm Community Building	Creation of a community building as part of the Brook Farm development.	In Feasibility	Requires Project Brief / Feasibility. Community building land and contribution will be provided as part of the Brook Farm development. Currently going through reserved matters, time frames are not available for delivery.
Broadland	Children's Play space delivered through the development of allocations within the Growth Triangle	Creation of children's play spaces North of Smea Lane, South of Smea Lane, off Green Lane West, East of Buxton Road, White Houde Farm, South of Salhouse Road, Salhouse Road.	Approved	To be delivered by development, not yet triggered under S106 agreement.
Broadland	North Sprowston & Old Catton Community Space including library	Community halls and a range of spaces suitable for community facilities, including a library.	In Feasibility	Requires Project Brief / Feasibility. Cost to be identified following feasibility
Broadland	Rackheath Community Building	Community uses/facilities within Local Centres	In Feasibility	Requires Project Brief / Feasibility. Cost to be identified following feasibility

10.4. Sport Infrastructure

Table 15 Unprogrammed Sport Infrastructure Projects

District	Project Name	Project Description	Project Status	Status - Notes
Broadland	Modernisation of Thorpe St Andrew School swimming pool	Refurbishment/ updating of the swimming pool on Thorpe St. Andrew school site. Partnership project to be delivered by Yare Education Trust.	Aspirational	Some feasibility work has been undertaken. School was due to benefit from substantial compensatory S106 funding to be provided through the development of the Pinebanks sports facility site. A new application for this scheme is expected to be submitted, but it is not expected that the S106 funding can be secured now, due to the length of time passed since Pinebanks closed down. On fringe of substantial growth triangle and important to keep swimming pool and allow community use
Broadland	Modernisation of Sprowston High School Swimming Pool	Refurbishment/ updating of the swimming pool on Sprowston High School site. Partnership project delivered by Boudica Trust.	Aspirational	No feasibility yet undertaken. Need to understand what S106 contributions from White House Farm could be allocated to this. On fringe of substantial growth triangle and very likely more community leisure/ sport facilities will be required.
Broadland	New Sports Hall in Thorpe St Andrew	Refurbishment/ updating of the sports hall on Thorpe St. Andrew school site. Partnership project to be delivered by Yare Education Trust.	Aspirational	Some feasibility work has been undertaken. School was due to benefit from substantial compensatory S106 funding to be provided through the development of the Pinebanks sports facility site. A new application for this scheme is expected to be submitted, but it is not expected that the S106 funding can be secured now due to the length of time since Pinebanks closed down. This is on the fringe of a substantial growth area so it is important to keep the swimming pool and allow community use.

District	Project Name	Project Description	Project Status	Status - Notes
Broadland	New Sports hall/leisure provision	There is a need for additional sports hall/leisure provision in a growth area (such as Rackheath), co-located with a new secondary school. SThis is an aspirational project and scope/ plans are being developed.	Aspirational	Planning application received in March 2022. Application will secure land for secondary school. Further scheme development/feasibility to be taken forward by NCC as education authority before being transferred to academy trust. District role will be to influence and support trust longer term to enable community use of facilities. Phasing of development makes this a longer-term project. Strategic priority. Consider whether this facility could be better delivered through a short-term priority project at Thorpe St. Andrew High School.
Broadland	The Nest- Community Sports Hub	Phase 3 developments being confirmed, but looking at possibility of new 8 court sports hall and possibly a gym and an additional full-size, floodlit 3G pitch.	Aspirational	Initial drawings and plans have been developed and presented. Council now working closely with the Community Sports Foundation.
Broadland	King George V Playing Field	Improvements to existing facilities	Aspirational	No feasibility yet undertaken.
Broadland	Modernisation of Hellesdon High School sports hall	Modernisation of sports hall on Hellesdon High School site. Partnership project delivered by Wensum Trust.	Aspirational	No feasibility yet undertaken.
Broadland	Modernisation of Sprowston High School Sports Hall	Refurbishment/ updating of the sports hall at Sprowston High School site. Partnership project delivered by Boudica Trust.	Aspirational	No feasibility yet undertaken. Need to understand what S106 contributions from White House Farm is allocated. On fringe of substantial growth triangle and very likely more community leisure/ sport facilities will be required. Project cost to be identified through feasibility study.

