

Greater Norwich Infrastructure Plan June 2023



Jobs, homes, prosperity for local people

**Greater Norwich
Growth Board**

Greater Norwich Infrastructure Plan 2023

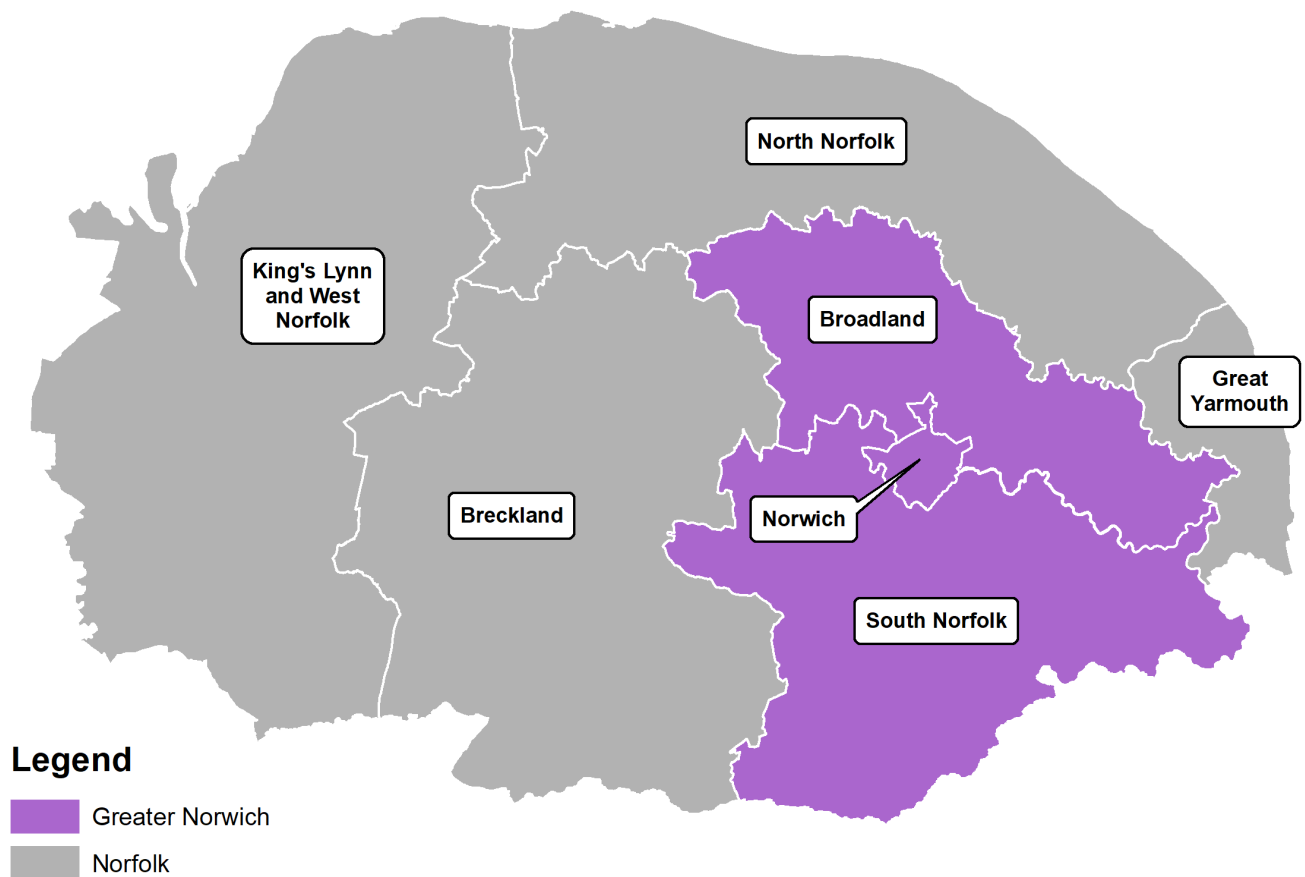
Greater Norwich Infrastructure Plan 2023	1
1. Introduction	3
2. Background to Greater Norwich	5
This section provides an overview of how the Greater Norwich partnership operates, and its origins.	
3. Decarbonisation & Sustainability.....	8
This section provides details of how the Greater Norwich partners are working towards achieving Decarbonisation and Sustainability.	
4. Greater Norwich Strategic Growth Area	12
This section identifies where growth is planned to take place in the next few years.	
5. Infrastructure Funding.....	28
This section outlines a range of infrastructure funding streams which have been secured to support projects in Greater Norwich, and how they have been used.	
6. Community Infrastructure Levy	40
This section outlines how CIL is administered and applied in Greater Norwich	
7. Infrastructure Delivery	44
This section outlines the infrastructure required to support growth for the four thematic groups which are eligible for CIL; Green Infrastructure, Transport, Education and Community Facilities.	
8. Additional Infrastructure Requirements.....	60
This section outlines a wide range of infrastructure which is necessary to support growth.	
9. Appendix A Forthcoming Infrastructure Projects.....	73
This section provides a list of projects for the four thematic groups which are eligible for CIL, that are currently programmed for delivery.	
10. Appendix B Unprogrammed Infrastructure Projects	115
This section provides a list of projects for the four thematic groups which are eligible for CIL which are aspirational and are not yet programmed for delivery.	
11. Appendix C Neighbourhood Plans	141
This section provides a list of projects which have been identified in Neighbourhood Plans across Greater Norwich.	
14. Appendix E – Neighbourhood CIL	160
This section provides a breakdown of how much CIL has been received in Greater Norwich, and in which Parishes.	

1. Introduction

Greater Norwich consists of the combined administrative areas of Broadland District Council, Norwich City 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 7 – 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
 - Community facilities (Including Sport and Libraries).

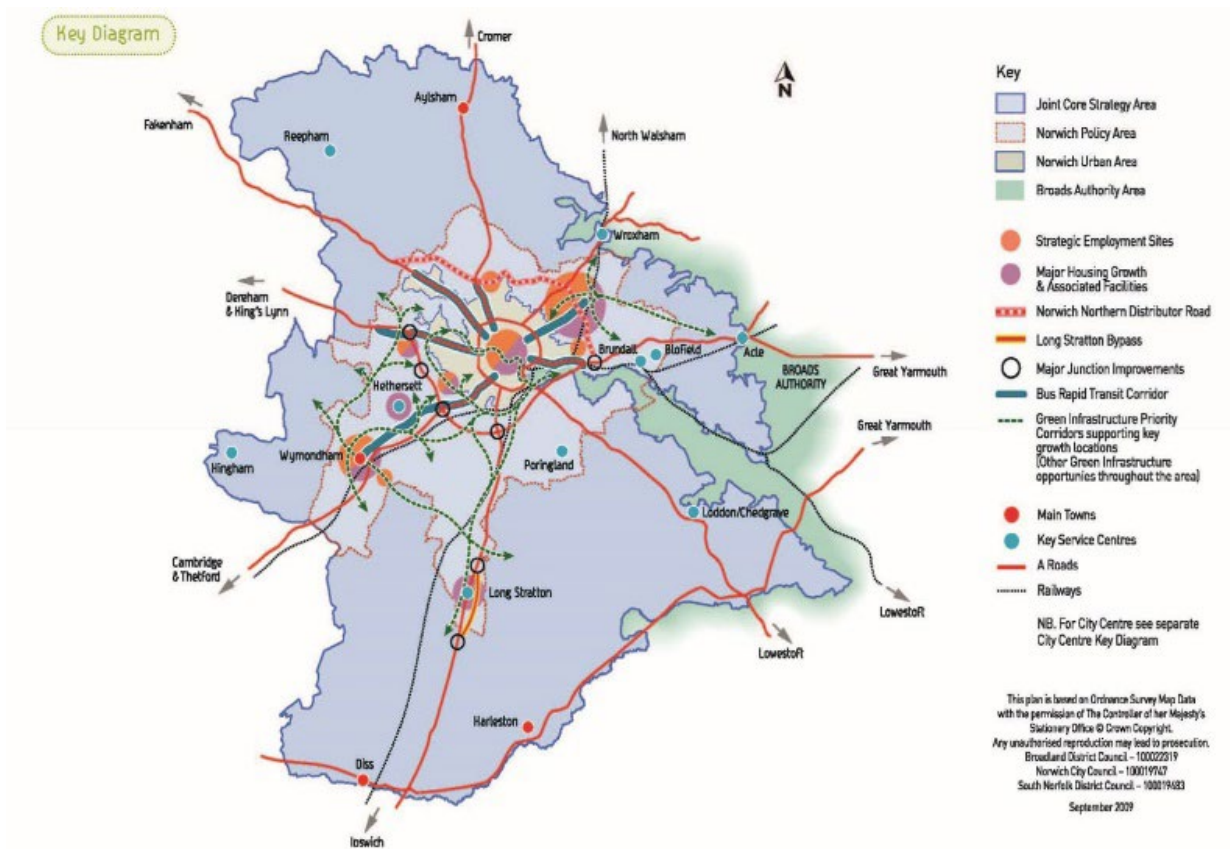
These are referred to as thematic groups in this plan and were prioritised when CIL was introduced in 2013. The levy was legally agreed upon the adoption [Greater Norwich CIL charging policy](#). This plan contains more information about these four thematic groups, which is used in support of the GNGB’s decision making. [Appendix A – Infrastructure Projects](#), includes a comprehensive list of projects that fall under these groups.

2. Background to Greater Norwich

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.

- 2.1.** 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 infrastructure to support the planned growth.
- 2.2.** The GNGB work together to plan and manage growth within their partnership area. The [Joint Core Strategy](#) (JCS), which is our 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 (GNDP) 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.** Together, the Greater Norwich partners:

- have published a joint [Physical Activity and Sports Strategy](#) in accordance with Sport England’s planning guidance.
- are progressing an update to their joint Green Infrastructure Strategy aligning with the Environment Act (which requires the delivery of biodiversity net gain), [Natural England’s Green Infrastructure Framework](#) and the [Government’s Environmental Improvement Plan 2023](#).
- worked in consultation with Norfolk County Council to adopt the [Transport for Norwich Strategy](#).

2.5. Each of these strategies provides the evidence of need for additional or different infrastructure to support the planned growth, whilst also paving the way towards a zero-carbon future.

2.6. 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.

- 2.7.** To date, the GNGB has allocated over £40m of IIF funding and £50m of CIL supported borrowing, which has led to an additional £290m to deliver infrastructure projects within the Greater Norwich area.
- 2.8.** We 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. Decarbonisation & Sustainability

The GNGB are working together to facilitate sustainable, low carbon development in Greater Norwich. This will encourage a thriving economy and create a legacy of growth that future generations can enjoy.

- 3.1.** Decarbonisation 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. One of the key objectives of the [Environment Act](#) is to clean up the Country’s air through decarbonisation. 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 human-caused climate change. In addition, **all Greater Norwich Partners 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.** At a Countywide level, climate change is being addressed through a partnership-based approach. The **Norfolk Climate Change Partnership (NCCP)** was established in January 2020. It has representation across all of Norfolk’s Local Authorities and aims to help develop Norfolk into an exemplar in tackling climate change and protecting and enhancing its natural environment. The NCCP has agreed the following shared priorities:
- **Develop a sustainable energy plan** to decarbonise energy supply for Norfolk and improve distribution of energy to citizens
 - **Reduce and conserve energy demand** on the system through retrofitting of buildings, through behavioural change, and by prioritising energy efficiency in the design and development of buildings.
 - **Enable greener sustainable transport solutions** including a focus on behaviour change and, where appropriate, use of statutory powers
- 3.3.** In 2021 the NCCP produced a [Local Energy Asset Representation](#) for Norfolk which was later followed by a feasibility study for a **Community Energy Kickstarter** in December 2022, funded through the Community Renewal Fund. This study, due for publication mid-2023, 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. Grid capacity is a critical component of the energy infrastructure in Norfolk which can affect the integration of new and renewable energy sources such as solar and wind power. Addressing grid capacity constraints in Norfolk will require significant investment in the region's electricity grid infrastructure.

- 3.4. [Norfolk County Council's Climate Strategy](#) was adopted in May 2023, sets out how the council will work not only to reduce its own carbon emissions, but to drive down emissions across the county, protect the unique environment of Norfolk, and to seize the opportunities the move to a green economy represents, securing investment and growth for Norfolk. The newly developed **Norfolk Investment Framework** adopts the need to protect Norfolk's economic and natural assets from climate change as one of its "grand challenges". Several of the projects which were accepted into the Frameworks' 2023 pilot offer the potential for significant environmental benefit in Greater Norwich. These include:
- Investigating the development of a **Rooftop Solar Panel Network** in Norwich.
 - Developing a **Clean Hydrogen Strategy** for the [Cambridge Norwich Tech Corridor](#).
 - The **Norfolk Rural Electric Vehicle Charge Point Pilot Scheme** which will look at opportunities for using existing private and public infrastructure to increase the availability of public electric vehicle charging point (EVCP) facilities in rural communities.
 - Creating up to **Six Net Zero Norfolk Communities** within Norfolk's Local Authorities, by applying the [Net Zero Leiston methodology](#), which outlines the steps to be taken by the chosen communities.
- 3.5. For Greater Norwich, **creating infrastructure that is both sustainable and clean is a priority**. This approach is ingrained within a range of strategic documents, from the Greater Norwich Local Plan to specific strategies for infrastructure themes, such as Transport, Sport and Physical Activity, and Green Infrastructure.
- 3.6. **The emerging GNLN commits to ensuring that development on sites agreed within the plan will deliver at least 10% 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. The GNLN also embeds measures to address climate change in all its policies, rather than having one overarching policy. The [climate change statement of the GNLN](#) explains how these policies are embedded, ranging from strategically locating growth to reduce the need to travel, to setting standards for water efficiency. Policy 2 of the GNLN, 'Sustainable Communities', covers ten key social, economic, and environmental issues which all developments must address through their design. To ensure implementation, major developments will be required to submit a Sustainability Statement, the purpose of which is to show, on a site-by-site basis, how the various aspects of the policy are addressed.
- 3.8. The highest contributor to carbon emissions in Norfolk is the Transport sector. The **Norfolk Strategic Infrastructure Delivery Plan (NSIDP)** states that its key transport

projects, several of which fall within Greater Norwich, will seek to mitigate their impact. Transport projects should leave an improved legacy going forward, fully in keeping with ambitions to ensure biodiversity net gain. The NSIDP also makes clear that reducing the impact of transport is essential to carbon reduction. The decarbonisation of transport is being achieved in Greater Norwich through several ways, including Electric Vehicle improvements, electric public transport, and promoting active travel.

- 3.9.** [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. Several projects linked to this are emerging in Greater Norwich, 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). Norfolk County Council has successfully bid for funding from the government's [Local Electric Vehicle Infrastructure](#) programme to help the rollout of EV charging infrastructure into rural communities.
- 3.10.** The [Norfolk Bus Service Improvement Plan](#) aims to improve bus services by having a green and sustainable transport network that customers will seek to choose first over other modes of transport. 70 new zero emission buses will be operational in Norwich by March 2024, following funding through the [Zero Emission Buses Regional Area Scheme and match funding from First Bus](#). Norwich was also successful in being one of three cities shortlisted through the [Zero Emission Transport City Fund](#) to work with government on identifying ways in which a city can transition to having zero emissions.
- 3.11.** In October 2022 the Greater Norwich [Physical Activity and Sports Strategy \(PASS\)](#) was published, a key element of which is encouraging [Active Travel](#) and championing investment in supporting infrastructure. This new strategy aligns with the adopted [Greater Norwich Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#), the emerging [Countywide LCWIP](#), Norfolk's emerging Walking, Wheeling and Cycling Strategy, and the Government's '[Gear Change](#)' Vision. Norfolk County Council partnered with Beryl Bikes and launched a cycle hire scheme in Norwich in 2020. The scheme has been highly successful and was extended to Wymondham and Drayton in 2023.
- 3.12.** Active Travel England published their [Local Authority Active Travel Capability Ratings](#) in March 2023, stating that Norfolk have "Strong local leadership, with clear plans that form the basis of an emerging [Active Travel] network with a few elements already in place." 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 a range of measures including the creation and improvement of cycle paths and pedestrian areas. A [Defra Air Quality Grant](#) funded project to create a **Norwich Cargo Bike Library** was launched in 2023, to operate a fleet of 10 e-cargo bikes available for businesses to use in Norwich.

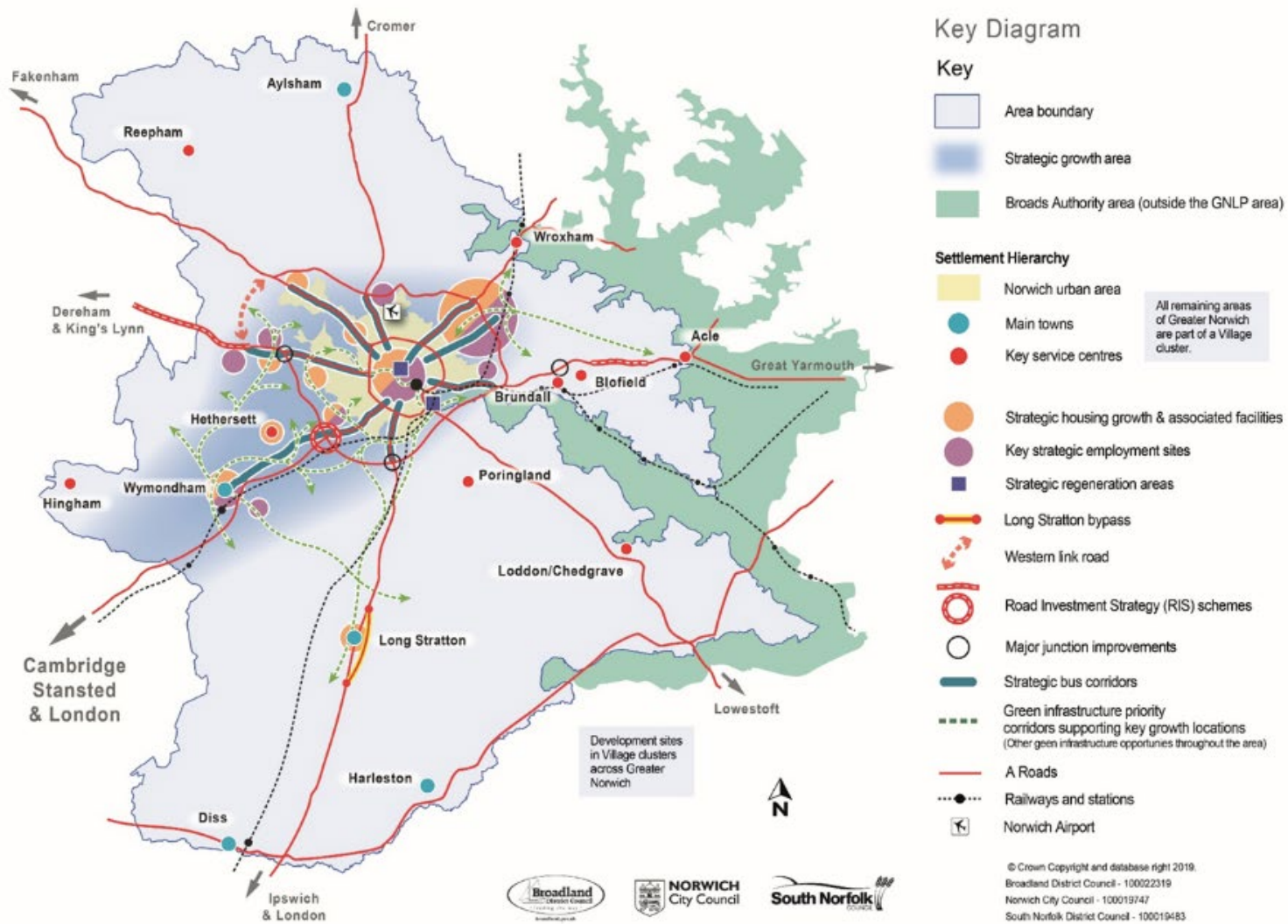
- 3.13.** We are currently updating the Greater Norwich **Green Infrastructure Strategy**. This strategy will set goals and ambitions for the improvement of existing green spaces and corridors in the Greater Norwich area and serve as a blueprint for the creation of new multi-functional spaces that will benefit people and nature. It is designed to align with other key strategies and plans including the [GNLP](#), the [Norwich Biodiversity Strategy](#) and the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy.
- 3.14.** In March 2022 most of the Greater Norwich area was identified by Government as an area affected by [Nutrient Neutrality](#). This means that new development cannot proceed unless it can demonstrate that any increase in levels of nutrients in local waterways will be mitigated. The three Greater Norwich District authorities are working together with Breckland Council, North Norfolk District Council, and Anglian Water to establish a joint venture. This will be called Norfolk Environmental Credits Limited and will work to develop a mixed programme of mitigation measures which will be converted into environmental credits that can be purchased by developers to unlock their stalled development. **The GNGB has committed to using its joint skills, influence, and resource to help ensure that the impact of development can be mitigated.** [For more information see Nutrient Neutrality.](#)
- 3.15.** In summary, there is a vast range of activity and investment underway within Greater Norwich. Together, these demonstrate how the partners are 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 'Greater Norwich Strategic Growth Area' is the area where the majority of Greater Norwich's economic power and potential for strategic growth is located. It has links to other regional and national growth areas, placing Greater Norwich firmly on the national stage, and increases potential 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** - includes Norwich Research Park, Hethel Technology Park, Browick Park, 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, and the Broadland Growth Triangle, which includes the major strategic housing 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 has high quality infrastructure for public transport, roads, and cycling.

