

Greater Norwich Growth Board

Greater Norwich Infrastructure Plan June 2024



Jobs, homes, prosperity for local people

**Greater Norwich
Growth Board**

Greater Norwich Infrastructure Plan 2024

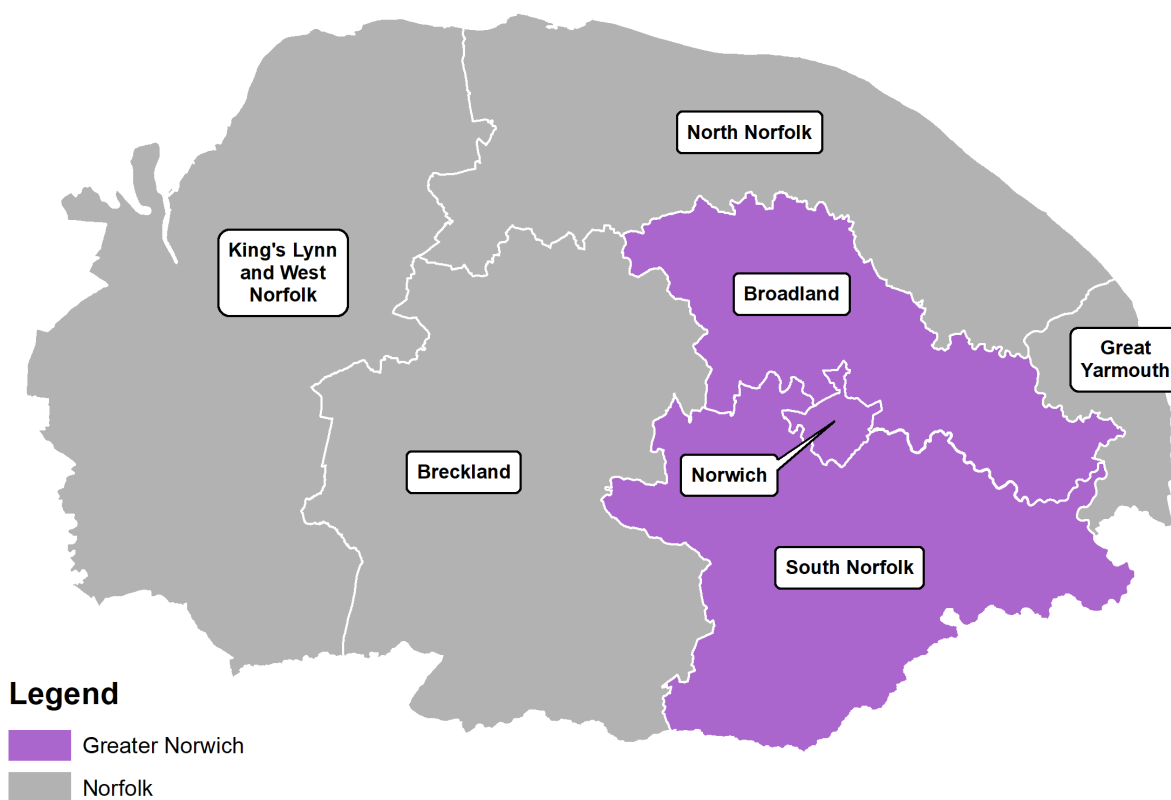
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1. Introduction

Greater Norwich consists of the combined administrative areas of Broadland District Council, Norwich City Council and South Norfolk Council. 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 \(GNDP\)](#) has responsibility for joint strategic planning and oversaw 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. [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 throughout this Plan.
- 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 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. Appendices A and B, include an overview of the infrastructure pipeline for each of these thematic groups, detailing projects which are planned for delivery and aspirational projects.

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, Norfolk County, and South Norfolk Councils 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 \(JCS\)](#), was our initial strategic local plan. Agreed by Government in 2011, with amendments in 2014, the JCS identified locations for the required housing and jobs growth until 2026.
- 2.3. The [Greater Norwich Local Plan \(GNLP\)](#) has been prepared to supersede the JCS and extends the planned period for a further 12 years to 2038. The GNLP was approved by Government appointed Inspectors in February 2024 and has subsequently been adopted by Broadland, Norwich, and South Norfolk Councils.
- 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 Sport Strategy](#) in accordance with Sport England’s planning guidance.
 - Are progressing an update to their joint Green Infrastructure Strategy aligning with the [Environment Act 2021](#) (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 infrastructure to support the planned growth, whilst also paving the way towards a zero-carbon future. They provide a fuller picture of infrastructure need and

demand, which adds to our understanding of infrastructure identified through the GNLP.

- 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 approximately £39m of IIF funding, and £54.5m of CIL supported borrowing, which has helped lever in at least an additional £294m of match funding 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 delivery 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 2021](#) is to clean up the country’s air. The [National Infrastructure Strategy 2020](#) sets out plans to transform infrastructure and achieve net zero emissions by 2050, and the [Government’s Net Zero Strategy 2022](#) 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.** Individually each of the authorities are pursuing their own plans to address climate change within their own areas. However, at a county-wide 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. 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, 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 \(LEAR\)](#) for Norfolk. Norfolk County Council are now looking to build on the LEAR and develop a Local Area Energy Plan (LAEP) for Norfolk in collaboration with UK Power Networks and the National Grid. The LAEP aims to coordinate the development of Norfolk’s clean energy network, to enable the local net zero transition in a cost-effective way.

- 3.4. [Norfolk County Council's Climate Strategy](#) was adopted in May 2023. It sets out how the council will work to reduce its own emissions, use its powers and influence to support decarbonisation across the county, protect Norfolk's unique natural environment, and seize opportunities for jobs and local investment in Norfolk that arise from the green economy.
- 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 \(GNLP\)](#) to specific strategies for infrastructure themes, such as Transport, Sport and Physical Activity, and Green Infrastructure.
- 3.6. **The GNLP has taken account of recent legislation to ensure that most development must 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 GNLP embeds measures to address climate change in all its policies, rather than having one overarching policy. The [climate change statement of the GNLP](#) 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 GNLP](#), '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 on a site-by-site basis to show how the various aspects of the policies are being addressed.
- 3.8. The highest contributor to carbon emissions in Norfolk is the Transport sector. The [Local Transport Plan](#), adopted by Norfolk County Council in 2022, sets the overarching policy for transport and a target of 2050 for reaching net zero carbon emissions from transport. Transport projects should leave an improved legacy going forward, keeping with the requirement to ensure biodiversity net gain. 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. As a result, several projects are emerging in Greater Norwich, including those benefiting from the [Community Renewal Fund](#). Norwich City Council, Norfolk County Council and UK Power Networks are working together to install on-street EV charging points within the city to help increase the uptake of electric vehicles. Since 2023, the County Council has secured over £7 million from the

Government's Local Electric Vehicle Infrastructure (LEVI) 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 choose over other modes of transport. 70 new zero emission buses have been in operation in Norwich since March 2024, following funding from the [Zero Emission Buses Regional Area Scheme](#) and match funding from First Bus.

Figure 2 - A zero emission bus in Norwich



- 3.11.** In October 2022 the Greater Norwich [Physical Activity and Sport Strategy \(PASS\)](#) was published, a key element of which is encouraging Active Travel and championing investment in supporting infrastructure. This strategy aligns with the adopted [Greater Norwich Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#), the [Countywide LCWIP](#), Norfolk's [Walking, Wheeling and Cycling Strategy](#), and the Government's [Gear Change Vision](#). Norfolk County Council partnered with Beryl Bikes in 2020 to launch a cycle hire scheme in Norwich. 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 has "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. This scheme makes a fleet of 10 e-cargo bikes available for businesses to use in Norwich and has been well received.