District	Project Name	Project Description	Project Status	Status - Notes
Broadland	New pitch provision in Growth Triangle	Demand has been identified to provide additional sports pitches in the North East Norwich Growth Triangle.	Aspirational	Relates to sports pitches to be delivered through growth triangle developments. Budget to be identified through feasibility.
Broadland / Norwich	New Leisure Centre North of Norwich	Provision of new leisure centre including swimming pool	Aspirational	None
Norwich	Hewett Academy	Several options awaiting on completion of Greater Norwich Physical Activity and Sports Strategy.	Aspirational	Upon publication of the PASS several options will be assessed. Feasibility studies will then be completed to identify cost.
South Norfolk	Archbishop Sancroft Swimming Pool	Possibility of refurbishing the swimming pool to open it for community use	Aspirational	May also be part of a possible OPE project in Harleston. Budget to be identified through feasibility
South Norfolk	New Pitches North Hethersett	Relates to sports pitches to be delivered through development	Aspirational	Budget to be identified through feasibility.

10.5. Library Infrastructure

Table 16 Unprogrammed Library Infrastructure Project

District	Project Name	Project Description	Project Status	Status - Notes
South Norfolk	Expansion of Long Stratton library	To extend the library on the current site.	In feasibility	Still waiting for developer contributions. Cost to be identified through feasibility study.
South Norfolk / Broadland/ Norwich	Carbon Reduction	Improving library buildings to reduce the amount of natural resources used.	In feasibility	Costs to be identified through feasibility
South Norfolk / Broadland/ Norwich	Libraries - Children's Services	Increase the number of Children's Sensory areas in libraries to support child development.	In feasibility	Costs to be identified through feasibility
South Norfolk / Broadland/ Norwich	Improved Ventilation	Installing ventilation systems to make libraries more comfortable and accessible for customers.	In feasibility	Costs to be identified through feasibility

10.6. Education Infrastructure

Table 17 Unprogrammed Education Infrastructure Projects

District	Project Name	Project Description	Project Status	Status - Notes
South Norfolk	Easton Primary Extension to 420	Expansion of existing site to increase number of primary school places.	Site Proposed	Awaiting further housing growth for permanent capital project
Norwich	Bowthorpe infant and junior school expansion	Increasing pupil places across existing schools	Aspirational	Awaiting area pupil place pressure
South Norfolk	Wymondham High Extension	Expansion of existing site to increase number of secondary places,	In Feasibility	Final phases of expansion to accommodate pressure from approved housing. Costs to be identified from feasibility study.

11. Appendix C Neighbourhood Plans

This appendix compiles all infrastructure projects which have been identified as a need within Local Plans across Greater Norwich. It does not assess the deliverability of the project

11.1. Broadland District Council

11.1.1. Acle

Table 18 – Projects and Schemes in Acle Neighbourhood Plan (adopted February 2015)

Project/Scheme Description
Improved foot and cycle links to countryside and surrounding villages
Improved access to Wherry Line - Pedestrian and Cycle access to Station and Facilities.
Traffic Calming and Pedestrian Crossing of A1064
Village Centre Public Realm Improvements incl. increasing pavement width and open space
Improvement to existing Pre-School Facility at Primary School
Improvements to Building and Sports Facilities

11.1.2. Aylsham

Table 19 - Projects and Schemes in Aylsham Neighbourhood Plan (adopted July 2019)

Project/Scheme Description
Create a cycleway linking Aylsham to the wider area and possibly, over time, connections to Norwich
Undertake Aylsham Town Traffic Plan to identify strategy options and proposals, such as a 'one way' system,
Seek a pedestrian crossing on the A140 at the Bure Valley Railway to enable safe crossing and the continuation of the footpath and cycleway into Aylsham town centre from Hoveton
Incorporate 'dementia friendly' designs into new developments

11.1.3. Blofield

Table 20 - Projects and Schemes in Blofield Neighbourhood Plan (adopted July 2016)

Project/Scheme Description
Provision of New Community Green Assets: Woodland or Community Garden
Secure Allotments in Perpetuity
Public Realm Improvements at Village Gateways
Community Hall
Create Community Hub in Blofield and Blofield Heath
Improvements to Hemblington Primary School, including identifying suitable pick up and drop off points
Improvements to Blofield Primary School, including identifying suitable pick up and drop off points
Improvements to Blofield Health Care Centre, including capacity and increased car parking.
Improve Broadband Connectivity

New Pedestrian Crossings at The Street, Plantation Road and Woodbastwick Road

Footpath/Cycleway between Blofield and Blofield Heath

Improve Pedestrian Access to Countryside

Highway Improvements on The Street, including enhanced parking and crossing facilities.