Figure 3 GNL Growth Diagram



4.1. 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.

4.1.1. As of 1 April 2022, there were identified sites for over 12,800 dwellings, with a further 1,200 planned in the emerging Greater Norwich Local Plan (GNLP), and 340,000sqm of employment/commercial floorspace across North-East Norwich. The vast majority of residential development sites, and a significant amount of the employment/commercial floorspace sites, have now secured outline or detailed planning permission.

4.1.2. Given the scale of development planned across North-East Norwich, delivery will span a significant number of years. Progress on notable sites includes:

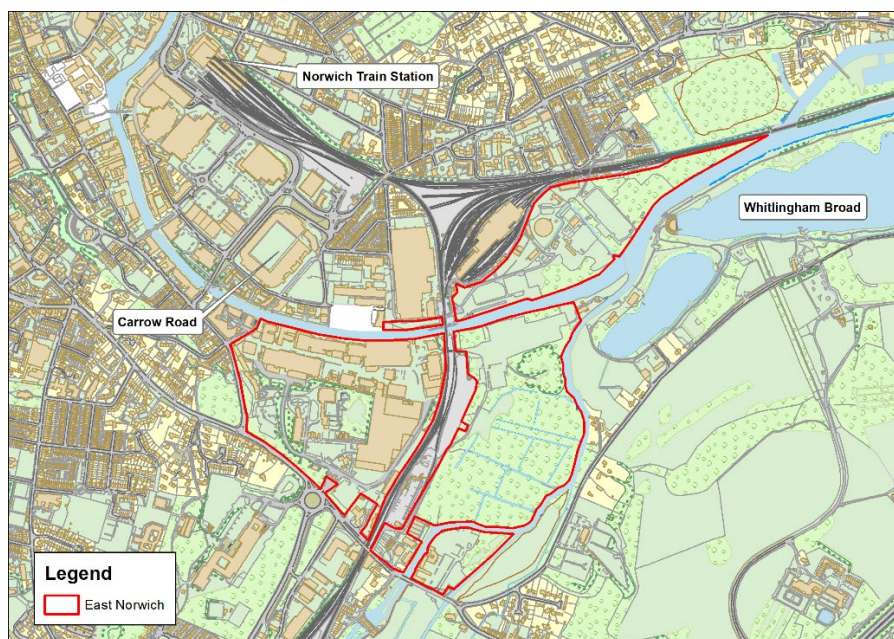
- **Broadland Gate** - Development is well underway with several units complete or under construction, and only a few plots remaining.
- **Imperial Park and Broadway Enterprise Park** - planning applications have been approved for an estimated 135,000 sqm of employment/commercial floor space across these two strategic sites, which are 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** - Two planning applications have now been submitted for this site. The first by Taylor Wimpey relates to the majority landholding of the site and would substantively deliver the planned new settlement. A separate application from Halsbury Homes has been submitted for a smaller landholding that forms part of the new settlement site. In addition, development has also begun on several residential-led sites across North-East Norwich including Rackheath, Sprowston and Great & Little Plumstead.

- 4.2.2.** A planning application for the comprehensive redevelopment of **Anglia Square** was submitted to Norwich City Council on 19 April 2022 (ref: 22/00434/F). This comprises up to 1,100 dwellings; 8,000 sqm of non- residential floorspace for flexible retail, commercial and community use; 450 parking spaces; hard and soft landscaping; service infrastructure and other associated work. Following consultation and feedback, the scheme has been amended and has been subject to further periods of public consultation. The timescale for determination of the application has been affected by the need to address the impact of the development on nutrient neutrality. At a meeting on 27th April 2023 Norwich City Council Planning applications committee resolved to approve the application subject to a S106 Obligation and the imposition of planning conditions. The decision is expected to be issued Q2 of 2023. The Greater Norwich Local Plan (GNLP) is proposing that Anglia Square and adjoining land (approx. 4.79 ha) is allocated for a housing-led mixed use development including retailing, employment, community, and leisure facilities, and will act as a catalyst for wider investment and redevelopment in the ‘Northern City Centre Strategic Regeneration Area’ defined in the GNLP.
- 4.2.3.** Major growth is also planned for the **East Norwich** sites which form part of the Norwich Urban Area, further details are available in 4.6.
- 4.2.4.** A significant regeneration scheme in the Norwich Urban Area is the **Connecting the Norwich Lanes** (CtL) programme, which is led by Norfolk County Council and supported by Norwich City Council. It comprises a series of projects to manage traffic and improve the quality of public space. The Norwich Lanes is an award-winning cluster of mutually supportive independent businesses that trade within the intricate weave of characterful medieval streets between the Market Place and the River Wensum.

4.3. 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 Whitlingham Country Park.

- 4.3.1.** The majority of the ENSRA is proposed for allocation in the **Greater Norwich Local Plan (GNLP)** for major new housing and employment development, the remainder being within the Broads Authority (BA) area. The final GNLP policy wording is subject to the conclusion of the public examination process, but the policy is likely to require approximately 3,360 new homes and around 4,100 new jobs. The overall residential capacity of the East Norwich regeneration area, including the portion of the site within the BA area, is in the region of 3,630 dwellings.
- 4.3.2.** 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 historically significant parts of the city and provide improved connections between the city and Broads.

Figure 5 Map of East Norwich²

- 4.3.3.** 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. The Stage 1 masterplan for East Norwich was endorsed by Norwich City Council’s Cabinet in November 2021 and the Stage 2 masterplan in June 2022.
- 4.3.4.** The Infrastructure Delivery Plan produced alongside the Stage 2 masterplan identifies a total cost of £153m for the infrastructure required to underpin regeneration at East Norwich. This is likely to require significant public sector funding support. Another output from the Stage 2 masterplan work is a draft supplementary planning document. This will be reviewed late 2023/early 2024 to reflect updated policy, amongst other things, and will be subject to statutory consultation prior to adoption.
- 4.3.5.** Emerging supplementary planning document (SPD) 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.

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

- Enabling the equitable provision of infrastructure to serve the site.

4.3.6. 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.
- New marinas.

4.3.7. Further Stage 3 work commissioned by [Homes England](#) is currently underway. This builds on the masterplan outputs, and includes consideration of potential delivery options, development of a financial model, and will help refine infrastructure costs and triggers. This work began in late 2022 and will help inform the final SPD and future business cases. The infrastructure requirements for East Norwich fall into several different categories in the appendices of the GNIP, but are summarised as whole within the transport table of Appendix A.

4.4. 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, Hetherset, Cringleford, Costessey, and Easton; plus Three Score (Bowthorpe) in Norwich. The strategic employment locations undergoing development include the Food Enterprise Park, Hethel Technology Park, Browick Park, and the Norwich Research Park (NRP).

- 4.4.1. 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 connects 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 significant challenges facing humanity including climate change, food, energy, medicine, and mobility.** There are several significant developments coming in the Cambridge Norwich Tech Corridor including: the development of a Hydrogen Strategy, business cluster support work and ongoing work to secure an Investment Zone.
- 4.4.2. Food Enterprise Park (40 Hectares)** - Circa 18 hectares of this site comprises the [Broadland Food Innovation Centre](#), [Fischer Farms](#) (the UK's largest vertical farm), and [Condimentum \(a farming community creating a better future for growers\)](#). Work is now underway to deliver the remaining 22 hectares which is due to be completed by the end of 2023. To support this site, a mains power upgrade is under construction and planning permission has been secured for a solar farm to supply occupiers with renewable energy. An upgraded road network linking the park to the A47 is expected to be confirmed in Summer 2023.
- 4.4.3. Browick Park (20 Hectares)** - Work is progressing to deliver around 80,000 sqm comprising of mixed-use commercial units which, if ratified, is due to be in place by the end of 2023/ early 2024.
- 4.4.4. Hethel Technology Park (20 Hectares)** – This is a key strategic employment site in greater Norwich, specialising in advanced engineering and technology. It includes Hethel Engineering Centre and Lotus Cars. Plans are in place to deliver a roundabout on the Wymondham Road and an internal road to unlock allocated employment land for development. Hethel Innovation has submitted a planning application for a Phase 4 development comprising 11 new units which will deliver circa 90,000 square feet of

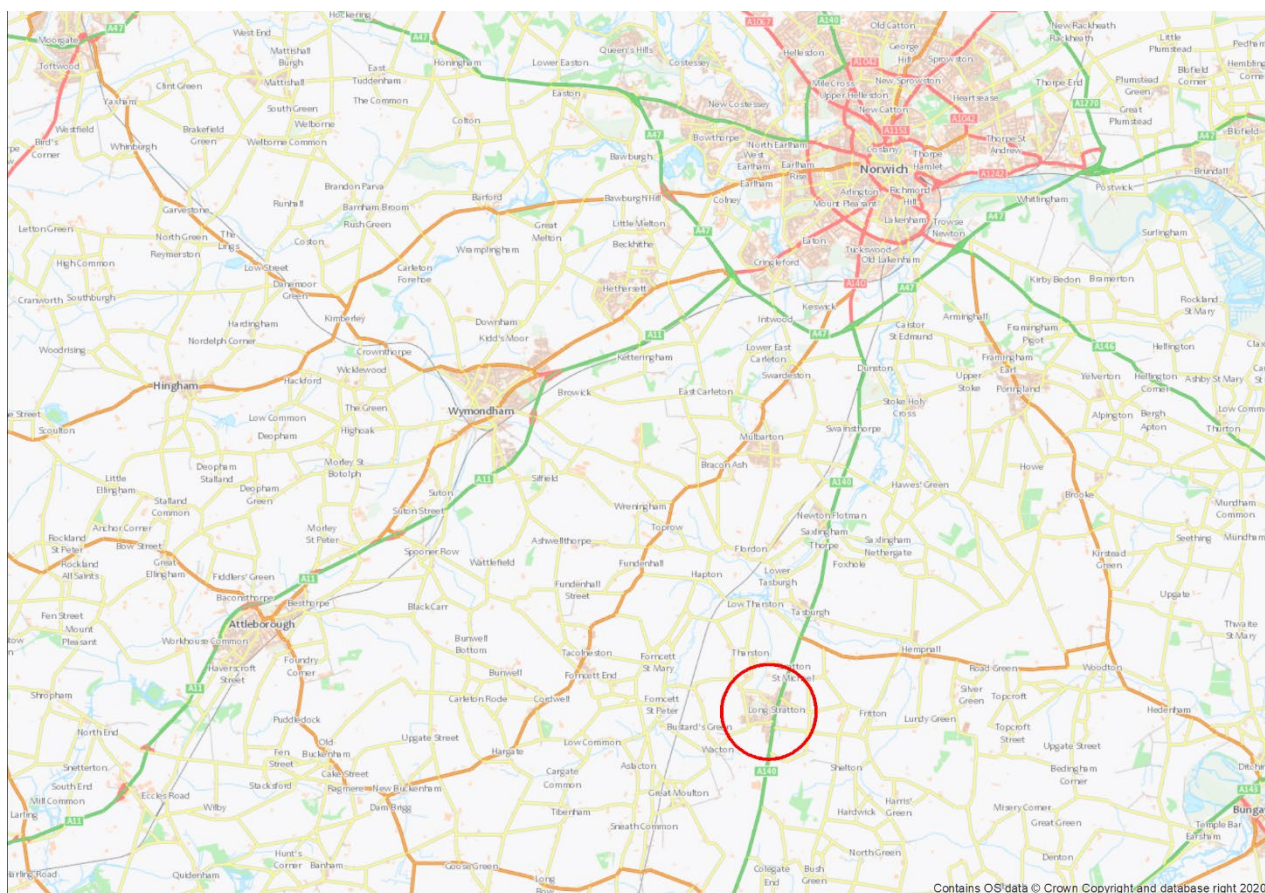
new floor space to support this sector. The outcome of this planning application is expected to be known in Summer 2023.

- 4.4.5.** 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. A Growth Committee comprising Lotus, Norfolk County Council, New Anglia Local Enterprise Partnership together with South Norfolk Council has been established to support the delivery of the vision. Current master-planning activities involve 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. These and other developments are expected to be in place by 2027.
- 4.4.6. Norwich Research Park (NRP) Enterprise Zone** - A revised 5-year Site Development Plan has been created for the Enterprise Zone at Norwich Research Park (NRP) which will inform a revised masterplan. Planned works in 2023 include a Diagnostic Assessment Centre, enlarging Colney roundabout and improved cycle links with Wymondham and Hethersett.

4.5. Long Stratton

Long Stratton is a town approximately 16km south of Norwich, bisected by 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



4.5.1. Long Stratton is the only site for housing growth on a strategic scale that is 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.

4.5.2. A resolution to approve two planning applications to deliver the Area Action Plan housing and employment sites was given by South Norfolk Council's Development Management Committee on 15th March 2023. Nutrient Neutrality mitigation measures have been agreed for the first 688 homes, however a longer-term scheme for the total 1,875 homes needs to be agreed with Natural England. The planning applications submitted to South Norfolk Council were for:

- 40.8 hectares of arable farmland west 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. In addition, 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.
- 131.7 hectares of arable farmland east 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, a primary school, community facilities site, associated infrastructure, and public open space. Full planning permission is being sought for a bypass including roundabouts and junctions.

4.5.3. Norfolk County Council is currently working in collaboration with South Norfolk Council, Norfolk Homes Ltd and Norfolk Land Ltd 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.

4.5.4. 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.

4.5.5. The 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.

4.5.6. Transport East submitted a Regional Evidence Base to the Department for Transport (DfT) in Summer 2019, which identified the bypass as a regional priority for MRN funding. An outline business case bidding for MRN funding to help facilitate delivery of the project was submitted to the DfT and subsequently approved by government in July 2021.

- 4.5.7.** The outline business case (OBC) estimated the overall cost of delivering Long Stratton Bypass at £37.44m. At the time of OBC award, the project would be mainly externally funded with 70% from the DfT's MRN Fund and 30% from local contributions (consisting of the GNGBs Community Infrastructure Levy (CIL)-supported borrowing and a contribution from the developer). In October 2022, the cost estimate was reviewed and updated to £46.23m and in response the GNGB agreed to increase their funding from £6.733m to £10m. Separately there is ongoing dialogue by local funding partners to finalise the funding arrangements to secure any funding shortfall
- 4.5.8.** The target date for construction work to start is Spring 2024. The road should open to traffic approximately Autumn 2025, subject to planning approval, procurement, and completion of other necessary statutory approval processes. Recent changes to rules on Nutrient Neutrality have impacted the delivery programme.

Figure 7 - Map of Long Stratton Bypass

4.6. Outside the Strategic Growth Area

4.6.1. Whilst most of the development is proposed to take place within the Strategic Growth Area (SGA), around 24% of planned growth lies elsewhere in Broadland and South Norfolk.

4.6.2. In addition to the growth planned at Long Stratton (see 4.8 above), there are significant sites in the region of 200-600 dwellings, planned for market towns and larger villages outside of the SGA:

- Aylsham
- Diss
- Harleston
- Acle
- Blofield/Brundall
- Loddon/Chedgrave
- Poringland/Framingham Earl.
- Growth in the region of 100-150 dwellings, is also expected in the settlements of Hingham and Reepham.

4.6.3. Progress of note includes:

- **Acle** - Development beginning on sites for over 180 dwellings in total, including the 137 dwelling Repton Homes development on Norwich Road.
- **Reepham** - A resolution to grant permission being given for the 140 dwelling Lovell development.
- **Harleston** - Full permission granted for 354 dwellings, plus 107 care units, allotments and 1.61ha of land for community use on the emerging GNLP allocation at Briar Farm, Harleston. A separate full permission for a discount food store has been granted within the same emerging allocation.
- **Chedgrave** - Outline permission granted for 76 dwellings on the emerging GNLP allocation East of Langley Road, Chedgrave.
- Proposals for new allocations of development land with capacity for over 2,000 additional dwellings spread 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).
- The Regulation 19 pre-submission publication stage of the South Norfolk Village Clusters Housing Allocation Plan has been completed, and the Diss and District Neighbourhood Plan has been submitted for examination. Together these plans

seek to allocate a further 1,200 homes across smaller villages in South Norfolk and contribute to the 400 homes planned for in Diss.

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 three years, most notably the impacts of Brexit, the Covid-19 outbreak, and the rising cost of living, 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 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. Levelling Up the United Kingdom

5.4.1. [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.

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

5.4.3. The transfer of decision making through devolved powers is a key part of the Government's ambitions to 'level up' the country.

5.5. County Deal for Norfolk

5.5.1. Norfolk County Council and the Government have agreed, in principle, [a new County Deal for Norfolk](#), to transfer funding and powers to the area – a process known as devolution.

5.5.2. Subject to reaching final agreement, it will enable the Council to tailor investment to the specific needs of local people in areas such as better transport, skills, job opportunities, housing, and regeneration.

5.5.3. Under a County Deal, Norfolk would receive a £20 million investment fund, every year for 30 years. There would also be specific funding for integrated transport, brownfield development (£7 million), adult education, and infrastructure (£5.9 million for housing, regeneration and development, during this Spending Review period).

5.5.4. To enable a County Deal for Norfolk to proceed, the following steps need to be completed:

- Full Council discussion and decision to progress – completed 17 January 2023.
- A public consultation – completed 6 February to 20 March 2023.
- The Council's Cabinet will meet to consider the consultation results, decide whether to proceed and, if so, submit the consultation results to the Government – Summer 2023.
- Full Council to decide whether they support the move to an elected leader and cabinet system of governance - December 2023.

- Parliament to decide whether to approve the 'statutory instrument' required to let the County Deal for Norfolk proceed - Spring 2024.

5.6. Norfolk Investment Framework

5.6.1. The [Norfolk Investment Framework](#) (NIF) is a set of investment priorities for Norfolk. It was developed by Norfolk County Council to support the Government's levelling up agenda. It will be used in part to assist with the move away from EU funding to a new national financial framework, with more competition for funding, and with scope to contribute to the national economy.

5.6.2. The NIF will support infrastructure delivery that addresses four 'grand challenges' that Norfolk faces:

- To create new opportunities for Norfolk's residents by increasing skills and labour market dynamism.
- To provide effective and efficient public services to a spatially dispersed population.
- To grow the economy by strengthening and future-proofing business clusters.
- To protect Norfolk's economic and natural assets from climate change.

5.6.3. A pilot for the NIF was funded through the Local Business Rates Fund. 11 projects totalling a combined funding amount of £1,330,588 were accepted into the 2023 pilot. These projects span the whole of Norfolk and cover a range of themes from skills to business. The projects located in Greater Norwich are:

- Investigating the development of a **Rooftop Solar Panel Network** in Norwich.
- Developing a **Clean Hydrogen Strategy** for the [Cambridge Norwich Tech Corridor](#).
- The **Norfolk Rural Electric Vehicle Charge Point Pilot Scheme** which will look at opportunities for using existing private and public infrastructure to increase the availability of public electric vehicle charging point (EVCP) facilities in rural communities.
- Creating up to **Six Net Zero Norfolk Communities** within Norfolk's Local Authorities, by applying the [Net Zero Leiston methodology](#), which outlines the steps to be taken by the chosen communities.

5.7. Shared Prosperity Fund

5.7.1. [The Shared Prosperity Fund](#) is a central government fund aimed at levelling up the economy with a focus on three Investment Priorities: Communities and Place, Supporting Local Business and People and Skills. District councils received their

allocation of the £2.6bn three-year fund in April 2022 (See Table 1 for the individual allocations) and have gained approval on their local investment plans from the government.

- 5.7.2.** South Norfolk and Broadland District Council’s launched their work programme in Autumn 2022. Creating a ‘Pride in Place’ workstream, to provide grants to eligible organisations that support the development of new or existing community facilities, improve community engagement, and understand local needs to develop appropriate community facilities. To help achieve the ‘Supporting Local Business’ investment priority, the councils launched the ‘Business Builder’ programme, that provides grants to local businesses to enable them to grow and prosper. The final investment priority, ‘People and Skills’, will have a programme launched in March 2024 with a focus on improving skills within the local economy and community.
- 5.7.3.** Norwich City Council is seeking to reduce environmental crime, improve community engagement, and build pride as part of the [Love Norwich project](#). Taking a two-fold approach of delivering site improvements alongside a grants scheme, they will co-design solutions with residents seeing improved environments and reduced environmental crime levels to increase wellbeing and pride in our neighbourhoods. Complimenting this will be improvements to community facilities, alongside training and skill share opportunities to build community capacity, creating active and vibrant communities.

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

5.8. The Levelling Up Fund

- 5.8.1.** 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.
- 5.8.2.** 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.
- 5.8.3.** In 2022 Norwich City Council made two applications to the Levelling Up Fund, one for the regeneration of Sloughbottom Park and another for public realm improvements to Exchange Street and Guildhall Hill in Norwich. Successful applicants for the LUF were announced in January 2023, but unfortunately neither project was successful in this

round. The projects continue to be a priority for delivery and work is underway to explore alternative funding and programme options whilst awaiting confirmation of the timing and eligibility of future LUF bidding rounds. The GNGB have recommitted the match funding that was allocated to each project to help lever in the outstanding amount (£850,000 to Sloughbottom Park and £2.77m to Exchange Street & Guildhall).