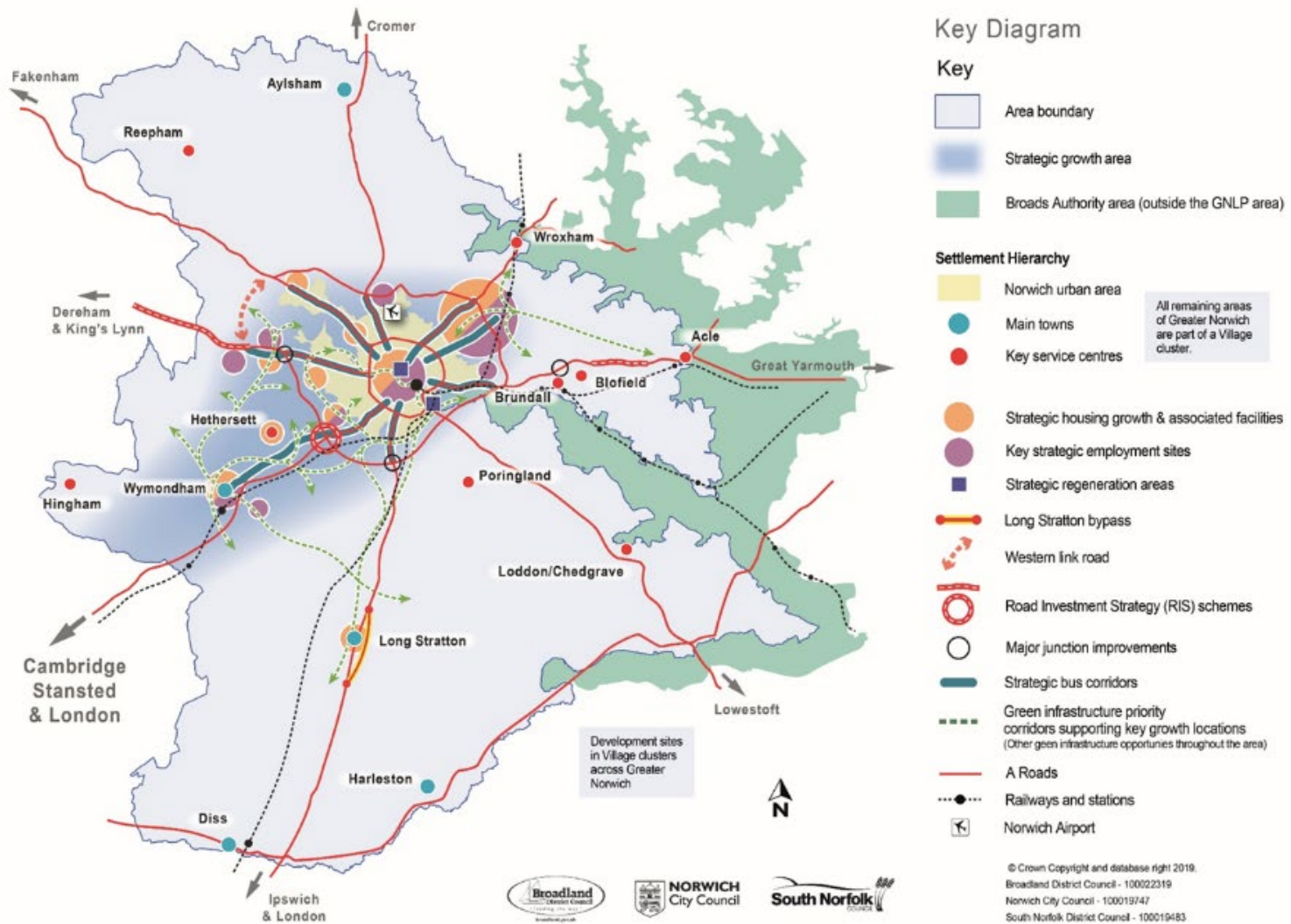
- 3.13.** We are currently updating the Greater Norwich **Green Infrastructure Strategy**. This strategy will set ambitions for the improvement of existing green spaces and corridors in the Greater Norwich area and serve as a blueprint for the creation of new multi-functional spaces. It is designed to align with other key documents including the [GNLP](#), the [Norwich Biodiversity Strategy](#), the Norwich Parks and Open Spaces Regeneration Strategy, the emerging [Local Nature Recovery Strategy \(LNRS\)](#), 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 \(NN\)](#). This means that new development cannot proceed unless it can demonstrate that any increase in levels of nutrients in local waterways will be mitigated. Following a successful £9.6m bid to the Department of Levelling Up Housing and Communities, Norfolk Environmental Credits Ltd (NEC) has commenced trading NN credits in the Yare catchment. Housing schemes which have purchased credits are now being granted planning permission in the respective districts. The shareholders for NEC are Broadland District Council, Breckland District Council, North Norfolk District Council, and South Norfolk District Council. Norwich City Council has also resolved to join the company in principle. **The Greater Norwich Growth Board has committed to using its joint skills, influence, and resource to help ensure that the impact of development can be mitigated.**
- 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 solving 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 70% of housing growth and the 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 - GNLP Growth Diagram](#), below).
- 4.2.** The SGA encompasses the following areas:
- **The Cambridge Norwich Tech Corridor** - including Norwich Research Park, Food Enterprise Park, Hethel Technology Park, Browick Park, and the significant residential expansions of Easton, Cringleford, Hethersett, and Wymondham.
 - **The Norwich Urban Area** - including Central Norwich, the strategic regeneration areas at East Norwich and the North City Centre, and urban extensions at Costessey, Three Score (Bowthorpe), Hellesdon and Taverham.
 - **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



4.4. North-East Norwich

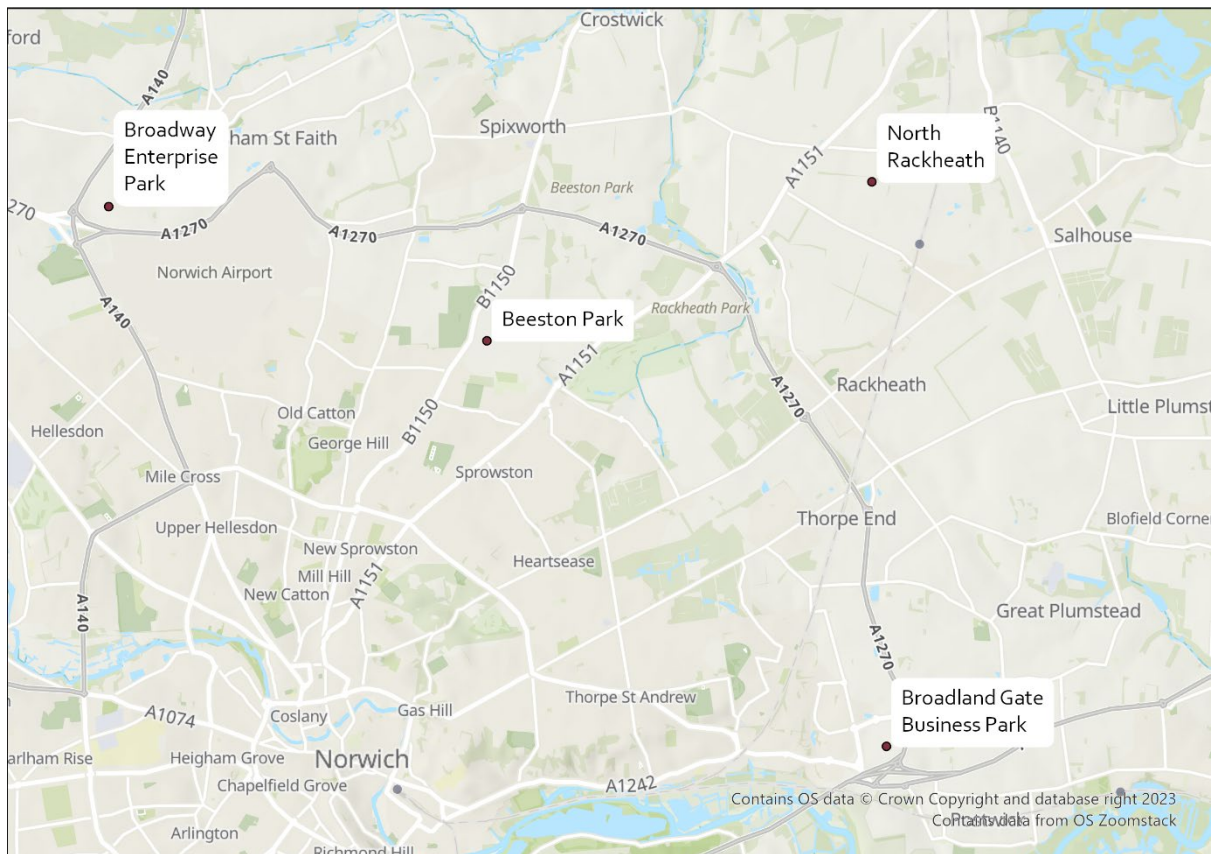
North-East Norwich is the largest area of growth across Greater Norwich, comprising strategic residential and employment development areas adjacent to the built-up area of Norwich. It sits between the A140 Holt/Cromer Road and the A47 at Postwick, alongside the Broadland Northway. This area includes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

- 4.4.1.** As of 1 April 2023, there were identified sites for approximately 13,000 further dwellings and 300,000 m² of additional employment/commercial floorspace across North-East Norwich. Most residential development sites, and a significant number of the employment/commercial floorspace sites, have now secured outline or detailed planning permission.
- 4.4.2.** Given the scale of development planned across North-East Norwich, delivery will span a significant number of years. Progress on notable sites includes:
- **Broadland Gate Business Park** - Development is well underway with several commercial units completed or under construction, and only a few plots remaining to be built.
 - **Imperial Park and Broadway Enterprise Park** - Planning applications have been approved for an estimated 135,000 m² of employment/commercial floor space across these two strategic employment sites, which are adjacent to the A140 and Norwich Airport.
 - **Beeston Park** – A new urban village planned for 3,520 homes and over 25,000 m² of commercial floorspace. Beeston Park previously secured outline planning permission and during 2023 achieved the benchmark of being granted detailed permission for its phase 1 strategic infrastructure, along with the agreement of a nutrient neutrality mitigation scheme. The purchase of the site by a new developer and investment partner is anticipated once outstanding applications have been granted.
 - **North Rackheath** – A new settlement of about 4,000 homes, including an extension of Rackheath Industrial Estate and associated infrastructure. 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 for a smaller landholding within the

new settlement site has a planning committee resolution to grant planning permission.

- In addition to these schemes, development has also begun on several residential-led sites across North-East Norwich including sites south of Rackheath Village, sites along Salhouse Road in Sprowston and land south of Smea Lane in Postwick.

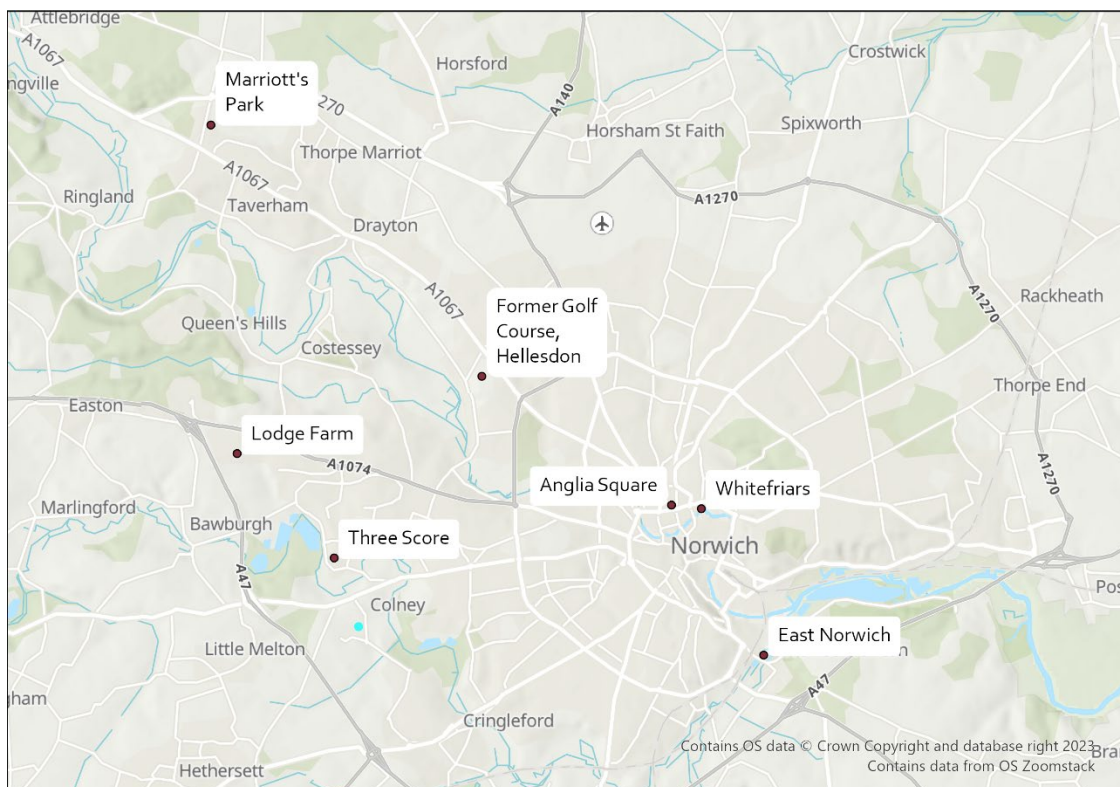
Figure 4 - Map of North-East Norwich, showing key strategic sites