11.1.4. Brundall

Table 21 - Projects and Schemes in Brundall Neighbourhood Plan (adopted March 2016)

Project/Scheme Description
Public Realm Improvements at Local Centres and Gateways
Footway and Cycleway Improvements

11.1.5. Drayton Neighbourhood Plan (adopted July 2016)

Table 22 Projects and Schemes in Brundall Neighbourhood Plan (adopted March 2016)

Project/Scheme Description
Improve public parking facilities, without harming appearance/character of village
The creation of enhanced public realm on School Road -Fakenham Road to Hall Lane.
Improved visual and physical connections between the new public space and the Florence Carter Park and St Margaret's Church.
Tree planting in and around the village centre that reflects historic planting elsewhere in Drayton, allowing for views through spaces whilst creating a more pleasant environment.
comprehensive de-cluttering of the village centre and removal of unnecessary or obsolete street furniture
The creation of a new public space around the village cross capable of being used for a range of community events, informal meetings, and social interaction.
protect/improve the network of formal and informal footpaths or cycling routes in Drayton
Improved road crossing opportunities and facilities on Fakenham Road
Improved signage and wayfinding in the village centre and at key access points to footpaths and cycle routes such as connections with the Marriott's Way.

Project/Scheme Description
The creation of a new contiguous route running from the Low Road in the village centre to Drayton Wood and Canhams Hill and onwards to Hall Lane, School Road and Drayton Drewray and the Marriot's Way.
The introduction of safe, segregated cycleways on the existing network and as part of any new road schemes where appropriate.
The introduction of secure cycle parking at bus stops and village centre locations
Enhance the environment between Drayton Drewray, Drayton Wood and Canham's Hill to improve their connectivity.
Provision of safe pedestrian access to Drayton Drewray potentially including a crossing point across the Norwich Northern Distributor Route
limited formal car parking for visitors to Drayton Drewray to improve accessibility to all.
provide new or improved facilities likely to increase the use of the King George V Playing Field. This could include new sports pitches and associated facilities, new informal leisure and recreation areas or enhanced children's play equipment.
improve the safety for pedestrians and cyclists to existing formal and informal access and egress points to the King George V Playing Field.
The introduction of secure cycle parking at bus stops and village centre locations

11.1.6. Great and Little Plumstead

Table 23 - Projects and Schemes in Great and Little Plumstead neighbourhood Plan (adopted July 2015)

Project/Scheme Description
New Changing Rooms Gt Plumstead Playing Field
Water Lane Footpath Improvements
New Bus Stop opposite Bus Shelter
Junction Improvements at Brick Kilns Public House

Project/Scheme Description
Woodland Walk Extension at Thorpe End

11.1.7. Hellesdon

Table 24 - Projects and Schemes in the Hellesdon Neighbourhood Plan (adopted December 2017)

Project/Scheme Description
Improve the quality of existing parks and open spaces throughout Hellesdon

11.1.8. Horsford

Table 25 - Projects and Schemes in the Horsford Neighbourhood Plan (adopted July 2018)

Project/Scheme Description
Create a community centre with pedestrian access, linked to cycle ways and public parking
New Scout headquarters
Outdoor recreation space with seating and public toilets
Identify new allotment sites
Provide additional education facilities - merge separate school sites to one
Expand primary health care provision, including parking for cars and bikes
Encourage evening bus service
Provide community transport scheme
Review impact of NDR on traffic in village
Improve pedestrian safety - speed limit warning signs, safe crossings over Holt Road
Develop recreation walks

Project/Scheme Description
Tree planting
Signage for locally important heritage sites
Improve aesthetic qualities of village, particularly for public realm on Holt Road