5.9. Community Renewal Fund

5.9.1. [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.

5.9.2. A key CRF funded project within the Greater Norwich area was the Hethel Local Energy Solutions Project, which completed in December 2022. South Norfolk Council and Norfolk County Council developed an energy masterplan which is underpinned with net zero ambitions. This masterplan is due for publication in 2023. It will support the future energy needs and growth plans of Lotus Cars Ltd and Hethel Innovation Ltd.

5.10. Transforming Cities Fund

5.10.1. 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.

5.10.2. Highway improvement schemes and initiatives that have been delivered or are under construction using the TCF funding include the following:

- **King Street Improvements** - Widened pavements and an improved cycle and pedestrian environment along King Street, improving the connections between cultural institutions, substantial new residential developments, and the city centre.
- **Norwich Rail Station** - Improved access to Norwich Rail station.
- **City Centre Improvements** - Improved bus stop infrastructure, pedestrian, and public realm facilities through the busy heart of the city centre.
- **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.
- **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.
- **St Stephens Road** – Improved environment for walking and cycling at the busy Grove Road junction on the route from the city centre to City College.
- **Wayfinding** – provision of new and transformative wayfinding infrastructure.

5.10.3. 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.

5.11. Zero Emission Buses Regional Area (ZEBRA) Scheme

5.11.1. 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.

5.11.2. The funding comes from the Zero Emission Buses Regional Area (ZEBRA) scheme, which was launched in 2019 allowing local transport authorities to bid for funding to purchase zero emission buses.

5.11.3. £14.7m has been received from DfT, as well as £21m from First Bus, towards the provision of 70 new zero emission buses in Norwich, which will be operational by March 2024. In addition, there will be 57 fast chargers installed at the First Bus depot, which will make it a fully electric bus depot.

5.12. Zero Emission Transport City (ZETC) Fund

5.12.1. £0.5m has been received from the Department for Transport's Zero Emission Transport City (ZETC) Fund to work with government on the funding and requirements needed for transitioning to a zero-emission city. Work on this is ongoing.

5.13. Local Electric Vehicle Infrastructure (LEVI) Capability Fund

5.13.1. In February 2022 Norfolk County Council was awarded a £1.1 million investment from the Department for Transport LEVI (Local Electric Vehicle Infrastructure) capability fund to install charge points across Norfolk.

5.14. Bus Service Improvement Plan

5.14.1. In March 2022 the government announced a new National Bus Strategy called [Bus Back Better](#). As part of this, and to receive any funding, Local Transport Authorities had

to publish a [Bus Service Improvement Plan \(BSIP\)](#). Norfolk was allocated £49.55m over three years to support this plan.

5.14.2. The BSIP identifies 4 key priorities to improve bus services:

- To rebuild and increase passenger confidence.
- To have a green and sustainable transport offer.
- To have a public transport network that is the first-choice mode for most journeys, for existing and new customers.
- To have a simple and affordable fares and ticketing offer.

5.15. Active Travel Fund

5.15.1. 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. An application has been submitted to government for Tranche 4 and a formal announcement on funding is expected in Spring/Summer 2023.

5.15.2. 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, Mile Cross Road, and Ipswich Road.
- **Review temporary traffic restrictions** - temporary restrictions on Exchange Street and St Benedicts Street have been extended through an Experimental Traffic Regulation Order and a decision on whether to make these restrictions permanent will need to be made December 2023. 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 supporting outdoor hospitality, boosting the local economy, and improving air quality. Opportunities to improve the public realm in Exchange Street are being considered.
- **Behavioural Change** - deliver a programme that enables people to make a shift in their travel behaviour, reducing their reliance on private car use.

5.16. Capability Fund

5.16.1. The County Council has secured indicative funding of £300,000 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 details about this are not known at present.

5.16.2. Following the completion of the Active Travel self-assessment in Summer 2022, Norfolk County Council has been awarded £657,388 of revenue funding for 2023/2024. This includes two areas of delivery

- Capability raising activities that ensure NCC is best placed to deliver excellent active travel programmes.
- Active travel projects that enable more people to walk, wheel and cycle.

5.17. Major Road Network

5.17.1. 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 (trunk roads) 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 Highways England.

5.17.2. 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.

5.17.3. 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.

5.17.4. 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. In Greater Norwich, Long Stratton Bypass was prioritised for funding. See 4.8 - Long Stratton.

5.18. Large Local Major (Road) Scheme Programme

5.18.1. 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.

5.19. Roads Investment Fund

5.19.1. 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 Improvements** - The Government also committed to a series of improvements to the A47, to be delivered by Highways England. These include dualling schemes either side of Norwich, from Blofield to Burlingham and from Easton to Tuddenham.
- **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](#).

These schemes are currently subject of legal challenge, delivery dates will be dependent on the success of this. Judgement is due Summer 2023.

5.19.2. 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.

5.19.3. National Highways has now begun work on development of RIS3. Government is expected to make decisions on the programme 2025 to 2030 in late 2024 / early 2025.

5.20. Towns Fund Deal

5.20.1. 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.

5.20.2. [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. **Project now completed** – ACE Centre opened 24 February 2023.
- **The Digi-Tech Factory, City College** - The creation of a modern, industry-standard, and efficient education facility for engineering and construction. **Project now completed** - Digttech Factory opened October 2022.
- **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 and refurbishment of Carrow House. **Project now completed.** 4.6 above includes more information on this project.
- **Branding** - Establishment of a cohesive commercial proposition for Norwich as ‘the place’ for business. **Project now completed** - see www.workinnorwich.co.uk
- **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.

5.21. One Public Estate Funding

5.21.1. 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.

5.21.2. 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.

5.21.3. 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.

5.21.4. 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.

5.22. Pooled Business Rates

5.22.1. This scheme allows councils to pool their retained business rate resources for economic development projects where it makes local sense to do so. Between 2013/14 and 2020/21 all the Norfolk Local Authorities (District and Borough Councils) participated in a Business Rate Pool. Norfolk Leaders agreed in January 2021 to withdraw from pooling for 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. The 2022/23 pool followed a similar format to 2020/21, with each district receiving 1/10 of the funding, and the county retaining the remaining 3/10.

5.22.2. 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

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

5.22.3. Norfolk's Leaders have agreed to pool again from 2023/24, being split as follows:

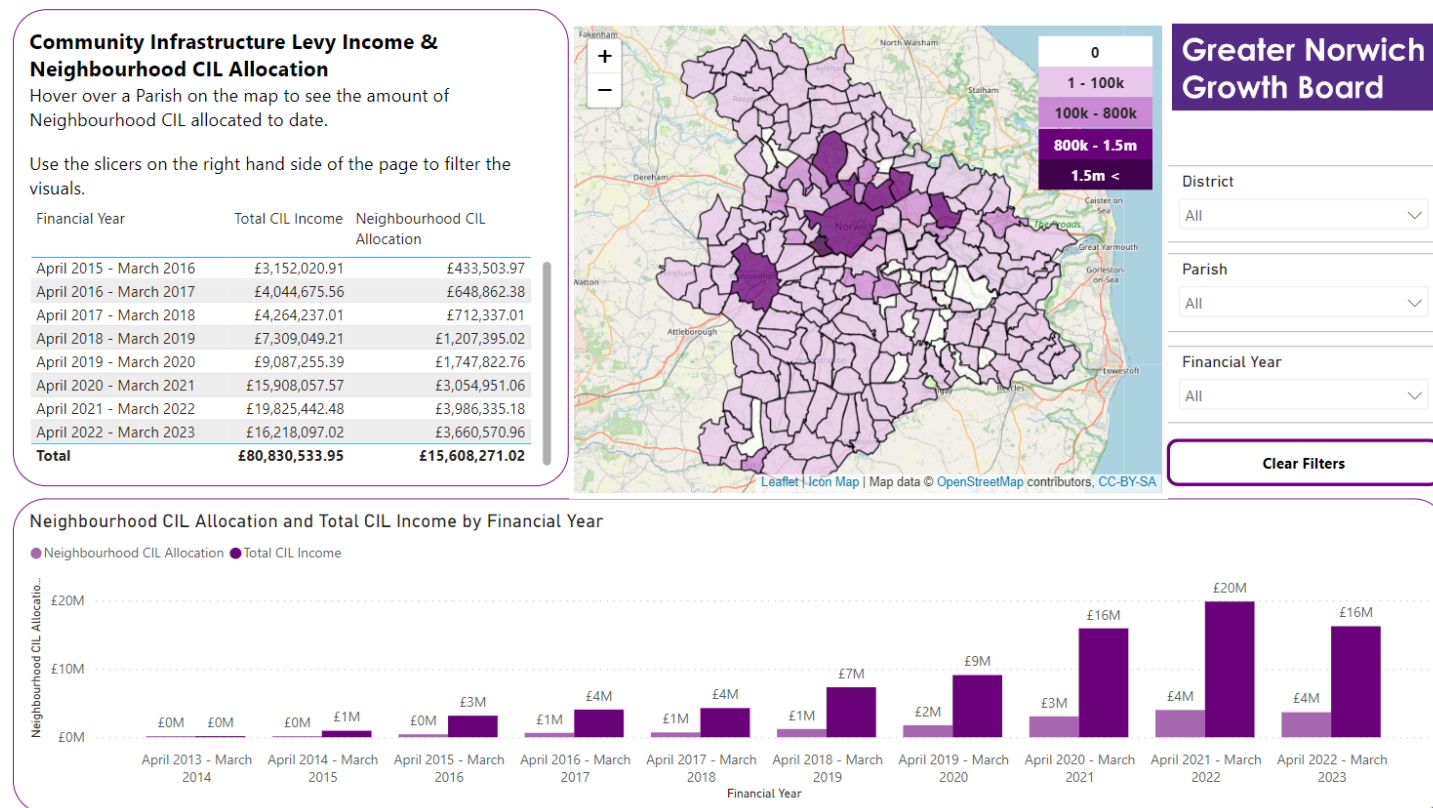
- One third distributed equally among the Districts.
- One third distributed to Norfolk County Council.
- One third split again, with two thirds of this portion being distributed across the Local Authorities, relative to the amount of growth in each district. and the remaining third being distributed to Norfolk County Council.

6. Community Infrastructure Levy

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.

6.1.1. 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 ³£89m by March 2028.

6.1.2. View the distribution of CIL income across Greater Norwich, using the [Community Infrastructure Levy Dashboard](#).



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.

- 6.1.3.** 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.
- 6.1.4.** 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 currently progressing through parliament. The Bill includes the introduction of a new Infrastructure Levy which is set to replace CIL. [A technical consultation on the Infrastructure Levy](#) opened on 17 March 2023. Responses to this will be used to inform the design of the new Levy but government has confirmed that moving over to the new Levy represents a significant change to the system, one that will be brought forward gradually over time using a ‘test and learn’ rollout. Until the timetable for any changes to CIL are known and the supporting regulations are agreed, the GNGB are required to proceed with their existing adopted CIL charging policy.

6.2. 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 Councils to agree how neighbourhood CIL is allocated in their local areas.

- 6.3.** 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.
- 6.4.** Since 2017 Broadland District Council's CIF has supported 5 projects, including improvements to Old Catton Park, 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.
- 6.5.** In the Norwich City Council area there are no parishes, so the council consults directly with communities to allocate the neighbourhood element of CIL income. The council uses 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.

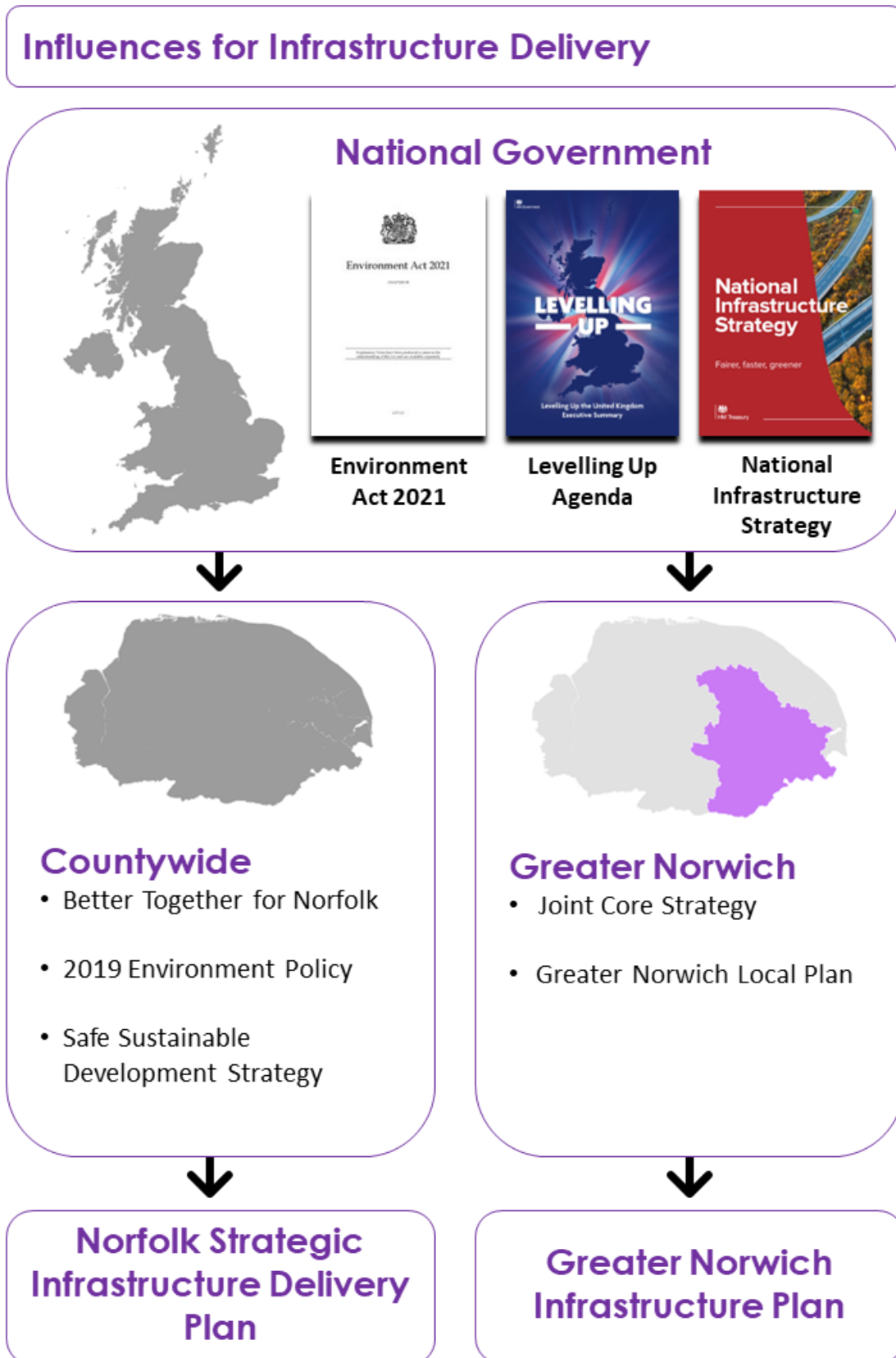
7. Infrastructure Delivery

- 7.1.** The term ‘infrastructure’ includes a very wide range of services and systems, - ranging from the delivery of new schools, hospitals, and roads, to the installation of new footpaths and signage. The provision of infrastructure is informed by a range of strategies and plans which may apply at national or regional levels. This can make it difficult for the public to have a clear understanding of who is responsible or what is being done to drive forward delivery.
- 7.2.** At a national level, the Greater Norwich Authorities are directed by government strategy which is supported by legislation. This includes, but is not limited to: the [National Infrastructure Strategy](#), the [Levelling Up the United Kingdom](#) agenda 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 their [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.** At County level, the NSIDP sets out Norfolk’s high-level priorities for the next 10 years to deliver sustainable economic growth. 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. In total, the NSIDP contains 26 Local Authority led projects, facilitating the delivery of 36,000 new homes and 18,000 jobs. The NSIDP is reviewed annually to reflect the progress made to deliver projects and where new schemes need to be added. In addition to specific projects the NSIDP provides a summary of activity towards decarbonisation, climate action, digital connectivity, education and the offshore transmission network. An online map showing all the projects in the NSIDP and key information can be found in the [Norfolk Strategic Infrastructure Plan Map](#).
- 7.5.** The Greater Norwich Infrastructure Plan provides a high-level summary of the infrastructure projects that are required to support growth across the three Local Authority areas. It brings together a list of aspirational projects that range from major strategic priorities to smaller more localised projects. 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: Green Infrastructure, Transport, Education and Communities (Including Sport). Chapter 8 covers a wider range of other infrastructure types. More information about specific

thematic groups or further details about individual 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.

Figure 8 - Policies Influencing Infrastructure Delivery in Greater Norwich



7.8. 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.

- 7.8.1.** The development of Green Infrastructure (GI) aims to meet a wide range of social, economic, and environmental needs. It is key to bringing back and enhancing wildlife, particularly in areas that aren't necessarily accessible to the public.
- 7.8.2.** 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, alongside developing new multi-functional and connected networks of greenspaces, green links, and blue infrastructure.
- 7.8.3.** 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 GI network. This study focused on the two main geographical areas identified for significant development: South-West and North-East Norwich. The following 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.
 - **The River Wensum Strategy** - To guide regeneration of the River Wensum Corridor in Norwich, from Hellesdon in the west extending to Whitlingham in the east.
- More recently, a further major project was added:
- [Broadland Country Park](#) – A 140-acre woodland country park, with two circular walks, between the villages of Horsford and Felthorpe.

7.8.4. 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 progressing through officer groups at district and county level and will then be reviewed from a Greater Norwich perspective by the GIPT.

7.8.5. 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.

The projects in Appendix A are affected by various national policies. The updated Greater Norwich Green Infrastructure Strategy will support the implementation of these new legislative requirements, as well as other local policies and plans. These include:

- **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.
- **Natural England's Green Infrastructure Framework** provides guidance on creating nature rich towns and cities
- The **Environmental Improvement Plan 2023** sets out how the government's goals for improving the environment will be delivered.

7.8.6. Strategic Priorities for Green Infrastructure in Greater Norwich:

- 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 could 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 that support the delivery of, or connectivity to the **Green Loop**.
- Projects that support the **access and connectivity to and between key GI sites/assets**, including connecting infrastructure such as Riverside Walk and the Red Pedalway.
- Projects that support enhancement, access, and connectivity to and between green spaces around the **major growth locations, main towns, and key service centres**.
- Projects that support the development of the **Yare Valley Parkway** and therefore help manage development pressure in the project area.
- Projects that provide viable **alternative locations for recreational use**, reducing impact made on the internationally designated sites arising from growth.

Figure 9 Broadland Country Park



7.9. Transport

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

- 7.9.1.** 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. Private companies run train, 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.
- 7.9.2.** Local Authorities have an important role in both providing infrastructure and exerting 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. A new LTP, covering the period 2021-2036, was adopted in July 2022 and puts carbon reduction at its centre, alongside reducing amount of travel by car, increasing active travel & public transport, and cleaner/electric vehicles. Its implementation plan is being developed.
- 7.9.3.** 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. The [Greater Norwich Local Cycling and Walking Infrastructure Plan](#) was adopted in May 2022. It identifies and prioritises a range of schemes which will enable more people to consider cycling and walking as safe, direct, and attractive forms of transport.
- 7.9.4.** 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 the urban area (at least) can access a range of services without a car. The TfN strategy will be delivered through nine themes, which are our **strategic priorities**:
- **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 and mode shift through an increased emphasis on active travel, 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.

7.9.5. 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.

7.9.6. A bypass for Long Stratton is also being promoted, See 4.8 - Long Stratton. TfN will continue to work with National Highways, Network Rail and bus and rail operators on the delivery of essential transport infrastructure.

7.10. 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.

7.10.1. 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.

7.10.2. The [School's Local Growth and Investment Plan 2023](#) provides an overview of NCC's plans to secure sufficient school places. It sets out education infrastructure projects in the area, which are reliant on funding from central government and CIL contributions. 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.

7.10.3. In Greater Norwich, Norfolk County Council have six schools that are either in the process of being built, or where building is planned to commence over the next 2-3 years: three primary schools, one free school and two primary school relocation and expansion projects. 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 plans 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), including a new primary school in the East Norwich development and a new high school in North-East Norwich.

7.10.4. In addition, the education capital programme has already expanded several existing schools. A key completed development was the scheme to expand Ormiston Victory Academy to 1100 places for 11-16 year olds. 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.

7.10.5. This expansion project has been a real success. In the 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.

7.10.6. 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.

7.11. Community Facilities

7.11.1. 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.

- 7.11.1.1.** 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.
- 7.11.1.2.** The Greater Norwich [Physical Activity and Sports Strategy](#) (PASS) was published in October 2022. This new strategy takes a broader 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 provides a more rounded view of the way that ‘place’ supports active lifestyles. It acknowledges that in addition to pursuing traditional sports, people are incorporating physical activity into their daily lives through activities like cycling or walking to work.
- 7.11.1.3.** 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.
- 7.11.1.4.** The key objectives of the PASS are adopted as **strategic priorities** in this plan:
- **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.

7.11.1.5. In addition to the high level objectives of the PASS, further 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 with an identified **management strategy** that provides financial sustainability in the long term.

7.11.1.6. 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 10 The Nest, Community Sports Hub



7.11.2. 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.