4.5. Norwich Urban Area

The Norwich Urban Area is the largest regional centre in the East of England, including a historic city centre with a wealth of heritage and natural environment assets, and the built-up fringe parishes in South Norfolk and Broadland Councils. It accommodates many jobs, key services and economic, leisure and cultural facilities serving Norfolk and North Suffolk.

Figure 5 - Norwich Urban Area



4.5.1. The Norwich Urban Area will deliver approximately 12,000 homes on both brownfield sites and urban extensions. Significant existing planning permissions include:

- **Three Score, Bowthorpe** – 755 dwellings with outline consent remaining from the originally approved 1000 homes. Phases 1 and 2 are already complete.
- **Marriotts Park, Taverham** – 1,530 homes and associated facilities are planned. A committee resolution to grant planning permission was made in December 2023.

- **Former Golf Course, Hellesdon** – around a further 700 homes are still to be built on this phased development.
- **Lodge Farm, Costessey** – The final 200 homes will be delivered on this phased development.
- **Land at Whitefriars** - The final 59 homes are due for completion during 2024/25.

4.5.2. The redevelopment of **Anglia Square** is Norwich City Council’s top regeneration priority for the city centre. Planning permission was granted to Weston Homes in April 2023 for the comprehensive redevelopment of the site, but the developer announced their withdrawal in early 2024 citing multiple viability concerns. Greater Norwich Local Plan (GNLP) allocates Anglia Square and adjoining land (approx. 4.79 ha) for residential-led mixed use development as the focus for an enhanced and improved large district centre and to act as a catalyst for wider investment and development in the ‘Northern City Centre Strategic Regeneration Area’ defined in the GNLP. The City Council is exploring the best approach to implementing a scheme for the site.

4.5.3. 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 East Norwich](#).

4.5.4. 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.

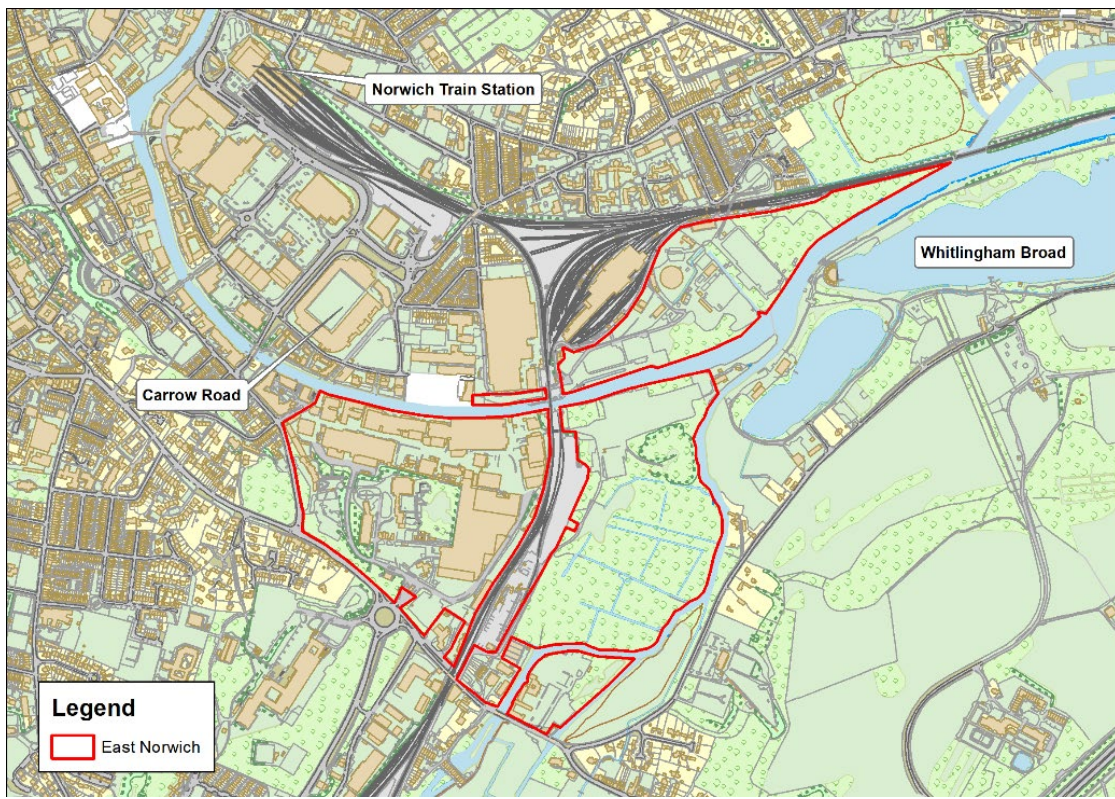
4.6. East Norwich

The East Norwich regeneration area is one of the largest regeneration opportunities in the East of England and primarily comprises Carrow Works, the Deal Ground / May Gurney site, and the Utilities site which lie between Norwich City Centre and Whitlingham Country Park.

- 4.6.1. Most of the regeneration area is allocated in the Greater Norwich Local Plan (GNLP) for major new housing and employment development, as the **East Norwich Strategic Regeneration Area (ENSRA)**. The remainder of the regeneration area falls within the Broads Authority (BA) boundaries.
- 4.6.2. The development has the potential to create a highly sustainable mixed-use quarter accommodating substantial housing growth and optimising economic benefits, as identified in Policy 7.1 of the GNLP. Redevelopment of the ENSRA will be guided by an area-wide Supplementary Planning Document (SPD) and has the capacity to provide 3,362 homes (3,000 of which within the plan period to 2038) and significant new employment opportunities for around 4,100 jobs.
- 4.6.3. Several key infrastructure items that must be provided for each of the East Norwich sites are identified in the site-specific policy STR.01. This includes infrastructure relating to movement and connectivity, access and the highway network, school and healthcare provision, neighbourhood shopping facilities and marinas and moorings.
- 4.6.4. In addition to the sites identified in the GNLP, the adopted [Broads Local Plan policy NOR1](#) allocates the eastern part of the Utilities site for mixed use development which could include 120 dwellings. The Broads Local Plan is in process of being reviewed and emerging revised policy PONOR1 increases this to 271 dwellings on the Utilities site. Therefore, the overall housing capacity of the East Norwich sites is in the region of 3,630 dwellings.
- 4.6.5. ***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.***
- 4.6.6. The policy in the GNLP and emerging Broads Local Plan reflects the masterplan for East Norwich commissioned by Norwich City Council on behalf of the East Norwich Partnership in early 2021. The Stage 1 masterplan was endorsed by Norwich City Council's Cabinet in November 2021 and the Stage 2 masterplan in June 2022. Following on from this, a 'Stage 3' study funded by Homes England built on previous work and included potential delivery options and a financial

model. This work was completed in 2023 and will help inform future business cases for funding.

Figure 6 - Map of East Norwich¹



4.6.7. The Infrastructure Delivery Plan produced alongside the Stage 2 masterplan identified 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.

4.6.8. A draft supplementary planning document is currently being revised to reflect the updated GNLP policy, including its infrastructure requirements. It is anticipated that the revised SPD will be subject to statutory consultation in summer-early autumn 2024 prior to adoption by the end of 2024. The SPD will cover the whole East Norwich regeneration area.

4.6.9. The SPD objectives include:

- Delivering sustainable connections.
- Respecting heritage and improving its setting.
- Capitalising on the river frontage.

¹ Maps included within this plan are for illustrative purposes only, and do not demonstrate the precise boundaries of areas.

- Optimising land through high-density mixed-use development.
- Respecting nature.
- Delivering flood resilience.
- Enabling the equitable provision of infrastructure to serve the site.

4.7. Cambridge Norwich Tech Corridor

The Cambridge Norwich Tech Corridor includes four major growth locations in South Norfolk: Wymondham, Hethersett, Cringleford and Easton. The strategic employment locations undergoing development include the Food Enterprise Park, Hethel Technology Park, Browick Park, and the Norwich Research Park.