11.1.9. Old Catton

Table 26 - Projects and Schemes in the Old Catton neighbourhood Plan (adopted July 2016)

Project/Scheme Description
Junction Improvements at St Faiths Road and Fifers Lane
St Faiths Road and Lodge Lane Junction
Address traffic volumes, speed reduction and safe crossing n Church Street
Spixworth Road Parking and Speed Reductions
Crossing facility at St Faiths Road and Fifers Lane
Reduce rat running on Oak Street
Stop up St Faiths Road
Orbital Link Road Access to NIA IE
Additional Bus Stops and Benches
New Footpath Link Woodham Leas and Priors Lane to Lodge Lane Infant School and Doctors Surgery

11.1.10. Rackheath

Table 27 - Projects and Schemes in the Rackheath Neighbourhood Plan (adopted July 2017)

Project/Scheme Description
Opening up Newman Woods and other potential woodlands for wider community use
Investigate the potential for improvements to Local Heritage Assets, including renovating the Old Scout Hut.
Upgrade and update Stracey Sports Park with more equipment and a MUGA
Modernise and refurbish Rackheath Village Hall
Encourage development of new access point from the industrial estate onto Wroxham Road
Investigate setting up a community transport scheme in the village
Investigate potential for new crossing points on Green Lane West and others.

11.1.11. Salhouse

Table 28 - Projects and Schemes in the Salhouse Neighbourhood Plan (adopted July 2017)

Project/Scheme Description
Development of an integrated village path network
Enhancement of the village playing field

11.1.12. Sprowston

Table 29 - Projects and Schemes in the Sprowston Neighbourhood Plan (adopted May 2014)

Project/Scheme Description
New Pedestrian and Cycle Link Plantation Drive to Harrison's Plantation (Via Cottage Plantation)
Community Hub - Diamond Centre
Public Realm Improvements at Wroxham Road Local Centre and Tree Planting along Wroxham Road
Public Realm Improvements incl. Traffic Calming Measures, Planting and review of on-street parking. School Lane, Sprowston
Sprowston Woodland Park
'The Green Heart' – Creation of an integrated network of green and open spaces at Barkers Lane/Church Lane. Extension of existing burial ground at Church Lane

11.1.13. Spixworth

Table 30 - Projects and Schemes in the Spixworth Neighbourhood Plan (adopted July 2021)

Project/Scheme Description
Highways and Junction Improvements - North Walsham Road and Crostwick Lane junction
Highways and Junction Improvements - Buxton Road and Church Lane Junction -
North Walsham Road and Buxton Road - Create footpath and cycleway along North Walsham Road to link existing cycle network on A1270 Broadland Northway, to create a circular link to the existing Buxton Road cycle and footpath
Footpath improvements - Buxton Road between Church and Ivy Road

Project/Scheme Description
Safe crossing near Church - Buxton Road
Traffic calming measures to reduce road speeds and improve road safety
Spixworth and Crostwick Common - provision of a footpath/cycleway linking the development to Spixworth and Crostwick Common
Rackheath Lane - Relating to above, if access road is from the North Walsham Road, reduce the speed limit to 30mph and install a road crossing to Rackheath Lane
Flood and Mitigation - Improve drainage on Buxton Road
Spixworth - enhance facilities at Village Hall
New Village Hall or Community Centre or refurbishment of existing Village Hall
Develop facilities at new sports field - multi-use sport facilities, changing rooms, car park
Parish allotments at St Mary's - work with developer and resolve access and parking issues

11.1.14. Strumpshaw

Table 31 - Projects and Schemes in the Strumpshaw Neighbourhood Plan (adopted July 2014)

Project/Scheme Description
Toilet, Kitchen and Amenity Facilities at St Peters Church

11.1.15. Taverham

Table 32 - Projects and Schemes in the Taverham Neighbourhood Plan (adopted July 2021)

Project/Scheme Description
Taverham (Transport and access) – Identify new areas for public car parking for use in Marriott's way to support new developments
Identification of new walking and cycling routes linked to the Broadland Northway
Link local green spaces to Fir Covert Road and the proposed supermarket
Taverham (Environment & Landscape) - identification of new open spaces / enhancement of existing
Taverham (Community Infrastructure) - investigate further recreational facilities for young people

11.1.16. Wroxham

Table 33 - Projects and Schemes in the Wroxham Neighbourhood Plan (adopted March 2019)

Project/Scheme Description
Public realm improvements
Ensure that gaps between neighbouring settlements remain in accordance with HBE5

Project/Scheme Description

Work with existing community buildings to recognise their potential

Investigate the potential for further public open space, to be owned/leased by the Parish Council

Secure an additional riverside recreation area, which can be easily accessed by all.