7.11.2.1. 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. The library service continues 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.

7.11.2.2. [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.

7.11.2.3. 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.

7.11.2.4. The library service currently has several infrastructure projects progressing in the Greater Norwich area. [Appendix A](#) provides further details of these projects.

7.11.2.5. 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 11 Wymondham Library



7.11.3. Community Centres

- 7.11.3.1.** 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 needs for community facilities, including community centres, are considered.
- 7.11.3.2.** 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 parish precepts, and through income generated from halls. Many of the centres in Norwich are run by charities to whom the council lease or license the building for a token rent. 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.
- 7.11.3.3.** 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.
- 7.11.3.4.** Norwich City Council hosts and funds a website of Community Centres in Norwich, although this site is going to be discontinued shortly with all community centre information being transferred over to the wider Norwich City Council funded and hosted [platform for council and non-council owned community facilities in Norwich](#).

8. Additional Infrastructure Requirements

8.1.1. The following infrastructure groups fall outside of those that are eligible to apply to the Greater Norwich Infrastructure Investment Fund for funding (pooled Community Infrastructure Levy). Whilst the delivery of this infrastructure is vital to support the planned growth in the Greater Norwich area, some are delivered by partners outside of Local Authority decision making control.

8.2. Ambulance

8.2.1. The East of England Ambulance Service NHS Trust (EEAST) provide accident and emergency services within the Greater Norwich Area.

8.2.2. EEAST has Ambulance Operation Centres (AOC) at each of its locality offices in Bedford, Chelmsford, and Norwich, who receive over 1 million emergency calls each year, and 800,000+ calls for patients booking non-emergency transport.

8.2.3. The 999 service is part of the wider NHS system providing integrated patient care, and services are aligned closely with national and regional initiatives driven by:

- Sustainability & Transformational Partnerships.
- Integrated Care System.
- Integrated Urgent Care systems, i.e NHS 111, Clinical Assessment Services, Urgent Treatment Centres & GP Out of Hours Services.

8.2.4. EEAST also provides urgent and emergency responses to Healthcare Professionals requiring ambulance assistance, and inter-facility transfers between hospitals and other healthcare settings, where patients require treatment at alternative sites to their current setting.

8.2.5. The [National Planning Policy Framework](#) requires the planning system to provide for sustainable development through local authority plan making and development management processes, which should aim to achieve healthy, inclusive, and safe places.

8.2.6. In promoting healthy lifestyles, the planning system should assist in identifying the social facilities and services the community needs. It should take into account and support the delivery of local strategies to improve health and social wellbeing for all sections of the community ([Norfolk and Waveney Integrated Care Partnership \(ICP\)](#) improvinglivesnw.org.uk) and ensure an integrated approach to considering the location of housing and community facilities and services.

8.2.7. As an essential social infrastructure provider (and emergency service) EEAST has a key role to play in contributing to the achievement of sustainable new places, and along with its health and blue light partners, creating the conditions for healthy, safe, and cohesive communities.

- 8.2.8.** In line with service objectives set out in the [NHS Long Term Plan](#) and to ensure that its Estate is fit for purpose and sufficient to address increased demand on its operational capacity, EEASt is rolling out a network of up to 18 hubs to provide regional premises for delivery of operational responses to calls which will also enable the despatch of ambulances to more localised areas.
- 8.2.9.** The ‘Ambulance Facilities’ required to enable EEASt to manage the committed and planned housing and population growth within the Greater Norwich Area, and maintain nationally mandated contractual response times and treatment outcomes, are summarised below:
- An increase in the number & type of ambulances.
 - Provision of additional medical, pharmacy & IT equipment/digital software to manage the increased number of incidents arising from the new population.
 - The recruitment, training, equipping & tasking of Community First Responders (CFR) based within the locality of development sites & their environs.
 - Redevelopment or relocation of existing ambulance stations to a more suitable location to meet the increased local demand arising from housing developments – developing joint estate with health & blue light partners in accordance with the ‘One Public Estate Programme’ approach, where feasible.

8.3. Electricity

- 8.3.1.** 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 they will provide for the use of sustainable energy, local energy networks and battery storage where appropriate.** Policy 2 in the GNLP will promote the use of sustainable energy, local energy networks and battery storage.
- 8.3.2.** 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.
- 8.3.3.** 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. The [Taking Charge: The Electric Vehicle Infrastructure Strategy](#) stated 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 is also required in new non-residential properties. Further details can be found in the Strategy; 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.

- 8.3.4.** Grid capacity is a critical component of the energy infrastructure in Norfolk and can affect the integration of new energy sources such as solar power. Addressing grid capacity constraints in Norfolk will require significant investment in the region's electricity grid infrastructure. This may include upgrading and modernising existing transmission and distribution networks, expanding transmission capacity, and developing new energy storage facilities. The integration of energy storage technologies such as batteries or hydrogen-based systems may be capable of providing extra capacity to deal with high power generation levels during the day and smooth out variations in generation over time, reducing the need for curtailment.

8.4. Fire and Rescue

- 8.4.1.** Norfolk Fire and Rescue Service (NFRS) undertake timely reviews of their community risk profile. This process considers 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).
- 8.4.2. 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 require improvement. To address this, and to establish a more strategic model for the whole-life management of premises, NFRS have commissioned a condition and suitability survey of all stations. The aim being to identify and prioritise those stations most in need of facilities improvement. This review also takes account of the wider county risk context as articulated in the CRMP 2023-26, to ensure premises are fit to enable NFRS' response function through the next decade.

8.5. Flooding

- 8.5.1.** The Lead Local Flood Authority (LLFA) for Greater Norwich is Norfolk County Council. The LLFA is responsible for the [Local Flood Risk Management Strategy](#).
- 8.5.2.** A sequential, risk-based approach is taken when selecting the location of developments in Greater Norwich. This considers 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 and can pass the applied sequential and exception tests 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.

- 8.5.3.** In accordance with the National Planning Policy Framework (NPPF), 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.
- 8.5.4.** 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 surface water to foul sewer.
- 8.5.5.** Any opportunities to reduce 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.

8.6. Gas

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

8.7. Health

- 8.7.1.** The area of Greater Norwich is served by the **Norfolk and Waveney Integrated Care System** (ICS). They have brought 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.
- 8.7.2.** **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 who will work together to make sure the services they provide are joined-up and support the Norfolk and Waveney ICS mission.

- 8.7.3.** [The Health and Care Bill](#) implemented NHS England's recommendations and 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.
- 8.7.4.** The **ICS Estate Strategy** will be released in Spring/Summer 2023. The Strategy establishes the route to resolving existing challenges, responding to national and local priorities, and exploiting opportunities to improve patient care. **Its vision is to provide estate that: allows delivery of the right care in the right place, enables better patient outcomes, and empowers health, social care and third sector staff to provide the best possible care.**
- 8.7.5.** The [National Planning Policy Framework \(NPPF\)](#) requires local planning authorities to ensure that health and wellbeing, and the health infrastructure are considered all levels of planning and 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.
- 8.7.6.** Through the ICS Estate Strategy work, a prioritised Capital Investment Pipeline will be developed and include the key strategic infrastructure projects across Greater Norwich from the different health sectors. These projects are aligned to the estate's vision and principles, as well as the ICS Clinical Strategy and system priorities. Please see table 2 below for the current list of identified infrastructure projects.
- 8.7.7.** There is a national piece of work underway called the PCN Service and Estates Toolkit programme, this will provide information to inform clinical and estate strategies for the PCN's. These strategies will help to set out estate needs driven by service needs, whilst also considering population growth that is known at the time. These strategies will help to inform the ICS's Infrastructure development plans (IDPs).

Table 2 Health Infrastructure Projects⁴

Organisations.	Project.	Cost. (000's)
NNUH	Diagnostic Assessment Centre (new build)	£42,500
NNUH	Multi-speciality Elective Hub	£48,000
NNUH	Acute Oncology Service (expansion)	£500
NNUH	Emergency Department (expansion and reconfiguration)	£6,000
NNUH	Maternity Close Observation Unit	£500
NCHC	Norwich Community Hospital (new build)	£40,000
NCHC	Colman Hospital (reconfiguration)	£500
NCHC	Squirrels, Aylsham (new children's nursing care build)	TBC
NSFT	Hellesdon Hospital (new ward build)	£38,000
NSFT	Hellesdon Hospital (replacement data centre building)	£650
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.

8.8. Mobile voice and data coverage

- 8.8.1.** Norfolk County Council is working productively with mobile network operators to improve coverage and there is increasing evidence that this has been happening. In 2022, 4G coverage was estimated at over 90%. 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 and street lighting columns (instead of new cell towers) to host transmission equipment and improve voice and data coverage. The Shared Rural Network (SRN) will inject £1bn of private sector and government funding into removing mobile telephony “not spots” in rural areas. However, the majority of SRN funding is allocated to the north of the UK, particularly Scotland.
- 8.8.2.** 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, which will act as network boosters. Norfolk County Council is also working to further develop the licence agreements, and to streamline the processes, for the use of other Norfolk County Council assets and buildings.
- 8.8.3.** Norfolk County Council continues to meet with the 4 Mobile Network Operators to promote growth and development in Norfolk. This has included two proactive coverage studies to quantify improvements and help direct network investments to where they are most needed.
- 8.8.4.** 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). This includes:
- Over 75 Site Upgrades - Vodafone and O2. New Sites and Upgrades - EE across the County (majority rural).
 - Major 4G upgrade by Three. 202 sites planned to receive 4G upgrade across Norfolk by the end of 2023. An additional 70 existing sites are planned to be upgraded to 5G, including Norwich and a number of market towns.
 - 5G investment by EE, Three and O2 in Norwich.

8.9. Police

- 8.9.1.** Housing development across Greater Norwich will be well designed, to include safe and accessible spaces which minimise crime and fear of crime.
- 8.9.2.** 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.
- 8.9.3.** 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.

8.10. Rail

- 8.10.1.** 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.
- 8.10.2.** 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.
- 8.10.3.** 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.

8.11. Telecommunications/Broadband

- 8.11.1.** Digital connectivity and high speed, 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.
- 8.11.2.** 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 96.7%, giving approximately 200,000 premises in Norfolk access to superfast broadband.
- 8.11.3.** Contract three is now under way and is due for completion end-2023. It now focuses on delivering ultrafast gigabit capable broadband and will reach circa 8,500 additional premises across Norfolk.
- 8.11.4.** As of February 2023, 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	97.04%
Norwich	99.22%
South Norfolk	96.23%

- 8.11.5.** By the completion of the Better Broadband for Norfolk rollout, access is expected to increase to over 97% across Norfolk, exceeding targets for Broadland and significantly exceeding South Norfolk's original target of 91%.
- 8.11.6.** 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	Gigabit Capable Coverage in March 2023
Broadland	7.98%	42.4%	51.77%
Norwich	6.38%	84.65%	88.04%
South Norfolk	10.06%	27.9%	40.52%

- 8.11.7.** 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 Mgps-mega bits per second) 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. So far an additional circa 2,500 premises across Norfolk have benefitted by the infrastructure installed under the LFFN programme as a result of additional consequential builds by suppliers.
- 8.11.8.** 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 May 2022, over 1200 vouchers had been issued or applied for, with a total value of £2.2m. The voucher scheme was suspended in Norfolk during the Project Gigabit procurement but is expected to reopen by mid-2023. The new scheme has been enhanced, and will now offer up to £4,500 per residence or business, up from the previous values of £1,500 and £3,500, respectively.
- 8.11.9.** In March 2020, the Government introduced a **Broadband Universal Service Obligation** which will allow residents to request a minimum download speed of 10Mbps.
- 8.11.10.** 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, that, as per 7.1.6 above, will focus on the hardest to reach premises in the country. This represents significant investment in full fibre infrastructure in Norfolk, with up to 86,000 premises being in scope. The procurement phase is nearing completion with a contract award expected early 2023. Implementation is expected to start mid 2023.
- 8.11.11.** Work is underway to develop solutions to address the remaining pockets of properties that will be left with poor service following Project Gigabit, or will have poor service for an extended period until Project Gigabit or commercial builds can reach them. This includes using £400,000 of underspend from the Ministry for Housing, Communities & Local Government's LFFN funding to develop and trial a Fixed Wireless Access solution for a small number of rural villages across the county. The contract for this is expected to be awarded in late Spring 2023

8.12. Waste and Recycling

- 8.12.1.** 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.
- 8.12.2.** Norfolk County Council 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.
- 8.12.3.** 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.](#)

8.13. Wastewater Recycling

- 8.13.1.** Anglian Water is the statutory sewerage undertaker for Greater Norwich and has a statutory obligation to provide water recycling services to customers in their area of responsibility. Anglian 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) covering the period 2025 – 2050 will follow on from the WRLTP, and is due to be published in Spring/Summer 2023. The DWMP will set out how wastewater systems and the drainage networks that impact them, are to be maintained, improved, and extended to ensure they are robust and resilient to future pressures, including population growth and climate change. The WRLTP and subsequent DWMP are used to inform investment decisions for water recycling infrastructure.
- 8.13.2.** 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, and from 2025, by the DWMP.
- 8.13.3.** [Developers are charged directly by Anglian Water for water to be supplied and for foul water to be drained](#), plus any required network improvements.

8.14. Water Supply

- 8.14.1.** Anglian Water is the statutory water undertaker for the Greater Norwich area. A Water Resources Management Plan (WRMP) is produced every five years. It sets out how Anglian Water will manage the water supplies in their region to meet current and future needs, looking ahead 25 years or more.
- 8.14.2.** Anglian Water's [Water Resource Management Plan 2019](#) (WRMP19) covers the period 2015 to 2045. The WRMP19 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. The completed 12.5km Norwich to Wymondham pipeline provides an additional source of water to the supply to meet demand from future population growth and ensuring greater resilience to the risks of drought.
- 8.14.3.** A public consultation for the Water Resource Management Plan 2024 (WRMP24) was held in early 2023 and will be published later in the year. WRMP24 will cover the period from 2025 to 2050. The draft WRMP24 highlights that the supply-demand balance is under significant pressure from population growth, climate change, sustainability reductions to protect the environment, and the need to increase resilience to severe drought. This WRMP builds on the demand management measures in the WRMP19 plan and aligns with the Water Resource East Regional Plan, which has determined the strategic supply-side options needed for the East of England, including strategic transfers and two new reservoirs. Supply side options proposed for Norfolk WRZs include connecting to the strategic grid, reuse, and desalination to balance supply from projected deficits due growth, sustainability reductions, and vulnerability to extreme drought because of surface water abstraction on the River Wensum at Heigham.
- 8.14.4.** 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 **Water Fund**, 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.

8.15. Water Nutrient Neutrality

- 8.15.1.** . On the 16 March 2022 Natural England wrote to seventy-four local authorities and advised them, as the Competent Authority under the Habitats Regulations, to carefully consider the nutrients impacts of any new plans and policies (including new development proposals). In Norfolk, the two Special Areas of Conservation (SACs) that need to be protected from rising nutrient levels are the River Wensum and the Broads. This has had a significant impact on planning and development in Greater Norwich
- 8.15.2.** The development of nutrient pollution mitigation is a new area of work that is being developed by a growing number of parties, authorities, and national bodies. It's an area of work that is progressing at pace and is continuing to evolve as new information comes to the fore. In

principle, nutrient pollution can be mitigated in a variety of ways. Solutions include enhancements to water infrastructure (over and above its planned programme of works), the conversion of septic tanks to private package treatment plants, retrofitting flow reduction measures in existing housing stock, the creation of wetlands/reedbeds and the planting of trees to form buffer strips alongside rivers. These solutions are considered to be in their relative infancy and further development is underway.

- 8.15.3.** The Greater Norwich local authorities have been working together with Breckland Council, North Norfolk District Council and Anglian Water to establish a joint venture company called Norfolk Environmental Credits Limited (NECL). NECL will not directly own or deliver mitigation projects itself, instead it will seek out and develop a mixed programme of measures, convert the amount of mitigation into credits and act as an official body for developers to buy nutrient credits from. Furthermore, in due course NECL may explore future options for other mitigation activities and the associated trading of credits, including biodiversity net gain.
- 8.15.4.** Natural England is also working to provide a way to identify nutrient mitigation schemes but there are no mitigation schemes currently identified in Norfolk
- 8.15.5.** Within the government budget released on 15 March 2023, it was announced that the Department of Levelling Up, Housing and Communities will open a call for evidence from local authorities in England for locally led nutrient neutrality credit schemes. Where high quality proposals are identified, the government will provide funding, to support clearer routes for housing developers to deliver 'nutrient neutral' sites, in line with their environmental obligations. The Greater Norwich authorities are well placed to feed directly into this process because they already have a reputation as a well-established partnership and are amongst the small group of authorities who are at the forefront of developing this work. South Norfolk and Broadland District Council are dedicating resource to complete an expression of interest form on behalf of the catchment authorities, for the maximum value of £10m grant funding. This grant would help set up an initial mitigation scheme, although additional funding is likely to be required to forward fund other mitigation programmes. The expression of interest is due at the end of May, with a response likely to be received at the end of the summer.

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.

[All the projects in this appendix can also be viewed in a digital format here](#)

Table 5 - Forthcoming GI Projects

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	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.	In Feasibility	Identified in the East Broadland GI Project Plan 2015. Project in development.	£1,265,000	£0	2025/6

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	Acle Lands Trust Woodlands	Access and Connectivity improvements, including gateways and pathing	In Feasibility	Identified in the East Broadland GI Project Plan 2015. Project in development	£180,000	£0	2025/6
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	Horsford Crossing	The creation of a safe crossing over the Holt Road into Broadland Country Park	Approved	Funding approved from IIF. Construction due to commence Summer 2023.	£100,666	£100,666	2023/24
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	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 Phase2 Delivery	£170,000	£0	2025/26
Norfolk / Broadland	matthew.hayward2@norfolk.gov.uk	Green Loop	Connecting Broadland Way, Bure Valley Path, and Marriott's Way	In Feasibility	Identified in the East Broadland GI Project Plan 2015.Project Development & Feasibility underway. Costs to be identified following feasibility.	TBC	£0	2024/25
Norwich	larahall@norwich.gov.uk	Lion Wood	To improve surface treatments for accessibility, and biodiversity enhancements within Lion	In Feasibility	Detailed project brief in development.	£290,000	£10,000	2024/25

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
			Wood through use of Natural Flood Management					
Norwich	larahall@norwich.gov.uk	Castle Gardens Norwich	Restoration and enhancement works in Castle Gardens	On Hold	Project is currently on hold until the Castle Keep project completes	£220,000	£220,000	2024/25
Norwich	larahall@norwich.gov.uk	Castle to Carrow Wooded Ridge	Path restoration and new path creation	Aspirational	N/A	£500,000	£0	2026/27
Norwich	larahall@norwich.gov.uk	Kett's Heights	Enhancements to biodiversity and pedestrian access. New maintenance vehicle access.	Approved	Tender package being finalised for procurement of construction contractor.	£312,000	£312,000	2023/24
Norwich	larahall@norwich.gov.uk	Hellesdon Station GI	A range of inter-related green infrastructure improvements in the Hellesdon Station area which will boost the transport and ecological functions of strategic green infrastructure to support growth.	Under Construction	Marriott's Way direct routing completed. In adjacent green spaces tree works and vegetation management undertaken, other project elements at design stage.	£453,000	£453,000	2023/24

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	larahall@norwich.gov.uk	Yare Valley Walk: Neatmarket to Cooper Lane	Creation of a path connection for walking	In Feasibility	Outline feasibility undertaken, S106 contribution secured, further feasibility required prior to funding application.	£600,000	£100,000	2025/26
South Norfolk	iifprojects@southnorfolkand.gov.uk	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	Approved	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. Phase 1 awarded CIL funding in 2022.	£130,000	£130,000	2023/24
South Norfolk	iifprojects@southnorfolkand.gov.uk	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	Approved	Land has been purchased and Cringleford PC. Funding secured from the IIF in 2022	£400,000	£300,000	2023/24

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
			Country Long Distance Trail.					
South Norfolk	iifprojects@southnorfolkbroadland.gov.uk	Frenze Beck	Restoration and access enhancement project	Under Construction	Project Delivery underway, completion anticipated 2023	£40,000	£40,000	2023/24
South Norfolk	iifprojects@southnorfolkbroadland.gov.uk	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	Approved	Funding secured through the IIF in 2022	£190,000	£190,000	2023/24
South Norfolk / Broadland	iifprojects@southnorfolkbroadland.gov.uk	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	2025/26

Table 6 - Forthcoming Transport Projects

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland	transportform@norfolk.gov.uk	Pink pedalway: Salhouse Road.	Extend the Pink pedalway with an off-carriageway cycling and walking path between Harrison's Wood and the Broadland Northway.	Approved	Scheme Ref 41 in Norwich LCWIP. Some sections already delivered through planning	£1,500,000	£0	2025/26
Broadland	transportform@norfolk.gov.uk	North Walsham Road Bus Route and Cycle Route enhancements	Enhancements to bus and cycle routes	Aspirational	Scheme Ref 36 in Norwich LCWIP	£500,000	£0	2026/27
Broadland	transportform@norfolk.gov.uk	Plumstead Road / Woodside Road.	Consider options to amend the junction layout to make it easier to navigate for buses and other road users.	Aspirational	Further work needed on feasibility	£500,000	£0	2025/26
Broadland	transportform@norfolk.gov.uk	Wroxham Road Sustainable and Active Travel Corridor	Improve public transport and active travel provision along this section of Wroxham Road	Aspirational	Scheme Ref 37 in Norwich LCWIP	£750,000	£0	2025/26
Broadland	transportform@norfolk.gov.uk	Spixworth Rd Core Bus Route	Provide inbound bus priority lanes and cycle provision	Aspirational	N/A	£750,000	£0	2025/26