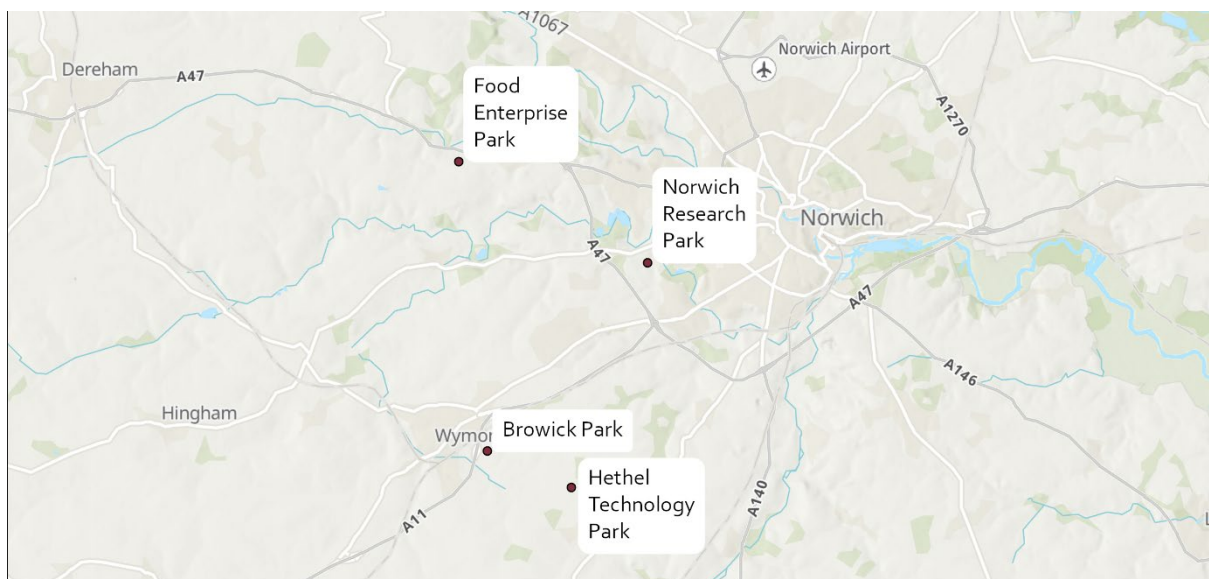
4.7.1. The Cambridge Norwich Tech Corridor is a partnership of public and private sector organisations with a shared ambition to make the Tech Corridor region a top-tier destination for technology businesses, talent, and investors from around the world. The 100km corridor from Greater Norwich to Cambridge 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 people and businesses tackling significant challenges facing humanity, including climate change, food, energy, health, and mobility.**

4.7.2. The Cambridge Norwich Tech Corridor is a key growth location in Greater Norwich, with a large proportion of the area's housing growth and employment sites. It is anticipated that over 5,000 homes will be delivered by 2038. Significant developments include:

- **Food Enterprise Park (40 Hectares)** - Approximately 18 hectares of this site is comprised of the [Broadland Food Innovation Centre](#), [Fischer Farms](#), and [Condimentum](#). Work is now underway to get planning permission for the remaining 22 hectares, to deliver approximately 37,000m² of development. This is expected to be in place in Summer 2024. Mains power upgrades have been completed and planning permission has been secured for a 40MW solar farm to supply occupiers with renewable energy. Work is underway to secure improved road connectivity between the Park and the A47 road network.
- **Browick Park (20 Hectares)** - Work is progressing to get planning permission to deliver in the region of 79,000m² of development, comprising of mixed-use commercial units. Planning permission is expected to be in place by the end of 2024.
- **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. Key developments of note include:

- A planning application has been submitted to deliver a roundabout on the Wymondham Road and an internal link road to unlock allocated employment land for development. The outcome of this planning application is expected to be known in 2024.
- Hethel Innovation has also submitted a planning application for a Phase 4 development, comprising 11 new units which will deliver approximately 8,400 m² of new floor space. The outcome of this planning application is expected to be known in 2024.
- Hethel Technology Park has been invited to become part of Indus – an energy decarbonisation project. The project aims to establish a bespoke energy hub to serve the future energy needs of the business park and surrounding areas.
- As part of its [Vision 80 Transformation Strategy](#), Lotus Cars is planning to evolve its manufacturing operations to deliver high-tech, zero-carbon electric vehicle sports cars. Activities are underway to establish requirements for the design and engineering of these new vehicles, whilst developing an understanding of the broader considerations for the long-term growth of sports car production at Hethel.
- **Norwich Research Park (NRP) Enterprise Zone** - A revised 5-year Site Development Plan has been created for the Enterprise Zone at NRP which will inform a revised masterplan. Planned works in 2024 include the completion of a Diagnostic Assessment Centre, enlarging Colney roundabout, and improving cycle links with Wymondham and Hethersett.

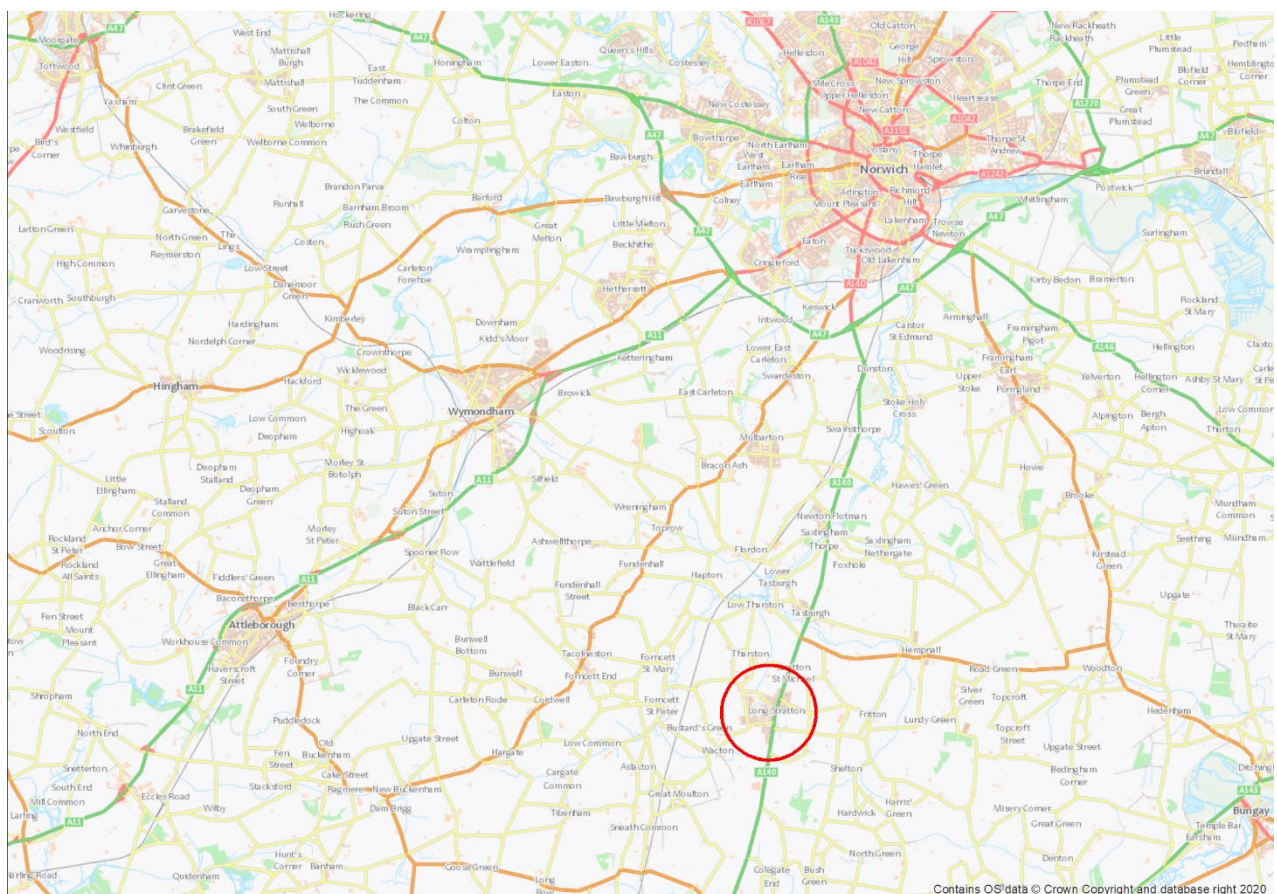
Figure 7 – Map showing Significant developments in the Cambridge Norwich Tech Corridor



4.8. Long Stratton

A key area of growth and change, Long Stratton is a town approximately 12 miles south of Norwich, bisected by the A140 - part of the Major Road Network connecting Norwich and Ipswich. The town has significant potential to grow and thrive and already supports several core facilities including a high school, library, medical centre, leisure centre and a range of other shops, services and community buildings.

Figure 8 - Map showing Long Stratton and Norwich



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

4.8.2. A significant milestone was achieved in 2023 with planning permission being issued on 15th September 2023 for two applications that will deliver the planned housing and employment growth. As part of these planning permissions, Nutrient Neutrality mitigation measures were agreed for the first 688 homes, with feasible solutions identified for a long-term mitigation strategy for the entire 1,875 home scheme. The planning applications approved by South Norfolk Council were as follows.

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

4.8.3. Norfolk County Council is currently working in collaboration with South Norfolk Council, Norfolk Homes Ltd and Norfolk Land Ltd to deliver the [Long Stratton Bypass](#) on the eastern side of the town. [Figure 9](#) - (below) shows the route of the bypass.