Work with landowners, Norfolk County Council and neighbouring parishes to create a green loop for walkers and cyclists, away from the A1151

Work with Norfolk County Council to consider further crossing points.

Investigate potential for further public access to the River Bure and the Broads.

11.2. South Norfolk

11.2.1. Cringleford

Table 34 - Projects and Schemes in the Cringleford Neighbourhood Plan (adopted February 2014)

Project/Scheme Description
Demand for Cycling and walking facilities
Demand for Medical / Dentistry facilities
3.8 hectare playing field to accommodate a cricket pitch, football pitches and Pavilion to include changing rooms.
Cringleford Library facilities
Allotment and Community Orchard

11.2.2. Easton

Table 35 - Projects and Schemes in the Easton Neighbourhood Plan (adopted December 2017)

Project/Scheme Description
New developments should respect and retain the integrity of East as a distinct settlement and avoid coalescence between Costessey and Easton.
Developers must demonstrate an effective and sustainable management programme for GI areas. GI areas should improve biodiversity and connections with existing green spaces.
Existing trees and hedgerows must be retained.
Developments should have adequate parking
New village centre including multi-use village hall with off-road parking, outdoor sports and formal recreation facilities. Hall should be easily accessible from all parts of Easton.
Enhance and create footpaths, cycleways and public transport connections

11.2.3. Long Stratton

Table 36 - Projects and Schemes in the Long Stratton Neighbourhood Plan (Adopted October 2021)

Project/Scheme Description
<p>Long Stratton Town Centre improvements:</p> <ul style="list-style-type: none"> • Traffic calming measures along The Street • Widen pavements and remove obstacles • Improve pedestrian safety at Flowerpot Lane/A140 junction and Swan Lane/Star Lane junction • Greening the environment, e.g. Pocket parks along The Street • Creation of equipped play areas and seating in areas of high amenity value • Install bicycle parking facilities • Create cycle routes in town centre routes • Improve public toilet facilities
Delivery of new Long Stratton Market Place with parking.
Delivery of a new centrally located Long Stratton Community Meeting Space accessible by all forms of transport
Ensure that new developments conserve or enhance the distinctive character of the historic core.
Industry led initiatives to support training and apprenticeship schemes to high levels, to benefit the workforce.
Further exploration into the viability of delivering a new swimming pool in Long Stratton.
A sheltered housing scheme or similar.
Improvements to cycle infrastructure to outlying areas including Tasburgh.
A renewable energy scheme in the plan area that delivers community benefits such as tariffs from the energy generated, without impacting adversely on landscape character
Delivery of a Tharston and Hapton community building.

11.2.4. Mulbarton

Table 37 - Projects and Schemes in the Mulbarton Neighbourhood Plan (adopted February 2016)

Project/Scheme Description
Improved car parking management around the schools/GP surgery
An improvement at the B1113/A140 Harford Bridge junction
Improved footway and road maintenance in the village
Reduced traffic speeds on existing residential streets and lanes in the village
Cycle routes to Hethel Engineering Centre/Lotus and Norwich
An improved bus service

11.2.5. Poringland

Table 38 - Projects and Schemes in the Poringland Neighbourhood Plan (Adopted July 2021)

Project/Scheme Description
Upgrading of pedestrian facilities along the B1332, especially crossing facilities
Improving footpath condition
Improving capacity of healthcare provision, such as GP surgeries
Improved childcare and education provision
Better car parking management around the schools
Extension of or improvements to cycle facilities, including the route towards Norwich (note that most of this is outside of the parish)
Improved public transport, including upgrading of bus stops to bus shelters along the B1332 where there is room
Reduced traffic speeds on residential streets in the village

Project/Scheme Description

Improvements to Public Rights of Way

Renewable energy generation for the community.