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland	transportformorwich@norfolk.gov.uk	North East Norwich Travel Hubs	Introduce travel hub facilities and catchment works at Plumstead Road shops, Salhouse Road (near Atlantic Avenue) and Rackheath.	Aspirational	Transport (mobility) hubs are referenced throughout the Norwich LCWIP.	£1,500,000	£0	2025/26
Broadland	transportformorwich@norfolk.gov.uk	Broadland Way	Provide traffic-free pedestrian and cycle path between Middle Road and Broad Lane.	Aspirational	Scheme Ref 39 and 40 in Norwich LCWIP. Combined with Marriott's Way and the Bure Valley Path, this new facility will form a Green Loop to the north of Norwich linking northern city areas of growth with the countryside and providing a highly biodiverse corridor.	£5,000,000	TBC	2026/27
Broadland	transportformorwich@norfolk.gov.uk	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	2026/27
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	NE Park & Ride supersite (airport).	Consider the potential for a new Park & Ride site accessed off the Broadland Northway	Aspirational	Needs to be considered as part of the review of the Transport for Norwich Strategy	£9,000,000	£0	2027/28

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
			junction on A140. This could provide additional capacity and would benefit from other public transport measures along the corridor.					
Broadland	iifprojects@southnorfolk.gov.uk	North East Norwich new Park & Ride supersite.	Potential replacement Park & Ride site accessed from the Broadland Northway serving the Sprowston Road corridor.	Aspirational	Will be considered as part of the review of the Transport for Norwich Strategy and local development	£9,000,000	£0	2027/28
Broadland	transportfor Norwich@norfolk.gov.uk	Yarmouth Road / Thunder Lane.	Identify options to provide priority to the main traffic flow on Yarmouth Road.	In Feasibility	Included in the Bus Service Improvement Plan - feasibility design underway	£100,000	£100,000	2026/27
Broadland	transportfor Norwich@norfolk.gov.uk	Yarmouth Road / Pound Lane.	Provide eastbound bus lane on approach and seek to reduce delays and improve capacity through the junction.	In Feasibility	Included in the Bus Service Improvement Plan - feasibility design underway	£1,000,000	£1,000,000	2026/27
Broadland	transportfor Norwich@norfolk.gov.uk	Plumstead Road junction to access residential land	The plan is to construct a T junction initially with the potential to change to a roundabout in the future subject to	In feasibility	NCC were asked by the District Council to prepare a detailed design package for a T junction arrangement, having previously put a	£1,500,000	£0	2024/25

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
			further development in the south.		design together for a roundabout			
Broadland	transportformorwich@norfolk.gov.uk	Horsham St Faith - Yellow pedalway extension from Norwich Airport to Broadland Northway	Provide an off-carriageway cycle path on the east side of Holt Road to better connect these locations.	In Feasibility	Design work well established. Scheme ref 31 in Norwich LCWIP.	£1,900,000	£1,900,000	2025/26
Broadland	transportformorwich@norfolk.gov.uk	Fakenham Road/Drayton High Road (including BRT and cycling)	Inbound bus priority lanes and cycle facilities	Under Construction	N/A	£5,000,000	£0	2025/26
Broadland / Norwich	transportformorwich@norfolk.gov.uk	Cycle and pedestrian crossing of Outer Ring Road (Mile Cross)	Provide new signalised crossing of the outer ring road for cyclists and pedestrians near Overbury Road (B&Q Junction)	Approved	Funding secured through Transforming Cities. Scheme ref 10 in Norwich LCWIP.	£521,968	£521,968	2023/24
Broadland / Norwich	transportformorwich@norfolk.gov.uk	Harvey Lane Travel Hub	Introduction of travel hub facilities and catchment works at Harvey Lane, near Primrose Crescent, Broadland Business	Aspirational	Transport (mobility) hubs are referenced throughout the Norwich LCWIP.	£1,500,000	£0	2026/27

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
			Park and Postwick Park & Ride.					
Broadland / Norwich	transportform@norfolk.gov.uk	North East Norwich Transport Hubs	Introduce transport hub facilities and catchment works at Wroxham Road shops, Sprowston Road near Templemere and Sprowston Road near Denmark Opening.	Aspirational	Transport (mobility) hubs are referenced throughout the Norwich LCWIP.	£1,500,000	£0	2025/26
Broadland / Norwich	transportform@norfolk.gov.uk	Yarmouth Road Improvements	Removal of parking at pinch points. Seek to relocate / remove existing on street parking at pinch point locations along Yarmouth Road.	In Feasibility	Included in the Bus Service Improvement Plan - feasibility design underway	£50,000	£50,000	2026/27
Broadland / Norwich	transportform@norfolk.gov.uk	Sprowston Road (south of the outer ring road).	Provide new inbound and outbound bus lanes and seek to provide an outbound segregated cycle track.	In Feasibility	Funding secured through Transforming Cities. Scheme ref 11 in Norwich LCWIP.	£889,000	£889,000	2023/24
Norwich	transportform@norfolk.gov.uk	Yare and Wensum Valleys Link (Norwich,	Tree planting, traffic calming, path improvements on route of purple pedal way	Under Construction	Some sub projects completed, others under development	£199,000	£199,000	2023/24

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
		Broadland and SNDC)						
Norwich	transportformorwich@nork.gov.uk	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. Improvement to the setting of the city wall on Queens Road.	Approved	Funding secured through Transforming Cities. Scheme ref 27 in Norwich LCWIP.	£393,000	£393,000	2023/24
Norwich	transportformorwich@nork.gov.uk	Newmarket Road (Eaton Road – Christchurch Road)	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. Scheme ref 21 in Norwich LCWIP.	£803,000	£803,000	2023/24

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	transportformorwich@norfolk.gov.uk	City centre west- east through traffic restriction.	Examine options for 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	£2,834,136	£2,834,136	2023/24
Norwich	transportformorwich@norfolk.gov.uk	Heartsease Fiveways Roundabout.	Consider options to improve the junction to provide improved facilities for all users.	Approved	Funding secured through Transforming Cities. Scheme ref 15 in Norwich LCWIP.	£4,165,000	£4,165,000	2024/25
Norwich	transportformorwich@norfolk.gov.uk	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	2025/26
Norwich	transportformorwich@norfolk.gov.uk	Hurricane Way	Widening to accommodate protected cycle lanes	Aspirational	Scheme Ref 32 in Norwich LCWIP	£350,000	£0	2025/26

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	transportformorwich@norfolk.gov.uk	Edward Street	Widening to create wider off carriageway path or cycle contraflow on carriageway with light segregation	Aspirational	Scheme Ref 54 in Norwich LCWIP	£500,000	£0	2026/27
Norwich	transportformorwich@norfolk.gov.uk	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	£750,000	£0	2026/27
Norwich	transportformorwich@norfolk.gov.uk	Outer Ring Road / Denton Road	Create a new segregated cycle crossing with appropriate wayfinding on the ring road	Aspirational	Scheme Ref 38 in Norwich LCWIP	£750,000	£0	2025/26
Norwich	transportformorwich@norfolk.gov.uk	Earlham Road	Create a secondary cycle route along Earlham Road and review pavement parking	Aspirational	Scheme Ref 58 in Norwich LCWIP	£750,000	£0	2025/26
Norwich	transportformorwich@norfolk.gov.uk	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. Scheme ref 53 in Norwich LCWIP.	£6,000,000	£0	2026/27

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	transportformorwich@norfolk.gov.uk	Magdalen Street travel hub.	Improve pedestrian crossings, widen pavements, repaving and new street furniture, increase bus stop capacity at Anglia Square to create a more attractive and safer environment for all. Introduce transport hub facilities.	Aspirational	Funding was not secured through Transforming Cities. Plans being developed in association with proposed redevelopment of Anglia Square.	tbc	£0	2025/26
Norwich	transportformorwich@norfolk.gov.uk	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.	In Feasibility	Funding secured through Transforming Cities. Scheme ref 16 in Norwich LCWIP.	£78,442	£78,442	2023/24
Norwich	transportformorwich@norfolk.gov.uk	Thorpe Road / Harvey Lane – bus priority.	Introduce a bus lane on the outbound approach to Harvey Lane.	In Feasibility	Included in the Bus Service Improvement Plan - feasibility design underway	£400,000	£400,000	2026/27
Norwich	transportformorwich@norfolk.gov.uk	Queens Road: Norwich Bus Station bus priority access	Provision of bus priority access to Norwich bus station from the St Stephens roundabout to the bus station entrance	In Feasibility	Funding secured through the Bus Service Improvement Plan.	£600,000	£600,000	2023/24

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	transportformorwich@norfolk.gov.uk	Dolphin Path	Path improvements between Drayton Road and Heigham Street including crossing over Heigham Street and riverside path connection to link to Wensum Park.	In Feasibility	Scheme ref 34 in Norwich LCWIP	£631,000	£0	2024/25
Norwich	transportformorwich@norfolk.gov.uk	Angel Road / Waterloo Road junction alterations	Improve movement of buses between Angel Road and Waterloo Road.	In Feasibility	Funding secured through the Bus Service Improvement Plan.	£650,000	£650,000	2024/25
Norwich	transportformorwich@norfolk.gov.uk	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	2026/27
Norwich	transportformorwich@norfolk.gov.uk	Dereham Road (Grapes Hill junction)	Bus priority access from Dereham Road onto Grapes Hill	In Feasibility	Funding secured through the Bus Service Improvement Plan.	£800,000	£800,000	2024/25
Norwich	transportformorwich@norfolk.gov.uk	Sprowston Road (Magdalen Road – Denmark Road).	Options considered for addressing this could include changes to parking provision and traffic circulation.	In Feasibility	Funding secured through Transforming Cities. Scheme ref 12 in Norwich LCWIP.	£837,000	£837,000	2023/24

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	transportformorwich@norfolk.gov.uk	Norwich Airport Transport Link	Provision of a new bus, cycle and pedestrian link between the airport terminal and the airport industrial estate along Liberator Road.	In Feasibility	Funding secured through Transforming Cities. Scheme ref 8 in Norwich LCWIP.	£1,177,000	£1,177,000	2023/24
Norwich	transportformorwich@norfolk.gov.uk	Exchange Street traffic restriction and improved public realm	Make temporary exclusion of general traffic in Exchange Street permanent and improve the public realm in the area.	In Feasibility	Funding secured through Transforming Cities and IIF. Match funding from Levelling Up Fund applied for by the City Council was unsuccessful - options being considered for retaining the IIF funding secured.	£1,200,000	£1,200,000	2024/25
Norwich	transportformorwich@norfolk.gov.uk	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	In Feasibility	Funding approved from IIF. Project costs are being reviewed as current forecasts have increased as the costs of building materials, energy and labour have all increased.	£2,000,000	£2,000,000	2024/25

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	transportformorwich@norfolk.gov.uk	East Norwich Regeneration Site	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. As part of this a strategic pedestrian-cycle connection will be created from the city centre through the site and via a new pedestrian-cycle bridge over the Yare, linking to	In Feasibility	The East Norwich masterplan has 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 residential units (for entire site including outside GNLP area) and	£153,000,000	£700,000	2036/37

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
			Whitlingham Country Park (see green infrastructure table). Social infrastructure requirements include a new primary school (see education table) and appropriate community health provision.		at least 4100 jobs. The draft 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 updated and subject to statutory public consultation in late 2023 / early 2024 and will be adopted alongside or following the adoption of the GNLP, currently expected in early 2024. Stage 3 of the East Norwich work commenced in autumn 2022, and is funded and led by Homes England. The Stage 3 work builds on progress to date including the			

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
					masterplan, infrastructure delivery plan and draft SPD, and will help partners to put in place a delivery strategy for this complex site. This will include consideration of a number of delivery matters including potential development mechanisms, refined viability assessment, timing and phasing, and trigger points for delivery of key infrastructure. Scheme ref 45 and 46 in Norwich LCWIP.			
Norwich	transport@norfolk.gov.uk	St Giles Street	Redesign St Giles Street with high quality pedestrian and public realm improvements.	In Feasibility	Concept design produced and public consulted.	£2,200,000	£0	2025/26
Norwich	transport@norfolk.gov.uk	St George's Street (extension)	Extension of St George's Street through Anglia Square.	In Feasibility	Would be created through Anglia Square development if it receives planning	TBC	TBC	2028/29

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
					permission. Scheme ref 55 in Norwich LCWIP.			
Norwich	transportformorwich@norfolk.gov.uk	Upper St Giles improvements	Redesign Upper St Giles with high quality pedestrian and public realm improvements.	In feasibility	Concept design produced and public consulted.	TBC	£0	2026/27
Norwich	transportformorwich@norfolk.gov.uk	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	There are three elements to the project: 1) Miniliths 2) Book benches 3) 2 light installations	£800,000	£800,000	2023/24
Norwich	transportformorwich@norfolk.gov.uk	St Stephens Road (Grove Avenue) and route to City College	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	£971,842	£971,842	2023/24

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	transportformorwich@norfolk.gov.uk	Mile Cross Road	Feasibility to improve cycling conditions along Mile Cross Road.	Approved	Scheme ref 33B in Norwich LCWIP.	£820,411	Active Travel 3	2023/24
Norwich	transportformorwich@norfolk.gov.uk	Marriott's Way: Mile Cross Road to Hellesdon Road	Realign the existing Marriott's Way walking and cycling route to the more direct track bed route with a new sealed surface and a ramped access to a new crossing close to Hellesdon Bridge.	Approved	Scheme ref 5 in Norwich LCWIP	£100,000	£0	2023/24
South Norfolk	transportformorwich@norfolk.gov.uk	Dereham Road / Longwater Lane.	Introduce bus lanes and an off-carriageway cycle path between Longwater Lane and Wendene.	Approved	Funding secured through Transforming Cities. Scheme ref 1 in Norwich LCWIP.	£589,000	£589,000	2023/24
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Wymondham Railway Bridge - New subway/underpass	A new pedestrian underpass is being funded by local housing developers	Approved	Works scheduled to start late-2023	TBC	TBC	2023/24
South Norfolk	transportformorwich@norfolk.gov.uk	Harford P&R cycle link	Allow cycle provision to the Park and Ride either via a shared use path or segregated cycle facility	Aspirational	Scheme Ref 49 in Norwich LCWIP. Look to deliver with inbound bus lane improvements along A140	£250,000	£0	2025/26

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
South Norfolk	transportform@norfolk.gov.uk	Bluebell Road / Cow Lane	Improve cycling conditions at the junction on Bluebell Road	Aspirational	Scheme Ref 56 in Norwich LCWIP	£500,000	£0	2025/26
South Norfolk	transportform@norfolk.gov.uk	Harford A47 Junction - Bus priority	Provision of new inbound bus lane on approach to A47 Harford Junction on the A140	Aspirational	Not progressed. Under review	£750,000	£0	2026/27
South Norfolk	transportform@norfolk.gov.uk	Colney Lane (pink) Pedestrian Cycle links	Off-carriageway cycle provision along Colney Lane	Aspirational	Scheme Ref 51 in Norwich LCWIP	£750,000	TBC	2025/26
South Norfolk	transportform@norfolk.gov.uk	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	The aspiration is that this would come forward for delivery through development of the site opposite the rail station.	£2,500,000	TBC	2025/26
South Norfolk	transportform@norfolk.gov.uk	Longwater (Easton to Costessey Link)	Provision of a new cycle/ped bridge across the A47 to link Easton with Costessey and the retail park.	Aspirational	Scheme Ref 29 in Norwich LCWIP (location of bridge may change)	£10,000,000	£0	2026/27
South Norfolk	transportform@norfolk.gov.uk	Norwich Research Park Expansion	Norwich Research Park expansion, B1108 and other transport improvements	Aspirational	NRP expansion permitted and under construction	£10,000,000	£0	2025/26

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
South Norfolk	transportformorwich@norfolk.gov.uk	UEA - Norwich Research Park transport improvements	Provision of new public transport, pedestrian and cycle link between the UEA and NRP crossing the River Yare	Aspirational	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	2026/27
South Norfolk	transportformorwich@norfolk.gov.uk	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	2025/26
South Norfolk	transportformorwich@norfolk.gov.uk	Colney Lane / Hethersett Lane	Extension of segregated cycling facilities from the new development at Hethersett across the A47 and into Norwich Research Park.	In Feasibility	Land secured. Final design being done. Scheme ref 50 in Norwich LCWIP.	£728,015	£728,015	2023/24

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
South Norfolk	transportformorwich@norfolk.gov.uk	Norfolk & Norwich University Hospital	Improvements to public transport provision at the hospital site.	In feasibility	The hospital didn't support the provision of a new single interchange and have asked for further work to be undertaken to look at provision of bus boarding / alighting points throughout the site. Scheme ref 20 in Norwich LCWIP.	£750,000	£0	2023/24
South Norfolk	transportformorwich@norfolk.gov.uk	Accessibility improvements at Wymondham Rail Station to Cambridge platform.	Provision of a new DDA-compliant access ramp to the Cambridge-bound platform	In Feasibility	Discussions underway with Network Rail, Greater Anglia, South Norfolk Council and George Freeman MP about this.	£800,000	£800,000	2024/25
South Norfolk	transportformorwich@norfolk.gov.uk	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.	In Feasibility	Funding secured through Transforming Cities. Scheme ref 19 in Norwich LCWIP.	£800,000	£800,000	2023/24

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
South Norfolk	transportformorwich@norfolk.gov.uk	South Wymondham supporting infrastructure	Bus, cycle and pedestrian improvements to link South Wymondham with the town centre and rail station	In Feasibility	Coming forward through development	£1,000,000	£0	2023/24
South Norfolk	transportformorwich@norfolk.gov.uk	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	£2,824,602	£2,824,602	2023/24
South Norfolk	transportformorwich@norfolk.gov.uk	A140 Corridor scheme	Provision of inbound bus lanes between Harford Park & Ride site and Tesco and up to the Outer Ring Road junction	In Feasibility	Funding secured through Bus Service Improvement Plan. Two sections of inbound bus lane being developed. One from Harford P&R to Tesco and one from Hall Road to Outer Ring Road.	£3,000,000	£3,000,000	2025/26
South Norfolk	transportformorwich@norfolk.gov.uk	Longwater A47 junction	Improvements to walking and cycling provision across the existing junction, provision of a new	In feasibility	Funded through development.	TBC	£0	2023/24

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
			cycle/ped bridge across the A47 and a new highway link from Dereham Road behind NEXT					
South Norfolk	transportformorwich@norfolk.gov.uk	William Frost Way	Crossing to be added to support connectivity with retail area.	In Feasibility	Scheme ref 57 in Norwich LCWIP.	TBC	TBC	2023/24
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Wymondham Station Approach (Working Title)	Regeneration of land around Wymondham train station with a view to providing improved sustainable transport connections, improved public realm, better connectivity to the town centre, a relocated car parking, new cycle parking, accessibility improvements at the train station, land available for mixed use development and a boutique cinema.	In feasibility	A strategic masterplan is being prepared by council officers in Growth Delivery and Planning	TBC	£0	2027/28

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
South Norfolk / Norwich	transportformorwich@norfolk.gov.uk	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. Scheme ref 4 in Norwich LCWIP.	£224,000	£224,000	2023/24
South Norfolk / Norwich	transportformorwich@norfolk.gov.uk	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. Scheme ref 2 in Norwich LCWIP.	£526,000	£526,000	2023/24
South Norfolk / Norwich	transportformorwich@norfolk.gov.uk	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. Scheme ref 3 in Norwich LCWIP.	£3,541,000	£3,541,000	2023/24

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
South Norfolk / Norwich	transportformorwich@norfolk.gov.uk	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	2025/26
South Norfolk / Norwich	transportformorwich@norfolk.gov.uk	Various Transport Hubs	Introduce transport hub facilities and catchment works Easton, Queens Hills, Dereham Road (near Hotblack Road) and Dereham Road (near Duoro Place).	Aspirational	Transport (mobility) hubs are referenced throughout the Norwich LCWIP.	£2,000,000	£0	2026/27
South Norfolk / Norwich	transportformorwich@norfolk.gov.uk	Dereham Road / Old Palace Road / Heigham Road.	Options are being considered for cycle improvements	Aspirational	Will be considered as part of a more strategic review of walking and cycling in this area. Scheme ref 7 in Norwich LCWIP.	TBC	TBC	2025/26
South Norfolk / Norwich	transportformorwich@norfolk.gov.uk	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.	In Feasibility	Funding secured through Transforming Cities. Scheme ref 6 in Norwich LCWIP.	£769,000	£769,000	2023/24