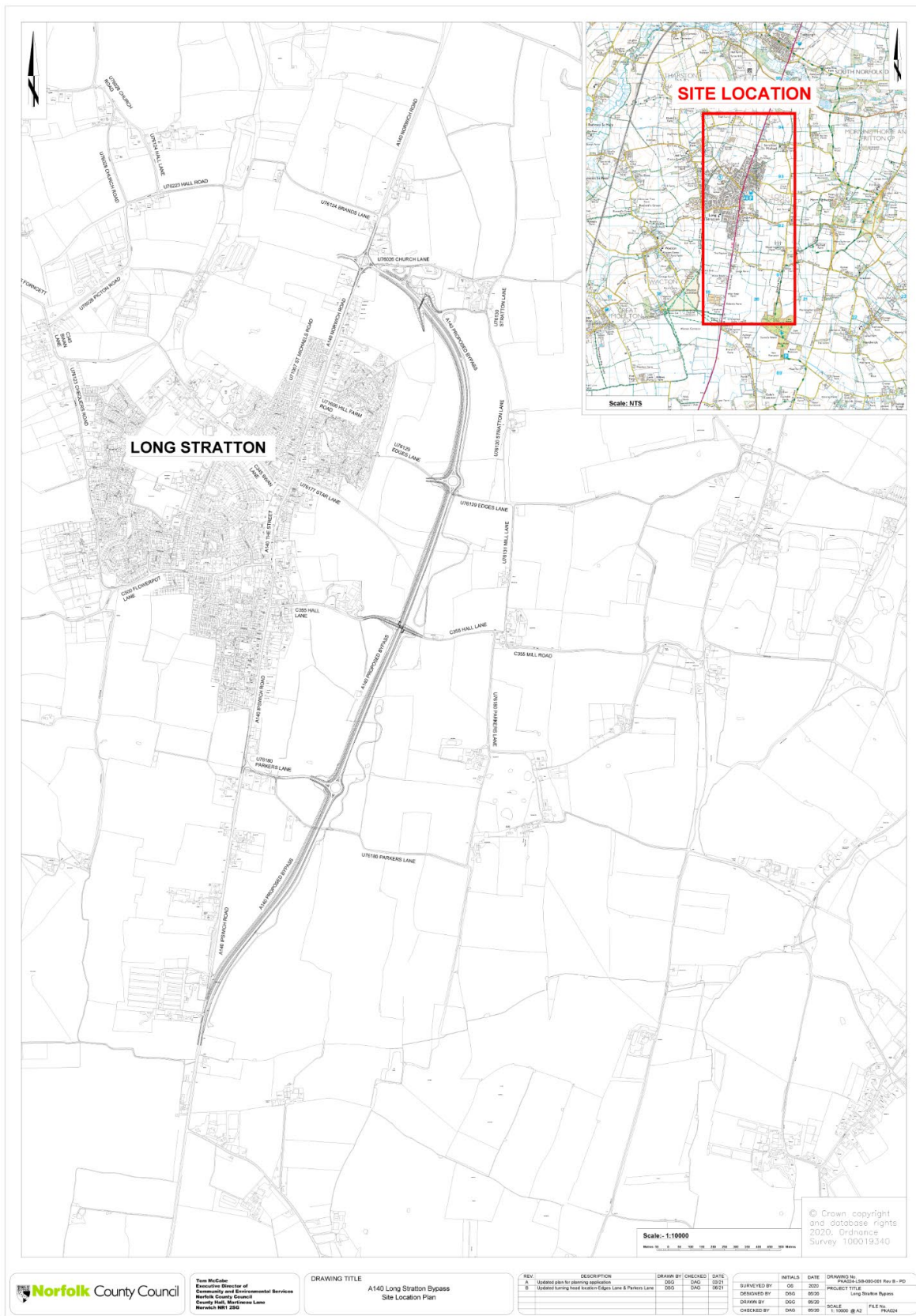
4.8.4. There is a long-standing need for a bypass to:

- Significantly enhance the function of the A140, which has been identified as part of the Government's **Major Route Network** (MRN).
- Cut congestion and improve quality of life for existing residents.
- Support the local economy and facilitate the planned growth of the town.

4.8.5. 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 2.4 miles, where it will re-join the existing A140 just south of Oakside Farm.

- 4.8.6.** 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.
- 4.8.7.** In November 2023, Norfolk County Council’s Cabinet agreed to delegate to officers approval for submission of the Final Business Case. The overall cost was put at £46.9m. It was noted that costs were being finalised but that £26.2m funding had been secured through DfT, £10m from GNGB Community Infrastructure Levy (CIL)-supported borrowing, £4.5m Developer Contribution and £0.25m from Pooled Business Rates and the Highways Capital Programme.
- 4.8.8.** Since submission of the final business case, the Greater Norwich Growth Board (GNGB) have agreed to forward fund the developer contribution for the Long Stratton Bypass, by committing to draw down a £4.5m loan from the Public Works Loan Board and onward loaning it to South Norfolk Council. The GNGB have also committed an additional £2m funding towards the project.
- 4.8.9.** Separately there is ongoing dialogue by local funding partners to finalise the funding arrangements to secure any funding shortfall.
- 4.8.10.** 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.
- 4.8.11.** Work is also being progressed to update the Public Realm feasibility study, to inform improvements to Long Stratton high street.

Figure 9 - Map of Long Stratton Bypass



4.9. Outside the Strategic Growth Area

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

4.9.2. In addition to the growth planned at Long Stratton (for more information, see [4.8 Long Stratton](#)), 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 in Hingham and Reepham.

4.9.3. 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.
- **Aylsham** – Hybrid application, including an application for full permission for 242 homes on Burgh Road in Aylsham on Greater Norwich Local Plan (GNLP) allocation site.
- **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 GNLP allocation at Briar Farm, Harleston.
- **Chedgrave** - Outline permission granted for 76 dwellings on the GNLP allocation East of Langley Road, Chedgrave.
- **Diss and District Neighbourhood Plan (DDNP)** – A highly ambitious Neighbourhood Plan covering the Market Town of Diss and six neighbouring parishes in both South Norfolk and Mid-Suffolk, received final approval on 16 October 2023. The DDNP allocates 345 homes in Diss and 125 homes over the Village Cluster Parishes of Roydon, Burston and Shimpling, and Scole. Planning Permission has been granted for more than 200 homes on DDNP sites in Diss.

- **South Norfolk Village Clusters Housing Allocation Plan (VCHAP)** - A further alternative sites consultation was undertaken to enable the VCHAP to progress to submission, alongside village cluster allocations made within Neighbourhood Plans, the VCHAP will make provision for a minimum of 1,200 homes across smaller villages in South Norfolk.

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.
- 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 four 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 have been replaced by a new structure of allocation. This 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. This chapter provides an overview of the breadth of different funding streams which have been used to deliver infrastructure across Greater Norwich.

5.5. Levelling Up the United Kingdom

- 5.5.1. [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.
- 5.5.2. The UK government 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).
- 5.5.3. The transfer of decision making through devolved powers is a key part of the Government's ambitions to 'level up' the country.

5.6. Devolution for Norfolk

- 5.6.1. In December 2023, Norfolk County Council voted to proceed with devolution, in principle, which means that, subject to a full council vote on 23 July 2024, central government will transfer certain powers and funding to us in Norfolk – progressing with [A Devolution Deal for Norfolk - Norfolk County Council](#)
- 5.6.2. The deal will mean that decisions can be taken in Norfolk for Norfolk, enabling the Council to tailor investment to the specific needs of local people in areas such as transport, skills, job opportunities, housing, and regeneration.
- 5.6.3. Under devolution, Norfolk will receive:
- **A £600 million Norfolk Investment Fund** over 30 years to drive growth, which infrastructure projects from Greater Norwich will be able to bid into.
 - **£40m funding for integrated transport,**
 - **£7m for brownfield development,**
 - **£12m per year for adult education**
 - **£5.9m funding for housing, regeneration and development,** part of which has contributed to the East Norwich Regeneration Project.
- 5.6.4. Government funding will start transferring to Norfolk Summer 2024, if councillors vote in July to stage the first election for a Directly Elected Leader in May 2025.

5.7. Norfolk Investment Fund & Economic Strategy

- 5.7.1. The Norfolk Investment Fund (NIF) is being developed in readiness for the Devolution Deal for Norfolk. Subject to Council's decision on 23rd July, NCC will oversee the allocation of the £600m investment received from Government. It will drive growth and support the delivery of Norfolk's strategic economic priorities.
- 5.7.2. Following the integration of New Anglia Local Enterprise Partnership (LEP) into Norfolk County Council, a new Norfolk Economic Strategy is being developed.
- 5.7.3. **The Norfolk Economic Strategy will be an overarching document to encompass thematic, place based and sector strategies to help grow our local economy and support the people who live and work here.** The strategy is expected to be published in **Autumn 2024** and is currently being developed in collaboration with partners and other key stakeholders through a series of workshops held across all seven Norfolk districts. The Greater Norwich partners have helped shape this strategy by participating in these. The workshops have also engaged local businesses, organisations, government, and voluntary charity sector enterprises to understand the challenges and opportunities across the county.

5.7.4. The Norfolk Economic Strategy will be themed around key priorities called pillars, which once agreed will guide **investment priorities in Norfolk, including the allocation of funding from the NIF in future years.**

5.7.5. The NIF is a £20m per year fund which will be split into several headline funds which will be available to different types of projects. The allocation of funding will be informed by the priorities identified from the emerging Norfolk Economic Strategy.

5.8. Shared Prosperity Fund

5.8.1. [The Shared Prosperity Fund \(SPF\)](#) 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 - Shared Prosperity Fund Allocations in Greater Norwich](#)) for the individual allocations) and have gained approval on their local investment plans from the government.

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

5.8.2. [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' launched in February 2024 with a focus on reducing the barriers to small businesses taking on apprentices and improving skills within the local economy and community.

5.8.3. Norwich City Council are using their SPF communities and place funding across a range of schemes to benefit local communities. Norwich have used their SPF funding to support a number of schemes relevant to infrastructure delivery:

- **Expansion of the [Love Norwich](#) scheme** - by launching their Love Norwich grants, aimed at residents and community groups who want to make improvements to public spaces in their local areas.
- **Building community capacity** - through skills and knowledge shares and offering community building improvement grants to Voluntary, Community and Social Enterprise (VCSE) organisations.
- **Fund the [Community Conversations](#) project** - which engages with local neighbourhoods to help shape services, and create active and vibrant communities.

5.8.4. As part of devolution for Norfolk, management and governance of any SPF decided in future funding rounds, will transfer to the County Council from 2025/26. Norfolk County Council would work closely with districts on the design and development of the future years of funding if this funding continues. For more information on devolution for Norfolk, see [5.6 Devolution for Norfolk](#)

5.8.5. At publication, indicative levels of SPF for 2025 onwards have not been shared by Department for Levelling Up, Housing and Communities (DLUHC), but this is expected to be in the region of £6m a year across Norfolk.