Table 7 - Forthcoming Education Projects

Local Authority	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland	paul.harker@norfolk.gov.uk	Blofield New 420 Primary	Relocation and expansion of existing school to new site	Site Proposed	Land transfer awaited between Broadland DC and Norfolk CC	£12,500,000	£12,500,000	2024/25
Broadland	paul.harker@norfolk.gov.uk	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	paul.harker@norfolk.gov.uk	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	paul.harker@norfolk.gov.uk	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	paul.harker@norfolk.gov.uk	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	paul.harker@norfolk.gov.uk	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	paul.harker@norfolk.gov.uk	North Norwich New Secondary	900 place new high school to serve NE Growth Triangle	Aspirational	Sites under consideration	TBC	£0	2027/28
Broadland	paul.harker@norfolk.gov.uk	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	2027/28
Broadland	paul.harker@norfolk.gov.uk	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	2027/28
South Norfolk	paul.harker@norfolk.gov.uk	Cringleford New 420 Primary	Construction of a 420 place primary school on a site at an existing development. Part of a S106 agreement	Site Proposed	Land transfer completed February, construction to start April 2023	£10,500,000	£10,500,000	2024/25
South Norfolk	paul.harker@norfolk.gov.uk	Wymondham New 420 Primary Silfield	Construction of a 420 place primary school on a site at an existing development. Part of a S106 agreement	Site Proposed	liaison with Developer to transfer land. Anticipated to open Sep 2024, project out to tender	£10,000,000	£10,000,000	2024/25

South Norfolk	paul.harker@norfolk.gov.uk	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	paul.harker@norfolk.gov.uk	Hethersett High Academy expansion	Expansion of existing site to increase number of secondary places,	Site Proposed	In planning with expected go live Sept 2024	£9,600,000	£9,600,000	2024/25

Table 8 - Forthcoming Sport Projects

Local Authority	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	Acle Community Sports Hub	Construction of 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 been carried out. A site visit has taken place and conversations are ongoing with the academy regarding their plans on 31st March 2022. Broadland District Council is happy to sponsor the project in principle. To note, separate access to the sports centre is ideally needed for the community. Acle Academy are now in dialogue with developers adjacent to school site.	£5,000,000	£250,000	2025/26
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	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.	Under Construction	The 3G pitch has now been delivered, along with the fencing, floodlighting and surrounds. Due to significant rising costs, there is now a funding gap of £313K for the community building/clubhouse. A change request will submitted to the GNGB shortly, with an application for the remaining funding, which would allow	£2,338,534	£2,025,346	2023/24

					the project to be delivered in full.			
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	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	Currently progressing with fund raising for the project. It is expected that a feasibility study will be carried out shortly.	£1,626,000	£1,000,000	2025/26
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	King George V Playing Field	Enhancement of the Pavilion to improve facilities available to users of the pitches and provide a new and extended community space	In Feasibility	A feasibility study is currently underway, which will produce a high level design and costings for the improvements.	£1,000,000	£0	2025/26
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	Lavare Park	Clubhouse upgrade to provide improved and additional changing facilities and a new social space.	In Feasibility	Currently going through feasibility to understand the design and costings.	TBC	£400,000	2025/26
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	New 3G pitch at Youngs Park (Aylsham)	Installation of a full-sized 3G artificial grass pitch (AGP).	Approved	£250K GNGB IIF now approved for the project. 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 are contributing substantial	£900,000	£900,000	2023/24

					funding. Good ancillary facilities already exist at the site and Aylsham FC are looking to move to a more professional workforce structure.			
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	Sports Hall Provision in Reepham	Construction of a new sports hall.	In Feasibility	Approved by Planning Committee in September 2022. It will be a joint facility for use by both the school and community. Now looking to raise funds to deliver the project.	£3,000,000	£0	2025/26
Norwich	gregrowland@norwich.gov.uk	Eaton Park	Development of quadrant buildings, this will include bringing the changing facilities to FA standards.	Aspirational	Discussions and a site visit with the Football Foundation and County FA have been held. Started investigations to understand what improvements would work as the building is grade II listed.	TBC	£0	2024/25
Norwich	gregrowland@norwich.gov.uk	Football Pitch Improvements	Improvements to football pitches across Norwich.	Under Construction	None	£115,000	£15,000	2023/24
Norwich	gregrowland@norwich.gov.uk	Nelson School Swimming Pool	Modernisation of the swimming pool, allowing it to be utilised by the local community.	Aspirational	Project cost to be identified through feasibility study.	TBC	£0	2024/25

Norwich	gregrowland@norwich.gov.uk	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 was submitted in July, however was unsuccessful, so other funding sources are currently being explored. Initial architect drawings have been produced. Support received from Football Foundation.	£2,700,000	£0	2023/24
Norwich	gregrowland@norwich.gov.uk	Tennis court installation and improvements	Installation of and improvement of tennis courts across Norwich.	Under Construction	None	£435,000	£320,000	2023/24
Norwich	gregrowland@norwich.gov.uk	The FDC at Open	Increase the size of the 3G pitch to accommodate additional demand.	Approved	None	£480,000	£150,000	2023/24
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Browick Road Recreation Ground	Led by Wymondham Parish Council. Refurbishment/ replacement and expansion of existing community sport and recreation facilities at Browick Road Recreation Ground.	In feasibility	Council officer met with Wymondham Parish Council to discuss potential scope of project. Town Council are currently using consultants to complete a feasibility study, business case, consultation process and potential design and cost. Budget TBC	TBC	£200,000	2025/26
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Framingham Earl Sports Centre	Expansion of community leisure provision at Framingham Earl Sport Centre, operated by South Norfolk Council out of school hours-	In feasibility	Led by South Norfolk Council, working in partnership with Framingham Earl High School/ Sapientia Trust and Norfolk County Council. South Norfolk Council already manage/ operate Framingham Earl	£3,500,000	£0	2024/25

			Current scope is to include a newly built gym, additional studio, refurbished and new changing rooms, separate community access away from school and possibly a 9v9 3G pitch.		Sports Centre, but have a 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. Initial feasibility study and design has already been completed and currently liaising with Sapientia and NCC, to try and secure a long-term lease arrangement.			
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Improvements to Hales cricket and bowls clubhouse	Re-build of cricket clubhouse and hospitality and changing room facilities.	In Feasibility	Project has gathered momentum, due to inclusion of the FA as a partner. Now working towards developing a multi-sport site for cricket, bowls and football. About to start a feasibility study to inform project decisions.	£850,000	£15,000	2025/26
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Mulbarton FC	Delivery of a new full size 3G pitch on Mulberry Park in Mulbarton. Also potential scope for a wider multi-purpose and sports community hub, looking to develop the existing community	In Feasibility	Mulbarton Football Club are working with South Norfolk Council, Norfolk FA and Mulbarton Parish Council, to explore the feasibility of delivering a new 3G pitch on Mulberry Park	£1,500,000	£0	2025/26

			building and add cricket provision					
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	New community leisure provision in Diss	Additional/ enhanced community leisure provision in Diss. Possibly to include a new dry-side leisure centre with studios and gym, and a new swimming pool (or refurbishment of the existing one). Also possibility of creating an OPE site, should there be sufficient interest from partners/ available land.	In feasibility	Led by South Norfolk Council. Feasibility currently in progress, to look at existing site and an identified new site for a dry-side offer.	£12,000,000	£2,000,000	2024/25
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	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. Parish Council seem to have settled on a more informal recreation offer for the land and appear to be leading this themselves. To include a MUGA and pump track	TBC	£0	2024/25

South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Scole Playing Fields Clubhouse	Refurbishment and extension of the existing clubhouse/ community building, in order to meet FA specifications and ensure DDA compliancy	In Feasibility	Initial clubhouse designs have been produced and costed and currently looking to raise funds	£410,000	£0	2025/26
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	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	2025/26
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	UEA expansion of football pitches and pavilion at Colney Lane Playing Fields	New Artificial Grass Pitch, new pavilion and increase of natural turf (including stadium pitch) pitches at Colney Lane Playing Fields.	In feasibility	Project led by UEA. Developments nearby in Cringleford are also providing significant football facilities, so need to ensure there is no conflict. Norwich RFU now not relocating to this site. Initial application wasn't successful and now reviewing project scope and outcomes	£5,000,000	£3,500,000	2025/26

Table 9 – Forthcoming Libraries Projects

Local Authority	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
South Norfolk	libraries@norfolk.gov.uk	Long Stratton Library Uplift	Improvements to flooring and décor at Long Stratton Library	Approved	N/A	£5,000	£5,000	2023/24
South Norfolk	libraries@norfolk.gov.uk	Poringland Library Uplift	Improvements to flooring and décor at Poringland Library	Approved	N/A	£15,000	£15,000	2023/24
Norwich	libraries@norfolk.gov.uk	Expansion of Plumstead Road Library	To extend the library on the current site.	Approved	Continuing the planning process	£250,000	£0	2024/25

Table 10 - Forthcoming Community Projects

Local Authority	Contact	Project Name	Project Description	Project Status	Status - Notes	Total Estimated Project Cost	Funding Secured	Estimated Delivery Year
Norwich	susanmoore@norwich.gov.uk	St George's Green play	Refurbish play area	Approved	Designs have been consulted on.	£88,000	£88,000	2023/24
Norwich	susanmoore@norwich.gov.uk	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.	Under construction	Junior play area is now complete. Toddlers play area is in the early design phase. Feasibility is underway for a new toilet. Stone for walls is on order. This project opted in for Levelling Up funding.	£318,161	£318,161	2023/24
Norwich	susanmoore@norwich.gov.uk	Heigham Park Toilets	Refurbishment of toilets	In Feasibility	Project in feasibility	£100,000	£100,000	2023/24
South Norfolk	iifprojects@southnorfolk.gov.uk	Cringleford Jubilee Centre	New Sports Hall/Changing facilities/Multi-purpose hire space	Approved	Planning permission approved. Currently assembling full funding/ utilising Co-investment fund.	£2,700,000	£2,000,000	2023/24
South Norfolk	iifprojects@southnorfolk.gov.uk	Hethersett Crossing	Zebra crossing point, Back Lane	In Feasibility	Scheme has been scoped and set out in Highways report. Requires funding package	£150,000	£0	2023/24

	ndbroadland.gov.uk							
South Norfolk	iifprojects@southnorfolka.gov.uk	Easton Village Hall	New community hub/ centre	Under Construction	Construction began February 2023.	£1,500,000	£1,500,000	2023/24
South Norfolk	iifprojects@southnorfolka.gov.uk	Wymondham Town Centre	Streetscaping	In Feasibility	Funding and scope of project is currently being scoped. (March 23) £250k funding secured from Wymondham Town Council.	£1,200,000	£250,000	2023/24
South Norfolk	iifprojects@southnorfolka.gov.uk	Stoke Holy Cross Pavilion	Rebuilt/extended Pavilion to provide recreational, community facilities, as well as provide a site for the pre-school	In Feasibility	N/A	£765,000	£350,000	2023/24
Broadland	iifprojects@southnorfolka.gov.uk	Great Plumstead Recreation Ground	Improvement and extension of community building on Gt Plumstead Recreation Ground to provide additional changing facilities for users of the pitches and extended community recreational space	In Feasibility	N/A	TBC	£500,000	2024/25

Broadland	iifprojects@southnorfolka.gov.uk	Taverham Hub (Working Title)	Community Hub based in Taverham. Co locates the YMCA and the Taverham GP Surgery for the purposes of creating a new community sub-regional location of OPE (Public Sector) / CVS partners.	In Feasibility	Working with Architects on a schedule of accommodation. Agreements for lease due 2023.	£20,000,000	£0	2027/28
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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.

Table 11 - Unprogrammed GI Projects

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.</p> <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, 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;</p> <p>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;</p> <p>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>	In 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	Great Plumstead Hospital	cycling and pedestrian enhancement and biodiversity improvements.	In 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	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 Sprowston and Old Catton. Project costs to be developed through feasibility study.
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.
Broadland	Broadland East to West Secondary Corridor Via Marsham	Creation of circular walks connecting to Marriott's 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	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	Bure Valley Path - Blue Way - Phase 2	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	Stage 1 completed 22/23. Currently continuing feasibility for additional sections to be completed
Broadland	Brundall to NEG T Connection	Improve GI links, habitat connectivity and POS's	In Feasibility	Project costs to be identified through feasibility study.
Broadland	Buxton Heath to Aylsham Secondary Corridor	Creation of circular walks connecting to Marriott's 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.
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.

District	Project Name	Project Description	Project Status	Status - Notes
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	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. Masterplanning/ feasibility in progress with BRP funding
Broadland	Haverlingland 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 Haverlingland - Great Wood. Requires project brief / feasibility. Costs to be identified following feasibility

District	Project Name	Project Description	Project Status	Status - Notes
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
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 protection, 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 feasibility study.
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.

District	Project Name	Project Description	Project Status	Status - Notes
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 achieved 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 thorpe 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.
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 circular 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	Sprowston Manor Golf Course	Retention and protection of bat roosts	Aspirational	Mainly protection; Requires Project Brief. Costs to be identified through feasibility

District	Project Name	Project Description	Project Status	Status - Notes
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.
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.

District	Project Name	Project Description	Project Status	Status - Notes
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, incorporated into Norfolk Local Cycling and Walking Plan
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.
Norwich	Riverside walk accessibility improvements	Better wayfinding signs on Wensum path in city centre and overcoming physical accessibility restrictions adjacent to Whitefriars	On Hold	Project on hold. Staff resource issues. Likely to resume in 2024/25

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	In Feasibility	Awaiting Funding
Norwich	East Norwich pedestrian/cycle/GI connection from city centre to Whitlingham	As part of the wider East Norwich regeneration programme, a new pedestrian-cycle - green infrastructure connection will be created via an improved underpass between the Carrow Works site and Deal Ground, and a new pedestrian and cycle bridge over the River Yare. This will link the city centre with Whitlingham country Park and the Broads. This new connection would enable the potential realignment of National Cycle Route 1.	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.

District	Project Name	Project Description	Project Status	Status - Notes
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
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

District	Project Name	Project Description	Project Status	Status - Notes
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 - Tuttle Lane enhancements Phase 1	Planting of hedgerow/parkland trees along Tuttle 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
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

Table 12 - Unprogrammed Transport 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	Lion Wood	Surfaced path and drainage improvements north south through Lion Wood valley.	Aspirational	Scheme ref 43 in Norwich LCWIP.
Broadland	Reepham Road	Feasibility study scheme to review cycling conditions along Reepham Road	Aspirational	Scheme ref 59 in Norwich LCWIP.
Broadland	Growth triangle orbital link (St Faiths to Wroxham Road)	New neighbourhood cycle route created as part of the Beeston Park housing development	Aspirational	Scheme ref 35 in Norwich LCWIP.
Broadland	Growth Triangle Internal Link Road	A connection between broadland gate and the airport industrial estate, through major residential development.	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
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.

District	Project Name	Project Description	Project Status	Status - Notes
Norwich	Marriott's Way: Inner Ring Road crossing	Improvements to the capacity and safety for the signalised walking and cycling crossing on the Inner Ring Road connecting into the start of the Marriott's Way.	Aspirational	None
Norwich	Hellesdon (Low Road, Hospital Lane and Middletons Lane)	Feasibility required for improved provision for cycling and walking in Hellesdon looking at the possibility of segregated cycle facilities, shared use or traffic calming.	Aspirational	Scheme ref 30 in Norwich LCWIP.
Norwich	Martineau Lane	Feasibility required for Improvement to walking and cycling facilities on Martineau Lane linking to existing facility on Bracondale	Aspirational	Scheme ref 44 in Norwich LCWIP.
Norwich	Bracondale	Protected cycle lanes; upgraded King Street / Bracondale junction; closure of Ber Street to traffic between Finklegate and Bracondale	In Feasibility	Scheme ref 47 in Norwich LCWIP.
Norwich	Mile Cross Travel Hub	Co-locate and consolidate all shared transport services to create an improved transport interchange at this busy, out of city centre shopping arcade.	Aspirational	Scheme ref 33A in Norwich LCWIP.
Norwich	Heartsease Lane	Provision of new mandatory cycle lane facility with wands on both sides of carriageway, improvement to the walking infrastructure with an upgrade of the pedestrian crossing to a segregated crossing and footway widening	Aspirational	Scheme ref 14 in Norwich LCWIP.
Norwich	Marriotts Way review of cycling conditions	Surfacing and width improvements (increased to 3.5m) along Marriott's Way between Mile Cross Road and Hellesdon Road.	Aspirational	Scheme ref 60 in Norwich LCWIP.

District	Project Name	Project Description	Project Status	Status - Notes
Norwich	Carrow Hill	Feasibility into allowing contraflow cycling on Carrow Hill.	Aspirational	Scheme ref 48 in Norwich LCWIP.
Norwich / South Norfolk	Roundhouse Way - UEA	Provide new bus, cycle and pedestrian bridge across Yare Valley at the western end of Chancellors Drive as well as appropriate links on either side of the bridge.	Aspirational	Scheme ref 52 in Norwich LCWIP.
South Norfolk / Norwich / Broadland	Comprehensive cycle and pedestrian wayfinding across Greater Norwich	Install wayfinding signage to guide cyclists and pedestrians along defined routes across Greater Norwich. This aspiration is clearly outlined in the Norwich Local Cycling and Walking Infrastructure Plan	Aspirational	Some design work has been completed for some routes but the aim for this to cover all routes.
South Norfolk / Norwich / Broadland	Cycle infrastructure upgrades to accommodate cargo bikes	Cycle infrastructure works required to accommodate the specific dimensions and riding characteristics of cargo bikes across Greater Norwich. Support for cargo bikes is clearly set out in the Norwich Local Cycling and Walking Infrastructure Plan.	Aspirational	An audit has been undertaken to identify locations on the Greater Norwich cycle network where infrastructure works are needed to accommodate the specific dimensions and riding characteristics of cargo bikes
South Norfolk / Norwich / Broadland	Secure cycle parking across Greater Norwich	Secure cycle parking across Greater Norwich at locations such as cycle hubs, busy locations such as shops, cafes and attractions and in residential areas where storing a cycle at home is not possible. This aspiration is clearly outlined in the Norwich Local Cycling and Walking Infrastructure Plan.	Aspirational	Needs scheme development

District	Project Name	Project Description	Project Status	Status - Notes
South Norfolk / Norwich / Broadland	Electric vehicle charging infrastructure to support operation of shared electric vehicles	Car Club services are operational in Greater Norwich through Enterprise with the use of combustion engine vehicles. Provision of electric vehicle charging points at car club bays will support the transition to shared zero emission vehicles. This approach is consistent with Priorities 1, 3 and 5 set out in the Electric Vehicle Strategy	Aspirational	Needs scheme development
South Norfolk / Norwich / Broadland	Solar canopies at car parks across Greater Norwich	Provision of solar canopies at large parking areas to support the provision of electric vehicle chargepoints. This approach is consistent with Priorities 1, 3 and 5 set out in the Electric Vehicle Strategy	Aspirational	Needs scheme development

Table 13 - Unprogrammed Education 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.
Norwich	East Norwich new primary school	The East Norwich masterplan / draft SPD has identified a requirement for a new 2 form entry primary school on the East Norwich site.	Aspirational	Identified as a requirement through masterplan and draft SPD

Table 14 - Unprogrammed Sport Projects

District	Project Name	Project Description	Project Status	Status - Notes
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
Broadland	Buxton Football Club New Pavilion	Delivery of a new pavilion for Buxton Football Club, allowing the club to further develop their youth and women's teams/ programmes, as desired.	Aspirational	No funding applications have currently been submitted for CIL as the scheme has not been fully developed. The club are currently engaging with the F.A to further develop proposals. Ongoing availability of the facility is necessary, to ensure that the football club can continue to operate from the current site. The proposal is not specifically identified within the FA Football Facilities Plan, but is consistent with the Plan's aspirations and intentions. Subject to adequate progress being made to develop the proposal, it is likely that a CIL application could be progressed in the 2024 CIL bidding round for funding with delivery in 2025/26. An updated scope and budget is required.
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.
Broadland	Horsford Sports Hub	Delivery of a full size 3G pitch, community/ clubhouse building and natural turf pitches	In Feasibility	Currently going through a feasibility study and stakeholder consultation
Broadland	Modernisation of Hellesdon High School sports hall	Modernisation of Hellesdon High School sports hall. This is a partnership project, to be	Aspirational	No feasibility has yet been undertaken.

District	Project Name	Project Description	Project Status	Status - Notes
		delivered by Wensum Trust.		
Broadland	Modernisation of Thorpe St Andrew School swimming pool	Refurbishment and upgrade of the swimming pool on Thorpe St. Andrew school site. This will be a partnership project, delivered by Yare Education Trust.	Aspirational	Some feasibility work has been undertaken. The school was due to benefit from substantial compensatory S106 funding, through the development of the Pinebanks sports facility site. However, a new application for this scheme is expected to be submitted, and it is not expected that the S106 funding can be secured now, due to the length of time passed since Pinebanks closed down. The site is on the fringe of the substantial growth triangle and it is important to keep the swimming pool available for the wider community.
Broadland	Modernisation of Sprowston High School Sports Hall	Refurbishment and upgrade of the sports hall at Sprowston High School. This is a partnership project, to be delivered by Boudica Trust.	Aspirational	No feasibility has yet been undertaken. There needs to be a clear understanding of what S106 contributions from White House Farm are allocated. It is on the fringe of the substantial growth triangle and it is likely that more community leisure and sport facilities will be required. Project cost is to be identified through feasibility study when completed.
Broadland	Modernisation of Sprowston High School Swimming Pool	Refurbishment and upgrade of the swimming pool on Sprowston High School site. This will be a partnership project, delivered by Boudica Trust.	Aspirational	No feasibility has been completed. There needs to be a clear understanding of the possible S106 contributions from White House Farm, that could be allocated to this project. It is on the fringe of the substantial growth triangle and it is therefore likely that more community leisure and sport facilities will be required.