5.9. The Levelling Up Fund

5.9.1. The £4.8 billion [Levelling Up Fund \(LUF\)](#) aims to invest in infrastructure that improves everyday life across the UK, including regenerating town centres and high streets, upgrading local transport, and investing in cultural and heritage assets.

5.9.2. The Levelling-Up Fund Technical Note March 2021 provided the opportunity for County Councils to submit one transport bid, although District Councils could bring forward smaller transport projects that make a genuine difference to local areas.

5.9.3. In 2022 Norwich City Council made two applications to Round 2 of the Levelling Up Fund, one for Norwich North centred around Sloughbottom Park and another for Norwich South. Successful applicants for the LUF were announced in January 2023 and neither application was successful.

5.9.4. In November 2023 Norwich City Council were provisionally awarded £7,583,515 in Round 3 of the LUF, to support an improvement project at Sloughbottom Park and the nearby walking and cycling connection along Dolphin Path. The scheme aims to provide inclusive public infrastructure that will allow local communities to participate in physical activity and ultimately lead to better health, wellbeing and economic outcomes for the local population. The project is due to be completed

by March 2026. The Greater Norwich Growth Board have also recommitted £850,000 match funding to the project.

5.10. Community Renewal Fund

5.10.1. [Community Renewal Fund \(CRF\)](#) was launched in late 2021 and closed in December 2023. It was established 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 focused specifically on addressing the challenges of 'Net Zero' which was a key aspect of the funding requirements.

5.10.2. 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.

5.11. Transforming Cities Fund

5.11.1. 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. Norfolk County Council has received two allocations of funding from the TCF, the first for £6.1m and the second for £32.2m.

5.11.2. The TCF applications were 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.

5.11.3. Recent highways improvement schemes delivered include:

- **City Centre Improvements** - Improved bus stop infrastructure, pedestrian, and public realm facilities through the busy heart of the city centre.
- **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.
- **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.
- **Newmarket Road** – Provision of new crossings for those walking and cycling, and amendments to the outer ring road junction to reduce delays to buses and help general traffic flow.

- **Heartsease Fiveways Junction** – A substantial redesign of the junction to provide significant benefits for those walking, wheeling and cycling and helping to address a very poor safety record.

[An extensive list of projects which have been delivered through funding from the Transforming Cities Fund, can be found on the Norfolk County Council website.](#)

5.11.4. Schemes that are currently under construction include the following:

- **Norwich Bus Station Mobility Hub** – Improved pedestrian access to Norwich Bus Station from Queens Road and bus priority measures to improve bus access to the bus station.
- **Dereham Road** – A number of schemes aimed at improving the environment for walking, wheeling and cycling, as well as new sections of bus and cycle lane and an improved transport hub at Bowthorpe.

5.11.5. Schemes that have approval for construction include the following:

- **Norwich Airport Link Road** – Provision of a new sustainable transport link between the International Aviation Academy / Airport Industrial Estate and the Norwich International Airport only for those walking, wheeling, cycling and using public transport.

5.11.6. Schemes that remain in development include the following:

- Improvements to Sprowston Road for walking, wheeling, cycling and public transport.
- North City Centre active travel scheme.
- Improved bus access and interchange facilities at the Norfolk & Norwich University Hospital.
- Improved platform access at Wymondham Rail Station.
- Enhancements to the Thickthorn Park & Ride site.

5.11.7. Work is underway to develop a future pipeline of projects so that appropriate feasibility and prioritisation can be undertaken, to be in the best possible position to respond to new funding opportunities. This will consider unfunded schemes from previous external funding rounds, as well as schemes outlined in the Local Cycling and Walking Infrastructure Plan (LCWIP) for Greater Norwich, and feedback from Councillors, District Council partners, businesses, general public and our wider stakeholders.

5.12. Local Electric Vehicle Infrastructure (LEVI) Capability Fund

5.12.1. In February 2022 Norfolk County Council was awarded £1.1 million from the Department for Transport [Local Electric Vehicle Infrastructure \(LEVI\)](#) Capability Fund to install electric vehicle charging points across Norfolk. A further £7.1m was awarded in March 2024, which is being used to install charging infrastructure in areas that are less commercially viable, that wouldn't otherwise be picked up by charge point operators. There is now an ongoing programme of installation across Norfolk, working with Parish and District Council partners and private businesses.

5.13. Zero Emission Buses Regional Area (ZEBRA) Scheme

5.13.1. Norfolk is one of twelve areas in England to receive grants from a multimillion-pound package to deliver electric or hydrogen powered buses, as well as charging or fuelling infrastructure, to their region.

5.13.2. The funding comes from the Zero Emission Buses Regional Area (ZEBRA) scheme, which allows local transport authorities to bid for funding in partnership with bus operators to purchase zero emission buses.

5.13.3. Norfolk County Council has received £14.7m from the Department for Transport, in addition to £21m from First Bus, towards the provision of 70 new zero emission buses in Norwich, which have been operational since March 2024. In addition, there will be 57 fast chargers installed at the First Bus depot, which will make it the first fully electric bus depot in the East of England.

5.14. Bus Service Improvement Plan (BSIP)

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 £49.5m over three years to support this plan (£30.9m capital funding and £18.6m revenue).

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.

5.14.3. During 2023/24, 31 enhancements were made to bus services, which meant that 33% of Norfolk's population benefitted from more regular bus services, particularly during the evenings and at weekends. In addition, fare promotions

have been offered on Norwich Park & Ride, and on all group, weekly and monthly bus tickets. In Greater Norwich, there have been service enhancements on the purple, yellow and charcoal routes operated by First Bus, a new service from The Nest near Norwich Airport to Norwich Rail Station as well as a new route linking the northern suburbs with Longwater.

- 5.14.4. New bus priority schemes in Norwich are currently being developed using the BSIP capital funding, including improving access to Norwich Bus Station, and enhancements along Yarmouth Road, Ipswich Road and Dereham Road, of which are expected to deliver during 2024/25.

5.15. Active Travel Fund

- 5.15.1. In May 2020 the government announced the [Active Travel Fund](#) to support local transport authorities in developing cycling and walking facilities.
- 5.15.2. In June 2020, Norfolk County Council received £295k from tranche 1 to deliver immediate active travel network improvements, such as widening footways and closing roads, during the Covid-19 pandemic. In November 2020 Norfolk was awarded a further £1.5m (including £300k of revenue funding) to deliver more significant active travel improvements.
- 5.15.3. Through tranche 3 Norfolk was awarded £955k to deliver 3 schemes across Norfolk which included improvements on Mile Cross Road in Greater Norwich. In May 2023 Norfolk secured a further £1.975m through tranche 4, to support 8 active travels schemes, including 3 schemes in Greater Norwich. In May 2023 a further £739k was received to support the delivery of phase 3 and a further £100k revenue funding to promote active travel initiatives. In March 2024, Norfolk County Council was awarded an additional £1.04m capital funding to support future initiatives.
- 5.15.4. The revenue funding has allowed, amongst other things, **Local Cycling and Walking Infrastructure Plans** (LCWIPs) to be developed.
- 5.15.5. Recent improvement schemes delivered include the provision of new mandatory Cycle Lanes on Heartsease Lane, St Williams Way and Ipswich Road.

5.16. Capability Fund

- 5.16.1. The County Council has secured an initial allocation of £300,000 from the Capability Fund and this has been used to deliver a countywide Local Cycle and Walking Infrastructure Plan (LCWIP). This covers the largest 20 market towns in Norfolk and is due to be formally adopted in Spring 2024. It is anticipated that further government funding for delivery will be secured but details about this are not known at present.

5.16.2. The County Council was awarded an additional £986,082 of revenue funding in 2023/2024, to support two areas of delivery:

- **Capability raising activities** – Funding is being used to upskill staff to ensure that Norfolk County Council is best placed to secure funding and deliver excellent active travel programmes.
- **Active travel projects** – Funding is being used to deliver activities that encourage children to get active during school holidays and supporting schools to encourage active travel to and from school.

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 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 National Highways.

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. For more information on Long Stratton, see [4.8 Long Stratton](#).

5.18. Large Local Major (Road) Scheme Programme

5.18.1. In addition to the Regional Evidence Base (REB) and advice on potential Major Road Network (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 funded, at least in part, 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** - Government committed to a series of improvements to the A47, to be delivered by National Highways. These include dualling schemes either side of Norwich, from Blofield to Burlingham and from Easton to Tuddenham.
- **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](#).

5.19.2. These schemes were subject to a legal challenge which has since been dismissed. The projects will commence once restarted by government.

5.19.3. 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.

5.19.4. 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

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 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 completed: ACE Centre opened 24 February 2023.
- **The Digi-Tech Factory, City College** - The creation of a modern, industry-standard, efficient education facility for engineering and construction. Project completed: Digitech 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. This project is scheduled for completion/opening in early 2025.
- **East Norwich Regeneration Masterplan** - Development of a masterplan for East Norwich and refurbishment of Carrow House. Masterplan project completed, see [4.6 East Norwich](#) for more information on this project.
- **Branding** - Establishment of a cohesive commercial proposition for Norwich as ‘the place’ for business. [A webpage for this workstream has been published here.](#)
- **Public Realm** - Improvements Hay Hill. Work is underway with expected completion in May 2024.
- **Norwich Make Space at The Halls** - Development of a state-of-the-art space for collaboration and partnerships between culture, digital and tech. Works began in 2024 with completion expected towards the end of 2025.

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 from collective assets, driving major service transformation, unlocking land for new homes and commercial space, and

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 2028. 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.
- Address all forms of wellbeing by becoming a space that will enable and promote interaction between residents all ages and background.
- 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. From 2013/14 to 2019/20 all the Norfolk Local Authorities (District and Borough Councils) participated in a Business Rate Pool where they made bids to receive funding. This changed in 2020/21 with the pool distributed between the authorities on an agreed basis with each district receiving 1/10 of the funding, and the county retaining the remaining 3/10. Except for 2021/22 when the Norfolk Leaders agreed to withdraw from pooling due to the risk and uncertainty caused by the significant and widespread impact of the COVID-19 pandemic.

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 agreed to pool again from 2024/25, with the fund being split as follows:

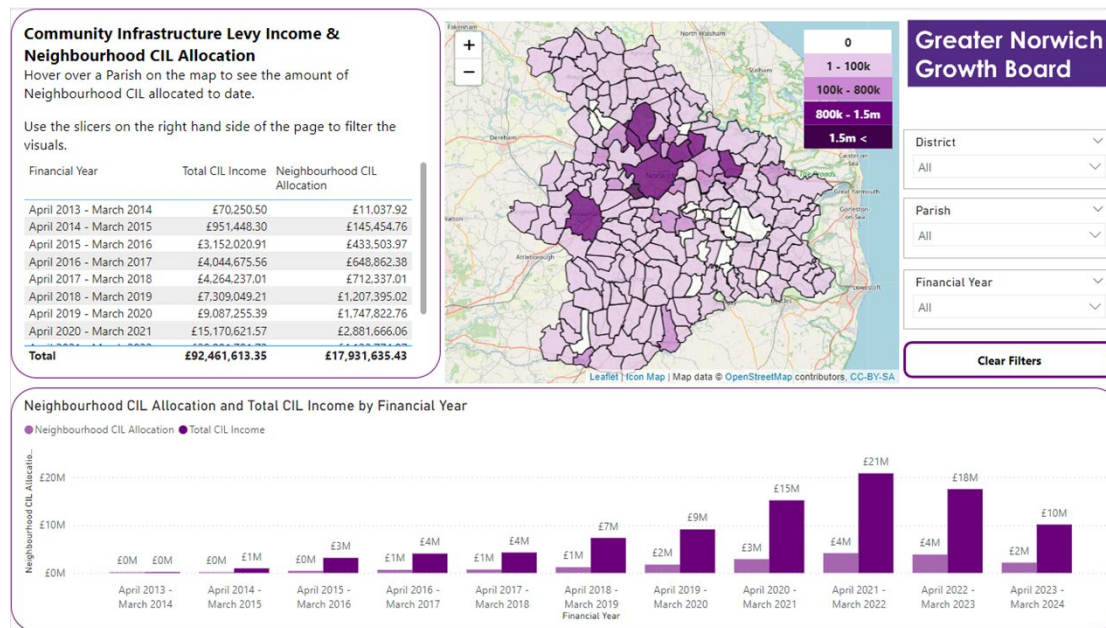
- One third distributed equally among the Districts.
- One third distributed to Norfolk County Council.
- One third split again, with two thirds of this portion being distributed across the Local Authorities, relative to the amount of growth in each district and the remaining third being distributed to Norfolk County Council.
- Of the funding allocated to Norfolk County Council £207k was awarded to support the delivery of the Long Stratton Bypass.

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. The three Greater Norwich district authorities pool their strategic CIL income into a shared Infrastructure Investment Fund (IIF), which is then allocated to support infrastructure development across the Greater Norwich area. To March 2024 over £65m had been received into the IIF.
- 6.2. The distribution of CIL income across Greater Norwich can be viewed using the [Community Infrastructure Levy Dashboard](#). Please note the dashboard reports total CIL received into the Districts, only a portion of which comes to the IIF, this means the total figures shown on the dashboard are higher than the figure provided above.

Figure 10 - Community Infrastructure Levy Dashboard



- 6.3. Initial estimates for the total amount of CIL expected to be collected by the end of the Joint Core Strategy period (March 2026) 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.

- 6.4.** The Greater Norwich Growth Board (GNGB) were planning to undertake a review of CIL alongside the development of the Greater Norwich Local Plan (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 Act 2023](#) which includes the introduction of a new Infrastructure Levy.
- 6.5.** A technical consultation on the Infrastructure Levy closed in June 2023 and was quickly followed by an All-Party Parliamentary Group inquiry into developer contributions in September. Responses to these are being used to inform the design of the new Levy but the government has confirmed that this will represent a significant change to the system, one that will need to be brought forward gradually over time using a ‘test and learn’ rollout. The Greater Norwich authorities continue to work closely with Government to support the development of this new Levy, but 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.

6.6. Neighbourhood CIL

A minimum of 15% of the Community Infrastructure Levy (CIL) that is received by each district authority is given to Parish or Town Councils. This amount rises to 25% when a Neighbourhood Development Plan is in place. The funding is known as neighbourhood CIL and is intended to support development at a local/community level. It is for the individual Parish and Town Councils to agree how neighbourhood CIL is spent within their areas.

- 6.7. 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 in advance of their CIL payments being received. This money can be used to deliver community infrastructure projects which address the demands of growth in their area with subsequent Community Infrastructure Levy receipts being used to repay the loaned money to the District.
- 6.8. 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 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 awarded funding to any projects.
- 6.9. 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. Norwich has one designated neighbourhood forum for the [Norwich Over the Wensum](#) neighbourhood area that is currently preparing a neighbourhood plan. 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. Examples of projects funded through Pledge Norwich this year include funding a new kitchenette in a community venue, the

installation of a compostable toilet on an allotment site, and the creation of a new community garden.

- 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. Funded projects this year include improvements to Cadge Road Community Centre and Marlpit Community Centre in addition to a project seeking to improve accessibility within the city which is led by a collective of charities and voluntary organisations specialising in access.
- 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. Insights are also fed in from [community conversations](#) held in parts of Norwich which give details of the assets, opportunities and challenges in those neighbourhoods.

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 vast 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 collaboratively with all other Norfolk District Authorities through the collective endorsement of the [Norfolk Strategic Infrastructure Delivery Plan \(NSIDP\)](#). 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. An online map showing all the projects in the NSIDP and key information can be found in the [Norfolk Strategic Infrastructure Plan Map](#). The partners also work with [Transport East](#) as the Sub-national Transport Body for the area encompassing Norfolk, Suffolk, Essex, Thurrock, and Southend-on-Sea.
- 7.4. The County Deal for Norfolk will have a significant impact on the delivery of infrastructure, bringing investment into the region through the Norfolk Investment Fund. Work is underway to deliver a Norfolk Economic Strategy, which will help guide the delivery of infrastructure across Norfolk. For more information on the County Deal for Norfolk, see [305.6 Devolution for Norfolk](#). For more information on the Norfolk Investment Fund, see [5.7 Norfolk Investment Fund & Economic Strategy](#)
- 7.5. This Greater Norwich Infrastructure Plan provides strategic context and 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). [7 Infrastructure Delivery](#), 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 11 - 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 parks, natural open spaces, allotments, and recreation grounds. 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 restoring and enhancing wildlife, particularly in areas that aren't necessarily accessible to the public. It is also key to creating easy access to low carbon and active travel options, and access to nature and culture, with associated benefits for health and wellbeing outcomes. It can also boost rural economies, creating a year-round attraction for visitors both within county and from further afield.
- 7.8.2.** The Greater Norwich area boasts a diverse range of GI, with historic city parks in Norwich, the world-renowned Norfolk Broads in Broadland, and vast areas of agricultural land in South Norfolk. These elements all play a different but important role on a national scale, and despite the geographical differences the partners understand the need to work together to effectively deliver GI.
- 7.8.3.** Housing growth brings increased demand for high quality and strategically located provision of public access points, routes, and services for GI. These demands can be effectively delivered through management and enhancement of the existing green infrastructure network, alongside the development of new multi-functional and connected networks of greenspaces, green links, and blue infrastructure.
- 7.8.4.** We have established a partnership working group called the Green Infrastructure Programme Team (GIPT). It includes representatives from South Norfolk Council and Broadland District Council, 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 to ensure that the GI needs of the whole Greater Norwich area can be met. The supporting Delivery Plan will demonstrate how the strategy can be implemented through strategic projects and interventions. This will assist in the allocation of resources, and in the consideration of GI requirements within planning applications.
- 7.8.5.** Delivery of GI is affected by various national policies. The updated Greater Norwich Green Infrastructure Strategy will support the implementation of these new legislative requirements, including:

- **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.
- **Suitable Alternative Natural Greenspaces (SANGs)** where development either contributes to or provides additional Green Infrastructure.

7.8.6. The implementation of the new Greater Norwich GI strategy will also be supported by other work undertaken at district level, including:

- Norwich Biodiversity Strategy 2022-2032
- Norwich Biodiversity Baseline Study 2024
- The emerging Regenerating Norwich's Parks and Open Spaces; A Strategy for Renewal 2024-2034.
- The emerging Biodiversity Baseline Studies for Broadland and South Norfolk

7.8.7. 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**, a trail including Marriott's Way, Bure Valley Path, and Broadland Way.
- 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 the impact of population growth on internationally designated sites.

Figure 12 - Cringleford Meadow



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. Norfolk County Council have developed several strategies and plans which guide delivery of transport infrastructure, including:

- [Local Transport Plan \(LTP\)](#) - covering the period 2021-2036, was adopted in July 2022 and puts carbon reduction at its centre, alongside reducing the amount of travel by car, increasing active travel & public transport, and cleaner/electric vehicles.
- [Transport for Norwich Strategy \(TfN\)](#) – provides a detailed view of the transport needs across the Strategic Growth Area in Greater Norwich. It was reviewed and adopted by the County Council in December 2021.
- [Walking, Wheeling, and Cycling Strategy](#) – adopted in April 2024, (wheeling is using a wheelchair or mobility aid). It outlines the high-level vision to create a healthier and greener Norfolk by enabling people to walk, wheel and cycle more often, and to make this the natural choice for shorter journeys, or as part of a longer journey. This supports the Government’s target for 50% of the journeys in towns and cities to be completed by walking, wheeling, and cycling by 2030.
- [Norfolk Local Cycling and Walking Infrastructure Plan](#) – considers the infrastructure that is required across Norfolk to support the delivery of the Walking, Wheeling, and Cycling strategy and the ambitions set out in the Government’s Gear Change vision. The intention is to enable increased levels of cycling, walking, and wheeling, by creating a modern, well-connected transport network that gives people the choice to travel actively.