District	Project Name	Project Description	Project Status	Status - Notes
Broadland / Norwich	New Leisure Centre North of Norwich	Provision of a new leisure centre including a swimming pool.	Aspirational	None
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.
South Norfolk	New Pitches North Hethersett	Relates to sports pitches to be delivered through development	Aspirational	Budget to be identified through feasibility.
Broadland	New Sports Hall in Thorpe St Andrew	Refurbishment/ updating of the sports hall on Thorpe St. Andrew school site. This is a 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.
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. This is an aspirational project and	Aspirational	A planning application was received in March 2022. A further application will secure the land for the secondary school. Further scheme development/feasibility is to be taken forward by Norfolk County Council as the education authority, before being transferred to the academy trust. The district's role will be to influence and support the trust longer term to enable community use of the facilities.

District	Project Name	Project Description	Project Status	Status - Notes
		scope/ plans are being developed.		
Broadland	Spixworth Village Hall & Playing Fields	Improvements to the facilities at the site.	Aspirational	N/A
Broadland	The Nest - Community Sports Hub	Phase 3 of the development of the Nest, to include new 8 court sports hall, additional full size 3G pitch and a gym.	In Feasibility	Initial drawings and plans have been developed and presented. The council are now working closely with the Community Sports Foundation. To note, an additional full size 3G pitch is currently going through the planning process.
Broadland	Woodland View Junior School	Potential to add a swimming pool and community gym on site	Aspirational	Early discussions about the concept.

Table 15 - Unprogrammed Libraries Projects

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. With corporate property team, working on extensive programme of building improvements.
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

Community

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 Smee Lane, South of Smee Lane, off Green Lane West, East of Buxton Road, White House 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
Broadland	Blofield New Community Centre	The Parish Council will be acquiring a new site following the move of the primary school, which will provide a new community building, play area and informal open space	Aspirational	N/A

Broadland	Spixworth Amenity Land	The Parish Council will acquire amenity land on Crostwick Lane	Aspirational	N/A
South Norfolk	Scole Parish Hub	new village hall that will provide recreational and community facilities	In Feasibility	N/A

11. Appendix C Neighbourhood Plans

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

12. Broadland District Council

12.1.1. Acle

The Acle Neighbourhood plan was fully adopted by Broadland District Council and the Broads Authority on 17 February 2015 following an 85% Yes vote by Acle residents. The plan covers the period up to 2026 and now forms part of the development plan for the district and is one of the main considerations in determining any future planning applications submitted in Acle. The Acle Neighbourhood Plan identifies the following projects and schemes:

- 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

[Find out more about the Acle Neighbourhood Plan](#)

12.1.2. Aylsham

The Aylsham Neighbourhood Plan was made by Broadland District Council on 18 July 2019, following a 87% vote by Aylsham residents. The plan covers the period up to 2038 and forms part of the development plan for the district. It is one of the main considerations in determining any future planning applications submitted in Aylsham. The Aylsham Neighbourhood Plan identifies the following projects and schemes:

- 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

[Find out more about the Aylsham Neighbourhood Plan](#)

12.1.3. Blofield

Blofield's Plan was fully adopted by Broadland District Council on 26 July 2016 following a 91% vote by Blofield residents. The plan covers the period up to 2036 and now forms part of the development plan for the district and is one of the main considerations in determining any future planning applications submitted in Blofield. The Blofield Neighbourhood Plan identifies the following projects and schemes:

- 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.

[Find out more about the Blofield Neighbourhood Plan](#)

12.1.4. Brundall

Brundall's Plan was fully adopted by Broadland District Council and the Broads Authority on 13 May 2016 following a 92% Yes vote by Brundall residents. The plan covers the period up to 2026 and now forms part of the development plan for the district and is one of the main considerations in determining any future planning applications submitted in Brundall. The Brundall Neighbourhood Plan identifies the following projects and schemes:

- Public Realm Improvements at Local Centres and Gateways
- Footway and Cycleway Improvements

[Find out more about the Brundall Neighbourhood Plan](#)

12.1.5. Drayton

The Drayton Neighbourhood Plan was fully adopted by Broadland District Council on 26 July 2016 following an 89% vote by Drayton residents. The plan covers the period up to 2026 and now forms part of the development plan for the district and is one of the main considerations in determining any future planning applications submitted in Drayton. The Drayton Local Plan identifies the following projects and schemes:

- 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.
- 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

[Find out more about the Drayton Neighbourhood Plan](#)

12.1.6. Great and Little Plumstead

Great and Little Plumstead's Plan was fully adopted by Broadland District Council on 16 July 2014 following an 66% Yes vote by Great and Little Plumstead residents. The plan covers the period up to 2034 and now forms part of the development plan for the district and is one of the main considerations in determining any future planning applications submitted in Great and Little Plumstead. The Great and Little Plumstead Neighbourhood Plan identifies the following projects and schemes:

- New Changing Rooms Gt Plumstead Playing Field
- Water Lane Footpath Improvements

- New Bus Stop opposite Bus Shelter
- Junction Improvements at Brick Kilns Public House
- Woodland Walk Extension at Thorpe End

[Find out more about the Great and Little Plumstead Neighbourhood Plan](#)

12.1.7. Hellesdon

Hellesdon Neighbourhood Plan was fully adopted by Broadland District Council on 19 December 2017 following an 88% vote by Hellesdon residents. The plan covers the period up to 2026 and now forms part of the development plan for the district and is one of the main considerations in determining any future planning applications submitted in Hellesdon. The Hellesdon Neighbourhood Plan identifies the following projects and schemes:

- Improve the quality of existing parks and open spaces throughout Hellesdon

[Find out more about the Hellesdon Neighbourhood Plan](#)

12.1.8. Horsford

Horsford Neighbourhood Plan was fully adopted by Broadland District Council on 12 July 2018 following a 90% vote by Horsford residents. The plan covers the period up to 2038 and now forms part of the development plan for the district and is one of the main considerations in determining any future planning applications submitted in Horsford. The Horsford Neighbourhood Plan identifies the following projects and schemes:

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

The Horsford Neighbourhood Plan is currently being reviewed, a statutory pre-submission consultation is expected later in 2023.

[Find out more about the Horsford Neighbourhood Plan](#)

12.1.9. Old Catton

Old Catton's Plan was fully adopted by Broadland District Council on 26 July 2016 following a 93% vote by Old Catton residents. The plan covers the period up to 2035 and now forms part of the development plan for the district and is one of the main considerations in determining any future planning applications submitted in Old Catton. The Old Catton Neighbourhood Plan identifies the following projects and schemes:

- 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

[Find out more about the Old Catton Neighbourhood Plan](#)

12.1.10. Rackheath

Rackheath Neighbourhood Plan was fully adopted by Broadland District Council on 19 July 2017 following an 83% vote by Rackheath residents. The plan covers the period up to 2037 and now forms part of the development plan for the district and is one of the main considerations in determining any future planning applications submitted in Rackheath. The Rackheath Neighbourhood Plan identifies the following projects and schemes:

- 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.

12.1.11. Salhouse

Salhouse Neighbourhood Plan was fully adopted by Broadland District Council and the Broads Authority on 20 July and 28 July 2017, respectively, following a 92% vote in favour by Salhouse residents at a local referendum. The plan covers the period up to 2026 and now forms part of the Development Plan for the

district. This means it forms one of the main considerations in determining any future planning applications submitted in Salhouse. The Salhouse Neighbourhood Plan identifies the following projects and schemes:

- Development of an integrated village path network
- Enhancement of the village playing field

[Find out more about the Salhouse Neighbourhood Plan](#)

12.1.12. Sprowston

Sprowston's Plan was fully adopted by Broadland District Council on 8 May 2014 following an 88% Yes vote by Sprowston residents. The plan covers the period up to 2026 and now forms part of the development plan for the district and is one of the main considerations in determining any future planning applications submitted in Sprowston. The Sprowston Neighbourhood Plan identifies the following projects and schemes:

- 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

[Find out more about the Sprowston Neighbourhood Plan](#)

12.1.13. Spixworth

Spixworth Neighbourhood Plan was adopted by Broadland District Council on 22 July 2021, following a 90% vote by Spixworth residents. The plan covers the period up to 2039 and forms part of the development plan for the district. It is therefore one of the main considerations in determining any future planning applications submitted in Spixworth. The Spixworth Neighbourhood Plan identifies the following projects and schemes:

- 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
- 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

[Find out more about the Spixworth Neighbourhood Plan](#)

12.1.14. Strumpshaw

Strumpshaw's Plan was fully adopted by Broadland District Council and the Broads Authority on 10 July 2014 following an 66% Yes vote by Strumpshaw residents. The plan covers the period up to 2026 and now forms part of the development plan for the district and is one of the main considerations in determining any future planning applications submitted in Strumpshaw. The Strumpshaw Neighbourhood Plan identifies the following projects and schemes:

- Toilet, Kitchen and Amenity Facilities at St Peters Church
- Completion of the footpath along Norwich Road, Strumpshaw, between Beech Drive and Goat Lane
- Maintain and protect areas of high landscape value, including wooded areas in private ownership,
- Encourage the provision of green space in the built up core of the Parish

[Find out more about the Strumpshaw Neighbourhood Plan](#)

12.1.15. Taverham

Taverham Neighbourhood Plan was adopted by Broadland District Council on 22 July 2021, following a 86% vote by Taverham residents. The plan covers the period up to 2040 and forms part of the development plan for the district. It is therefore one of the main considerations in determining any future planning applications submitted in Taverham. The Taverham Neighbourhood Plan identifies the following projects and schemes:

- 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

[Find out more about the Taverham Neighbourhood Plan](#)

12.1.16. Wroxham

Wroxham Neighbourhood Plan was adopted by the Broads Authority on 22 March and Broadland District Council on 28 March 2019, following a 95% vote by Wroxham residents. The plan covers the period up to 2039 and forms part of the development plan for the district. It is therefore one of the main considerations in determining any future planning applications submitted in Wroxham. The Wroxham Neighbourhood Plan identifies the following projects and schemes:

- Public realm improvements
- Ensure that gaps between neighbouring settlements remain in accordance with HBE5
- 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.

[Find out more about the Wroxham Neighbourhood Plan](#)

13. South Norfolk

13.1.1. Cringleford

The Cringleford Neighbourhood Plan was formally made part of the Development Plan by South Norfolk Council on 24 February 2014. This followed the positive outcome of a referendum on 24 January 2014, where a large majority of those who voted were in favour of the Plan. The Neighbourhood Plan will help shape the future of Cringleford to 2026. The Neighbourhood Plan covers the whole of the parish of Cringleford and was prepared by the parish council. The plan provides for approximately 1,200 new dwellings whilst promoting integration of the community and enhancement of the open and green character of the village. The Cringleford Neighbourhood Plan identifies the following projects and schemes:

- Cycling and walking facilities
- 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

[Find out more about the Cringleford Neighbourhood Plan](#)

13.1.2. Easton

Easton Neighbourhood Plan 2017 to 2042 was formally made part of the Development Plan by South Norfolk Council on 11 December 2017. This followed the positive outcome of a referendum on 1 September 2017, where a large majority of those who voted were in favour of the plan. The Neighbourhood Plan covers the whole of the parish of Easton and was prepared by Easton Neighbourhood Plan Steering Group, on behalf of the parish council. The plan will be used in the determination of relevant planning applications, helping guide future development in a way that reflects the vision of the local community. The Easton Neighbourhood Plan identifies the following projects and schemes:

- 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

The Easton Neighbourhood plan is being reviewed, and the statutory pre-submission consultation period ended on 27th March. Following this a modified draft plan will then be submitted to South Norfolk Council for further consultation followed by an examination. The examiner will make recommendations for the modified plan and will decide whether a referendum is required before the revised Neighbourhood Plan can be adopted.

[Find out more about the Easton Neighbourhood Plan](#)

13.1.3. Long Stratton

The Long Stratton Neighbourhood Plan was formally made part of the Development Plan by South Norfolk Council on 12 October 2021. This followed the positive outcome of a referendum on 30 September 2021, where 78% of those who voted were in favour of the plan. The Neighbourhood Plan will shape the future of Long Stratton to 2036. The Neighbourhood Plan covers the whole of the parish of Long Stratton and part of Tharston and Hapton. It was prepared by a steering group on behalf of the town council and parish council. The made Neighbourhood Plan now forms one of the main considerations in determining any future planning applications submitted in the designated neighbourhood area. The Long Stratton Neighbourhood Plan identifies the following projects and schemes:

- Long Stratton Town Centre improvements:
 - 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.

[Find out more about the Long Stratton Neighbourhood Plan](#)

13.1.4. Mulbarton

The Mulbarton Neighbourhood Plan was formally made part of the Development Plan by South Norfolk Council on 23 February 2016. This followed the positive outcome of a referendum on 10 December 2015, where a large majority of those who voted were in favour of the plan. The Neighbourhood Plan will shape the future of Mulbarton to 2030. The Neighbourhood Plan covers the whole of the parish of Mulbarton and was prepared by the parish council. The plan aims to allow residents to make real choices about how they would like to see their village change and develop, by understanding and supporting the needs of the community whilst protecting and enhancing the historic environment. The Mulbarton Neighbourhood Plan identifies the following projects and schemes:

- 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

[Find out more about the Mulbarton Neighbourhood Plan](#)

13.1.5. Poringland

The Poringland Neighbourhood Plan was formally made part of the Development Plan by South Norfolk Council on 26 July 2021. This followed the positive outcome of a referendum on 8 July 2021, where 92% of those who voted were in favour of the plan. The Neighbourhood Plan will shape the future of Poringland to 2039. The Neighbourhood Plan covers the whole of the parish of Poringland and was prepared by a steering group on behalf of the Parish Council. The made Neighbourhood Plan now forms one of the main considerations in determining any future planning applications submitted in Poringland. The Poringland Neighbourhood Plan identifies the following projects and schemes:

- 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

- Improvements to Public Rights of Way
- Renewable energy generation for the community.

[Find out more about the Poringland Neighbourhood Plan](#)

13.1.6. Redenhall with Harleston

The Redenhall with Harleston Neighbourhood Plan was formally made part of the Development Plan by South Norfolk Council on 17 October 2022. This followed the positive outcome of a referendum on 22 September 2022, where 87% of those who voted were in favour of the plan. The Neighbourhood Plan will shape the future of Redenhall with Harleston to 2038. The Neighbourhood Plan covers the whole parish of Redenhall with Harleston. It was prepared by a steering group on behalf of the town council. The made Neighbourhood Plan now forms one of the main considerations in determining any future planning applications submitted in the designated neighbourhood area. The Redenham with Harleston Neighbourhood Plan identifies the following projects and schemes:

- Increased community indoor and outdoor space.
- Improved sports provision, children’s play areas as well as a range of indoor and outdoor meeting places and spaces.
- Measures to improve the safety of pedestrians and cyclists
- Maintain and connect to existing green corridors.

[Find out more about the Redenham with Harleston Neighbourhood Plan](#)

13.1.7. Starston

The Starston Neighbourhood Plan was formally made part of the Development Plan by South Norfolk Council on 12 December 2022. This followed the positive outcome of a referendum on 8 December 2022, where 79% of those who voted were in favour of the plan. The Neighbourhood Plan will shape the future of Starston to 2042. The Neighbourhood Plan covers the whole parish of Starston. It was prepared by a steering group on behalf of the parish council. The made Neighbourhood Plan now forms one of the main considerations in determining any future planning applications submitted in the designated neighbourhood area. The Starston Neighbourhood Plan identifies the following projects and schemes:

- Creation of additional permissive paths:
 - Railway Hill, linking to Cross Road.
 - Linking the centre of Starston to Pulham St. Mary.
 - The water meadow south of the Beck.
- Implementation of traffic calming measures in the village
- Tree/hedge planting.
- Improvements to the walking and cycling network, to the centre of Harleston.

[Find out more about the Starston Neighbourhood Plan](#)

13.1.8. Tivetshalls

The Tivetshalls Neighbourhood Plan was formally made part of the Development Plan by South Norfolk Council on 12 December 2022. This followed the positive outcome of a referendum on 8 December, where 89% of those who voted were in favour of the plan. The Neighbourhood Plan will shape the future of Tivetshall to 2042. The Neighbourhood Plan covers the whole parish of Tivetshall St Mary and Tivetshall St Margaret. It was prepared by a steering group on behalf of the parish council. The made Neighbourhood Plan now forms one of the main considerations in determining any future planning applications submitted in the designated neighbourhood area. The Tivetshalls Neighbourhood Plan identifies the following projects and schemes:

- A community woodland, within easy reach of the village centre.
- Accessible children's play equipment.
- An extension to the Village Hall.
- Safer improved design of the pond at the village green.
- Secure long-term use of the playing field.
- Traffic calming measures.
- Enhance the parish's Public Rights of Way network.
- The provision of new and/or the enhancement of exiting footpaths, cycleways and bridleways

[Find out more about the Tivetshall Neighbourhood Plan](#)

14. Appendix E – Neighbourhood CIL

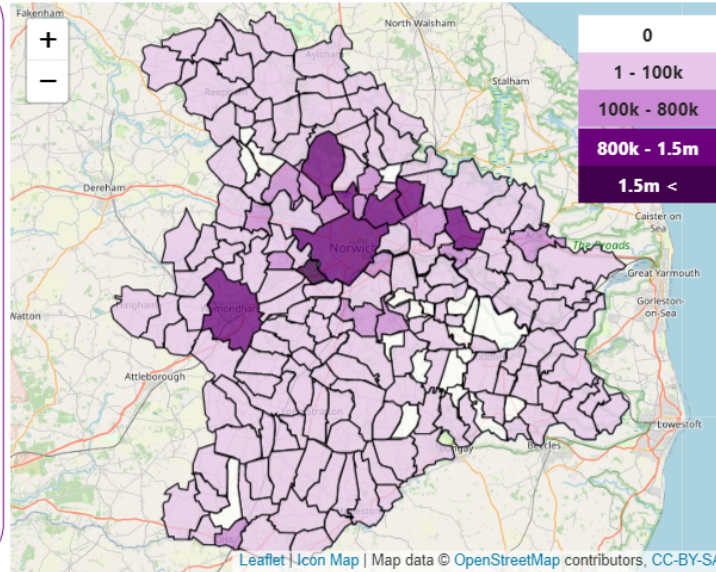
View the distribution of CIL income across Greater Norwich, using the [Community Infrastructure Levy Dashboard](#). The same information is presented in a tabular format below.

Community Infrastructure Levy Income & Neighbourhood CIL Allocation

Hover over a Parish on the map to see the amount of Neighbourhood CIL allocated to date.

Use the slicers on the right hand side of the page to filter the visuals.

Financial Year	Total CIL Income	Neighbourhood CIL Allocation
April 2015 - March 2016	£3,152,020.91	£433,503.97
April 2016 - March 2017	£4,044,675.56	£648,862.38
April 2017 - March 2018	£4,264,237.01	£712,337.01
April 2018 - March 2019	£7,309,049.21	£1,207,395.02
April 2019 - March 2020	£9,087,255.39	£1,747,822.76
April 2020 - March 2021	£15,908,057.57	£3,054,951.06
April 2021 - March 2022	£19,825,442.48	£3,986,335.18
April 2022 - March 2023	£16,218,097.02	£3,660,570.96
Total	£80,830,533.95	£15,608,271.02



Greater Norwich Growth Board

District:

Parish:

Financial Year:

Clear Filters

Neighbourhood CIL Allocation and Total CIL Income by Financial Year

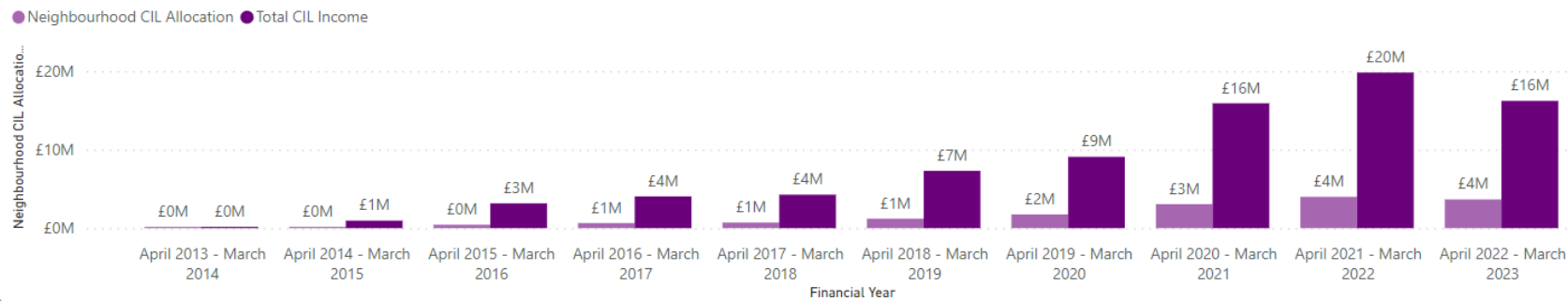


Table 16 - Neighbourhood CIL Allocations in Broadland

Parish	April 2013 - March 2014	April 2014 - March 2015	April 2015 - March 2016	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023	Grand Total
Rackheath	£0	£780	£0	£1,663	£985	£15,110	£51,564	£836,923	£1,031,153	£3,821,714	£5,759,891
Sprowston	£9,613	£27,379	£0	£84,433	£20,129	£396,198	£65,994	£869,236	£1,810,355	£2,474,385	£5,757,722
Horsford	£0	£271,166	£718,954	£34,278	£116,695	£872,527	£711,621	£951,308	£1,403,409	£83,733	£5,163,693
Blofield	£0	£149,952	£448,158	£767,078	£495,700	£416,339	£696,536	£1,118,440	£109,182	£262,830	£4,464,215
Old Catton	£0	£0	£0	£27,048	£189,515	£0	£456,134	£988,802	£1,443,491	£35,048	£3,140,038
Drayton	£0	£26,921	£4,713	£0	£0	£46,353	£221,703	£597,444	£560,721	£1,018,335	£2,476,189
Hellesdon	£0	£0	£40,214	£75,708	£1,358	£126,723	£442,587	£303,589	£252,486	£911,212	£2,153,877
Spixworth	£0	£2,385	£14,325	£21,242	£119,094	£0	£56,206	£0	£393,315	£1,526,730	£2,133,297
Great and Little Plumstead	£0	£0	£14,883	£134,330	£338,689	£76,568	£303,025	£170,795	£689,781	£280,842	£2,008,913
Taverham	£0	£21,727	£8,299	£11,278	£18,352	£53,641	£24,835	£1,316,252	£143,260	£14,494	£1,612,137
Brundall	£0	£0	£3,976	£28,898	£3,352	£0	£0	£199,957	£501,231	£710,651	£1,448,064
Postwick with Witton	£0	£4,650	£0	£21,519	£0	£19,020	£0	£48,314	£440,110	£733,388	£1,267,001
Acle	£0	£0	£0	£38,577	£124,567	£0	£5,540	£242,709	£575,890	£86,863	£1,074,145
Wroxham	£0	£216,301	£648,903	£10,152	£0	£0	£0	£0	£10,153	£0	£885,509
Horsham St. Faith and Newton St. Faith	£0	£12,665	£0	£0	£14,069	£3,000	£209,304	£307,897	£10,288	£21,454	£578,677
Aylsham	£0	£5,228	£2,189	£25,871	£30,206	£18,342	£57,526	£188,769	£71,561	£35,147	£434,840
Thorpe St. Andrew	£6,075	£4,174	£8,402	£13,791	£2,000	£56,216	£60,751	£90,153	£40,323	£30,343	£312,229
Salhouse	£0	£0	£36,527	£117,248	£3,599	£15,751	£14,475	£80,008	£0	£0	£267,608
Strumpshaw	£0	£0	£0	£0	£38,479	£116,930	£43,495	£0	£0	£0	£198,904
Weston Longville	£0	£0	£0	£8,960	£17,431	£96,092	£7,200	£11,819	£47,386	£2,418	£191,306

Parish	April 2013 - March 2014	April 2014 - March 2015	April 2015 - March 2016	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023	Grand Total
Honingham	£12,300	£8,950	£335	£0	£0	£0	£58,418	£3,400	£100,915	£0	£184,317
Reedham	£18,150	£0	£0	£24,003	£94,981	£39,740	£0	£0	£0	£0	£176,874
Reepham	£0	£0	£37,358	£63,773	£1,200	£8,781	£21,810	£23,943	£4,204	£0	£161,070
Great Witchingha m	£0	£6,585	£29,757	£0	£0	£0	£82,493	£23,416	£0	£0	£142,250
Hemblington	£0	£0	£0	£0	£0	£0	£121,204	£0	£9,615	£0	£130,818
Freethorpe	£0	£0	£20,054	£0	£11,891	£0	£16,784	£50,352	£20,415	£0	£119,496
Felthorpe	£0	£0	£5,666	£0	£37,377	£21,831	£12,879	£5,051		£5,217	£88,021
Foulsham	£0	£0	£0	£0	£0	£57,638	£9,181	£10,336	£1,223	£1,657	£80,035
Marsham	£0	£0	£4,564	£13,755	£6,629	£8,235	£0	£21,363		£16,156	£70,702
Beighton	£0	£17,202	£0	£0	£1,021	£5,659	£0	£10,378	£31,136	£1,635	£67,032
Hainford	£0	£1,145	£15,249	£42,502	£0	£0	£0	£0	£0	£5,860	£64,756
Cawston	£0	£4,700	£0	£0	£0	£17,041	£9,901	£4,697	£11,750	£10,877	£58,966
Hevingham	£0	£2,064	£5,176	£28,627	£7,120	£0	£0	£0	£11,707	£0	£54,694
Stratton Strawless	£0	£1,206	£3,589	£0	£0	£0	£12,633	£21,440	£0	£900	£39,768
Haveringlan d	£0	£0	£12,417	£0	£26,788	£0	£0	£0	£0	£0	£39,205
Frettenham	£0	£0	£10,084	£131	£10,546	£7,803	£0	£10,508	£0	£0	£39,072
Coltishall	£0	£0	£0	£0	£0	£29,458	£0	£1,566	£6,831		£37,855
Swanningto n	£0	£0	£0	£0	£0	£1,125	£0	£34,935		£1,449	£37,509
Cantley, Limpenhoe and Southwood	£0	£0	£23,630	£0	£6,238	£0	£0	£0	£0	£5,984	£35,852
Salle	£0	£0	£0	£0	£5,064	£0	£0	£12,881	£15,542	£0	£33,488

Parish	April 2013 - March 2014	April 2014 - March 2015	April 2015 - March 2016	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023	Grand Total
Buxton with Lammas	£0	£0	£5,539	£11,260	£13,017	£0	£0	£0	£0	£0	£29,816
Brandiston	£0	£0	£0	£0	£0	£0	£0	£0	£0	£29,076	£29,076
Heydon	£0	£0	£1,264	£0	£0	£24,545	£94	£0	£0	£0	£25,903
Horstead with Stanninghall	£0	£0	£0	£13,498	£0	£5,729	£5,965	£0	£0	£0	£25,192
Lingwood and Burlingham	£0	£0	£0	£3,288	£4,975	£0	£0	£14,220	£0	£0	£22,483
Ringland	£0	£0	£0	£21,742	£0	£0	£0	£0	£0	£0	£21,742
Little Witchingham	£0	£0	£0	£0	£0	£0	£0	£0	£0	£21,372	£21,372
Beeston St. Andrew	£0	£0	£0	£0	£0	£0	£0	£0	£6,498	£11,450	£17,947
Halvergate	£0	£0	£0	£0	£0	£0	£0	£9,366	£7,312	£0	£16,678
South Walsham	£0	£5,554	£0	£0	£8,427	£0	£0	£0	£263	£0	£14,244
Wood Dalling	£8,850	£0	£4,110	£0	£0	£0	£0	£0	£0	£0	£12,960
Guestwick	£0	£0	£0	£0	£1,634	£2,351	£1,563	£0	£0	£4,260	£9,808
Upton with Fishley	£0	£0	£0	£3,524	£0	£0	£0	£4,708	£0	£0	£8,231
Oulton	£0	£0	£0	£0	£0	£0	£5,782	£2,199	£0	£0	£7,981
Booton	£0	£0	£0	£0	£7,398	£0	£0	£0	£0	£0	£7,398
Brampton	£0	£0	£0	£0	£0	£0	£3,624	£0	£0	£0	£3,624
Themelthorpe	£0	£0	£0	£0	£0	£0	£3,299	£0	£0	£0	£3,299

Parish	April 2013 - March 2014	April 2014 - March 2015	April 2015 - March 2016	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023	Grand Total
Morton on the Hill	£0	£0	£2,490	£0	£0	£0	£0	£0	£0	£0	£2,490
Woodbastwick	£0	£0	£0	£0	£0	£1,008	£0	£0	£0	£0	£1,008
Attlebridge	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Crostwick	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Carleton St. Peter	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Alderford	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Langley with Hardley	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Grand Total	£54,988	£790,732	£2,130,825	£1,648,177	£1,778,525	£2,559,753	£3,794,128	£8,587,173	£9,761,503	£12,165,483	£43,271,287

Table 17 - Neighbourhood CIL Allocations in South Norfolk

Parish	April 2015 - March 2016	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023	Grand Total
Cringleford	£108,874	£104,052	£0	£0	£1,466,749	£2,341,610	£5,229,072	£733,579	£9,983,937
Wymondham	£29,039	£149,912	£115,932	£230,214	£979,496	£741,217	£2,667,357	£919,643	£5,832,808
Poringland	£10,386	£8,327	£306,330	£1,063,740	£7,172	£19,046	£123,569	£3,572	£1,542,141
Trowse with Newton	£0	£0	£0	£0	£229,140	£891,889	£7,454	£179,592	£1,308,074
Easton	£3,537	£0	£0	£0	£0	£0	£355,274	£828,973	£1,187,784
Diss	£2,137	£22,489	£197,711	£484,797	£21,178	£22,756	£20,523	£150,584	£922,176
Stoke Holy Cross	£0	£2,621	£194,352	£553,131	£1,140	£0	£3,192	£0	£754,437
Little Melton	£0	£80,292	£19,514	£137,603	£82,473	£78,649	£90,404	£246,450	£735,385
Redenhall with Harleston	£2,762	£4,044	£9,420	£45,681	£213,045	£0	£110,571	£265,723	£651,246
Hingham	£100,393	£307,902	£55,326	£8,057	£845	£0	£3,091	£42,429	£518,043
Swardeston	£0	£9,686	£30,796	£0	£0	£436,006	£31,447	£0	£507,935
Costessey	£64,729	£22,479	£106,977	£114,421	£83,418	£73,059	£6,672	£0	£471,753
Spooner Row	£0	£0	£0	£175,990	£55,236	£55,088	£5,065	£47,941	£339,320
Bergh Apton	£2,487	£40,905	£163,421	£63,471	£18,087	£0	£0	£0	£288,370
Hempnall	£1,815	£0	£0	£4,054	£0	£51,914	£199,210	£1,009	£258,002
Rockland St. Mary	£0	£0	£0	£61,832	£162,319	£0	£0	£0	£224,152
Bunwell	£5,134	£31,108	£74,270	£11,455	£8,518	£15,779	£69,121	£0	£215,385
Dickleburgh and Rushall	£0	£20,301	£39,664	£122,478	£23,893	£0	£0	£0	£206,336
Bressingham	£7,716	£10,147	£14,959	£40,351	£33,754	£78,786	£0	£11,887	£197,601
Wreningham	£10,118	£81,551	£24,755	£2,377	£64,003	£0	£0	£12,786	£195,590
Woodton	£0	£0	£0	£0	£0	£0	£34,324	£160,579	£194,903
Gillingham	£0	£0	£0	£0	£0	£40,992	£150,599	£0	£191,591
Bawburgh	£3,382	£3,434	£0	£9,971	£0	£4,016	£165,043	£0	£185,845
Alington	£33,967	£101,900	£20,561	£2,410	£0	£22,448	£0	£0	£181,286
Hethersett	£27,410	£25,221	£52,410	£0	£0	£18,235	£54,618	£0	£177,892
Thurlton	£0	£27,008	£4,948	£33,423	£98,772	£0	£4,000	£2,463	£170,614

Parish	April 2015 - March 2016	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023	Grand Total
Broome	£2,393	£0	£0	£36,745	£60,158	£60,924	£9,851	£0	£170,070
Bracon Ash	£0	£6,272	£0	£17,265	£88,224	£8,878	£26,635	£22,725	£170,000
Seething	£21,753	£0	£57,864	£15,006	£71,366	£0	£0	£0	£165,989
Chedgrave	£0	£0	£0	£0	£0	£10,711	£120,155	£15,325	£146,191
Pulham St. Mary	£0	£10,447	£0	£91,818	£6,749	£0	£0	£35,155	£144,169
Scole	£3,049	£0	£5,895	£0	£0	£33,536	£100,608	£0	£143,087
Brooke	£0	£0	£0	£81,187	£6,105	£20,151	£29,418	£0	£136,860
Long Stratton	£10,359	£25,250	£38,757	£0	£1,908	£12,640	£10,054	£37,805	£136,772
Pulham Market	£0	£7,351	£869	£1,426	£80,320	£27,622	£2,683	£2,529	£122,801
Geldeston	£0	£0	£0	£122,210	£0	£0	£0	£0	£122,210
Colney	£0	£0	£9,956	£22,036	£0	£77,781	£5,831	£0	£115,604
Ditchingham	£6,548	£0	£0	£0	£2,960	£0	£25,108	£78,989	£113,606
Earsham	£0	£7,910	£9,630	£634	£84,800	£0	£0	£0	£102,974
Surlingham	£1,157	£0	£18,497	£75,629	£2,080	£0	£2,176	£0	£99,539
Ashwellthorpe and Fundenhall	£2,197	£852	£2,051	£24,256	£24,565	£16,568	£26,117	£2,017	£98,623
Carleton Rode	£6,650	£1,125	£0	£5,705	£4,294	£3,946	£32,581	£40,726	£95,028
Tasburgh	£0	£0	£1,888	£0	£78,755	£0	£10,533	£0	£91,176
Barford	£0	£780	£1,400	£12,861	£17,901	£53,703	£0	£0	£86,645
Burston and Shimpling	£3,519	£0	£4,262	£22,925	£25,575	£23,876	£3,143	£0	£83,298
Great Moulton	£7,850	£16,128	£0	£23,872	£1,426	£0	£28,916	£1,363	£79,555
Forncett	£5,280	£13,294	£0	£0	£6,103	£0	£49,524	£1,168	£75,369
Caistor St. Edmund and Bixley	£0	£33,816	£0	£0	£0	£0	£38,492	£0	£72,309
Heckingham	£19,312	£0	£0	£0	£0	£0	£0	£52,213	£71,525
Tacolneston	£0	£15,200	£39,080	£0	£9,795	£0	£0	£0	£64,074
Aslacton	£0	£798	£0	£3,173	£1,098	£15,453	£38,386	£1,121	£60,029
Tibenham	£884	£4,544	£12,521	£508	£6,438	£646	£31,051	£1,849	£58,441
East Carleton	£0	£0	£0	£0	£0	£0	£10,887	£45,629	£56,516

Parish	April 2015 - March 2016	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023	Grand Total
Tharston and Hapton	£2,664	£4,908	£1,020	£0	£34,637	£12,693	£0	£0	£55,921
Flordon	£10,463	£0	£2,803	£0	£17,846	£20,781	£0	£3,246	£55,138
Wortwell	£0	£0	£8,249	£3,896	£19,047	£8,144	£7,517	£0	£46,853
Deopham	£0	£0	£0	£0	£42,256	£0	£0	£4,169	£46,425
Loddon	£14,626	£13,344	£3,503	£2,938	£3,596	£3,270	£0	£4,096	£45,373
Marlingford and Colton	£0	£0	£11,150	£33,450	£0	£0	£0	£0	£44,600
Gissing	£0	£3,301	£0	£12,939	£13,819	£2,952	£10,962	£0	£43,972
Tivetshall	£8,755	£15,565	£5,008	£9,108	£2,657	£1,601	£0	£892	£43,585
Bramerton	£0	£0	£0	£0	£0	£19,889	£0	£18,336	£38,225
Mulbarton	£5,107	£0	£0	£0	£6,103	£23,980	£0	£0	£35,190
Great Melton	£0	£0	£0	£0	£0	£0	£34,371	£0	£34,371
Hales	£0	£0	£7,524	£15,584	£0	£10,746	£0	£0	£33,854
Morley	£2,489	£0	£0	£0	£21,329	£0	£0	£6,383	£30,201
Starston	£4,421	£4,685	£2,226	£2,133	£4,871	£0	£0	£10,756	£29,092
Ashby St. Mary	£0	£0	£0	£8,166	£19,612	£0	£499	£0	£28,278
Swainsthorpe	£0	£0	£0	£24,365	£0	£1,409	£0	£0	£25,774
Wicklewood	£0	£0	£0	£0	£25,301	£0	£0	£0	£25,301
Framingham Earl	£0	£1,455	£5,318	£3,000	£85	£0	£0	£14,604	£24,461
Wramplingham	£0	£0	£0	£0	£0	£8,605	£15,291	£0	£23,896
Aldeby	£0	£3,283	£0	£765	£0	£19,322	£0	£0	£23,370
Roydon	£0	£0	£0	£0	£7,226	£0	£14,792	£0	£22,017
Ashwellthorpe and Fundenhall	£0	£0	£0	£0	£0	£0	£0	£21,216	£21,216
Burgh St. Peter	£0	£0	£0	£0	£20,314	£0	£0	£0	£20,314
Hedenham	£0	£0	£0	£0	£0	£0	£18,810	£0	£18,810
Alburgh	£0	£0	£1,018	£0	£7,311	£0	£0	£8,873	£17,203
Needham	£0	£7,969	£0	£0	£6,306	£1,235	£0	£0	£15,510
Barnham Broom	£0	£0	£4,598	£0	£0	£6,546	£0	£3,362	£14,506

Parish	April 2015 - March 2016	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023	Grand Total
Wheatacre	£7,000	£0	£0	£0	£0	£0	£7,187	£0	£14,187
Norton Subcourse	£0	£2,148	£1,249	£0	£0	£9,372	£0	£1,377	£14,146
Ketteringham	£1,774	£0	£1,684	£4,356	£6,000	£0	£0	£0	£13,813
Topcroft	£0	£2,890	£0	£0	£1,811	£0	£8,290	£0	£12,992
Morningthorpe and Fritton	£0	£1,541	£0	£2,637	£0	£4,150	£0	£3,799	£12,127
Shelfanger	£0	£5,156	£0	£0	£0	£4,428	£0	£0	£9,584
Bedingham	£0	£0	£984	£0	£2,368	£5,512	£0	£0	£8,864
Saxlingham Nethergate	£3,001	£5,127	£0	£0	£530	£0	£0	£0	£8,658
Shelton and Hardwick	£0	£0	£0	£0	£2,898	£1,170	£3,351	£0	£7,419
Kirby Cane	£0	£0	£0	£6,347	£0	£0	£0	£0	£6,347
Raveningham	£0	£0	£0	£0	£0	£0	£6,267	£0	£6,267
Keswick and Intwood	£705	£3,902	£0	£0	£0	£1,536	£0	£0	£6,143
Hellington	£5,625	£0	£0	£0	£0	£0	£0	£0	£5,625
Toft Monks	£0	£843	£0	£0	£3,258	£1,382	£0	£0	£5,484
Brandon Parva, Coston, Runhall and Welborne	£713	£1,575	£1,561	£1,347	£0	£0	£0	£0	£5,196
Kirstead	£5,080	£0	£0	£0	£0	£0	£0	£0	£5,080
Denton	£0	£0	£0	£0	£3,500	£1,571	£0	£0	£5,071
Brockdish	£0	£0	£0	£3,170	£0	£0	£0	£1,872	£5,042
Winfarthing	£1,876	£668	£0	£0	£0	£0	£0	£1,173	£3,718
Kimberley	£0	£0	£0	£0	£0	£0	£2,986	£0	£2,986
Newton Flotman	£0	£0	£0	£0	£0	£0	£0	£2,634	£2,634
Haddiscoe	£1,219	£0	£0	£0	£0	£0	£864	£0	£2,083
Wacton	£1,736	£289	£0	£0	£0	£0	£0	£0	£2,025
Shotesham	£0	£0	£0	£0	£1,502	£0	£0	£0	£1,502
Stockton	£0	£0	£0	£1,017	£0	£0	£0	£0	£1,017
Kirby Bedon	£0	£555	£0	£0	£0	£0	£0	£0	£555
Framingham Pigot	£0	£0	£0	£0	£0	£0	£0	£0	£0

Parish	April 2015 - March 2016	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023	Grand Total
Claxton	£0	£0	£0	£0	£0	£0	£0	£0	£0
Ellingham	£0	£0	£0	£0	£0	£0	£0	£0	£0
Holverston	£0	£0	£0	£0	£0	£0	£0	£0	£0
Yelverton	£0	£0	£0	£0	£0	£0	£0	£0	£0
Howe	£0	£0	£0	£0	£0	£0	£0	£0	£0
Sisland	£0	£0	£0	£0	£0	£0	£0	£0	£0
Mundham	£0	£0	£0	£0	£0	£0	£0	£0	£0
Thwaite	£0	£0	£0	£0	£0	£0	£0	£0	£0
Heywood	£0	£0	£0	£0	£0	£0	£0	£0	£0
Thurton	£0	£0	£0	£0	£0	£0	£0	£0	£0
Grand Total	£582,087	£1,276,351	£1,691,907	£3,857,929	£4,404,042	£5,428,217	£10,063,939	£4,052,614	£31,357,087

Table 18 - Norwich Neighbourhood CIL Allocations

Note: The Norwich City Council area has no parishes, so the council consults directly with communities to allocate this element of CIL income.

Parish	April 2013 - March 2014	April 2014 - March 2015	April 2015 - March 2016	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023	Grand Total
Norwich	£15,263	£160,716	£439,109	£1,120,148	£793,805	£891,367	£889,085	£1,892,667	£146,438	£193,252	£6,202,160
Grand Total	£15,263	£160,716	£439,109	£1,120,148	£793,805	£891,367	£889,085	£1,892,667	£146,438	£193,252	£7,729,331

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for South Norfolk Council

Greater Norwich Infrastructure Plan
June 2023