- [Greater Norwich Local Cycling and Walking Infrastructure Plan](#) - adopted in May 2022. It identifies and prioritises a range of schemes across the Greater Norwich area which will enable more people to consider cycling and walking as safe, direct, and attractive forms of transport.
- [Norfolk Access Improvement Plan](#) - sets out priorities for increasing public use and enjoyment of Norfolk's public rights of way network.

7.9.3. Transport schemes in Greater Norwich aim to ensure that 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.

Figure 13 - Horsford Crossing



7.9.4. The **Strategic Priorities for delivery of Transport Infrastructure in Greater Norwich, are the objectives of the LTP and TfN.** The LTP contains seven objectives:

- **Embracing the Future:** Innovate and trial new technologies to better meet needs and to tackle issues such as climate change.
- **Delivering a Sustainable Norfolk:** The location of new development should consider transport implications, including the ability for people to reach services and facilities in a sustainable way.
- **Enhancing Connectivity:** People and businesses need good links to urban centres and market towns in the county with a focus on clean vehicles, public transport, walking and cycling. Major road and rail connections need to be

improved to major places outside Norfolk, whilst prioritising a shift to less polluting vehicles.

- **Enhancing Norfolk's Quality of Life:** A target to reach net zero carbon emissions from transport, by prioritising the use of cleaner vehicles and enabling a mode-shift to the use of public transport and active travel.
- **Increasing Accessibility:** Focus on improving the bus network to enable people to access jobs and services, particularly in rural areas.
- **Improving Transport Safety:** The priority is to reduce the rate of casualties and injuries.
- **A Well Managed and Maintained Transport Network:** Maintenance is focussed on the most-used parts of the network.

7.9.5. The TfN strategy will be delivered through nine themes, which are:

- **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 through a combination of reducing travel demand and encouraging a mode shift to active travel, whilst also supporting an accelerated switch to zero emission vehicles.
- **Improving the quality of our air** – Considering a range of interventions including clean air zones, workplace parking levies, road/congestion charging, prohibiting petrol and diesel cars from the city centre.
- **Changing attitudes and behaviours** – Engage with local people, businesses and others who use our transport networks, so they understand and support these changes and feel confident in implementing change to their own travel behaviour.
- **Supporting growth areas** - Growth needs to be in the right place with 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 be designed to support 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.

7.9.6. Several major transport schemes are in the pipeline for the Greater Norwich area. 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. Government approved the business case in Autumn 2023. Work to deliver a bypass for Long Stratton is also underway, see [4.8 Long Stratton](#) for more information.

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 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.

Figure 14 – Artists Impression of Cringleford Primary School



7.10.2. The School Sufficiency Plan 2024 provides an overview of Norfolk County Council’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 Community Infrastructure Levy (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 currently have one new free school being built in Cringleford, a relocation and expansion of a primary school in Blofield and an additional expansion of a secondary school in Hethersett. Over the next two to four years, it is anticipated that 4 new primary schools will be delivered, and 2 secondary school expansions will take place, with a new secondary school planned in Greater Norwich in the next three to five years.

7.10.4. Across the lifetime of the School Sufficiency Plan, 16 new primary schools and 1 new secondary school are expected to be delivered alongside multiple expansions to existing schools to meet the demand of local growth.

7.10.5. 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

Community Facilities are public amenities (outside of the Green Infrastructure category) which help to support quality of life. In this Plan they are grouped into categories of Sports and Physical Activity Facilities, Libraries, Community Buildings and Public Realm

7.11.1. Across Greater Norwich Community facilities are broken down by into the topics of Sports Facilities and Physical Activity, Libraries, Community Building and Public Realm. There is however an interplay and overlap between these topic areas, with facilities delivered under one topic being mutually supportive of outcomes under another.

7.11.2. Sports/Leisure 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 supporting ancillary buildings such as toilets and changing rooms. Also included is infrastructure that encourages people to lead active and healthy lifestyles, such as cycling and walking routes.

7.11.3. The delivery of sports and leisure facilities, playing pitches and other infrastructure that encourages and facilitates physical activity is informed by the [Physical Activity and Sport \(PASS\)](#), [Playing Pitch Strategy](#) and [Built Facilities Strategy \(BFS\)](#), and overseen by a partnership group called the Greater Norwich Sports and Physical Activity Working Group (SPA WG). SPA WG is tasked to enable, encourage, and monitor the delivery of new facilities, and together it assembles and manages a shared programme of priorities. Appendix A Forthcoming Infrastructure Projects provides a list of sport, leisure, and physical activity infrastructure projects in the Greater Norwich Area.

7.11.4. The Greater Norwich PASS was published in October 2022. This strategy addresses a broader scope beyond the use of formal sports and leisure facilities. It considers how more informal physical activity can improve physical health and mental wellbeing, reduce inequalities, improve community cohesion, and support economic development. The PASS 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. [The PASS year one update was published in March 2024.](#)

7.11.5. 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 work in partnership towards delivering the 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, the local authorities and Active Norfolk.

7.11.6. 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 active and healthy lifestyles.
- 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.

7.11.7. In addition to the high-level objectives of the PASS, further strategic priorities in Greater Norwich (GN) include:

- Projects that support the delivery of the [playing pitch and built facilities strategies](#), particularly those deemed high priority.
- Projects that improve the **quality and capacity of sports and leisure 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.

7.11.8. 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 15 - Eaton Park Tennis Courts



7.11.9. 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.

7.11.10. Norfolk County Council has a statutory responsibility to provide a comprehensive and efficient library service. With the support of Community Infrastructure Levy (CIL) funding, the library service has used technology to extend the opening times in 18 of the 21 libraries in the Greater Norwich Area. In 2024/25 the Greater Norwich Growth Board provided CIL funding to support an expansion project at Plumstead Road Library. 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.

7.11.11. [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. The library service is also beginning to review their mobile library vehicles, and the opportunity to make the switch from conventional diesel vehicles to electric alternatives, to ensure that they are environmentally friendly.

7.11.12. 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.

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

7.11.14. Strategic Priorities:

- Extending existing library sites in **key growth areas** in Greater Norwich, such as Sprowston 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
- Actively exploring the use of **electric vehicles** as an alternative to diesel power.
- 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 16 - Wymondham Library



7.11.15. Community Buildings

Community Buildings covers the wide range of built facilities owned and run by public sector, voluntary and community organisations for the benefit of residents and local communities.

7.11.16. Across the Greater Norwich area there are more than 100 village halls and community centres. In Norwich many of the centres 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. Across South Norfolk and Broadland, it is commonly the case that community buildings are managed and maintained by Parish and Town Councils, with their maintenance funded by parish precepts and through income generated from buildings themselves. In addition to these types of community buildings, facilities owned or run by other groups such as church halls, scout huts and sports club houses also fulfil an important role in providing facilities to local communities.

7.11.17. New community buildings have often been built in line with new housing development. Within the city these buildings are commonly within areas of council housing stock. When new developments are being planned, the need for community facilities, including community centres, are considered.

7.11.18. Community buildings provide important flexible and multi-functional spaces for communities, especially in the more rural villages where access to facilities is more limited. Community buildings provide spaces for a wide range of community activities such as parent and toddler groups, parties, community events and exercise classes, and the community organisations that utilise these buildings play a vital role in fostering connections, supporting well-being, and enhancing the quality of life for our residents and visitors.

7.11.19. 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. Across South Norfolk and Broadland, great weight is placed on the importance of community facilities which play a critical role in providing services to communities.

7.11.20. A breakdown of community buildings across Greater Norwich which support physical activity is included in the Built Facilities Strategies for Broadland, Norwich and South Norfolk Assessment of Need and Strategy 2022-2038 that

were completed as part of the Greater Norwich Physical Activity and Sport Strategy.

7.11.21. Community centres are an essential part of fostering social cohesion and providing services to communities; their existence contributes to the well-being of residents and help to foster vibrant neighbourhoods. Therefore, it is vital that they are protected and invested in, to ensure that they are fit for purpose and can adapt to increase and diversify their use. Across South Norfolk and Broadland, the introduction of Community Fridges, Community Food shops and Community Sheds are examples of diversification that can support communities. Community buildings may also offer opportunities to incorporate uses that support economic health of communities such as post offices, shops, local markets, or business start-up units.

7.11.22. Facilitating an increase in the **partnership usage of community buildings**, can also bring significant benefits such as:

- **Cost savings and efficiency** - When multiple organisations share a space, they can pool resources and reduce overhead costs.
- **Collaboration, Integration and enhanced experience** – Co-located organisations/groups can offer integrated services, making it easier for community members to access multiple resources in one place.
- **Reduced demand for new builds** – Efficiently using existing spaces reduces the need for costly new construction, benefiting both the community and the environment.

7.11.23. Investment in community buildings across Greater Norwich will seek to support the achievement of these outcomes.

7.11.24. Strategic **Priorities:**

- Investing in community buildings to ensure they remain **fit for purpose**.
- Delivering projects that help to **diversify the use of existing community buildings** that help to safeguard their future financial viability, particularly in rural locations where access to wider ranges of services and facilities is limited.
- Delivering **new facilities to support planned developments**, particularly in areas of significant growth and change.
- Supporting **the delivery of the Community Hall actions set out in the Built Facilities Strategies** for Broadland, Norwich, and South Norfolk.

7.11.25. Public Realm

Public Realm refers to the external spaces of the built environment that are publicly accessible. High quality public realm creates spaces that are lively and pleasant to spend time in, easy to move through without a vehicle, free from pollution and create a sense of place.

7.11.26. Maintaining and delivering high quality public realm not only beautifies the environment but also has tangible social and economic benefits. A high-quality public realm creates an environment where people want to spend time and explore and can have significant benefits, such as increasing footfall and dwell time in commercial areas, attracting visitors, connecting different places and encouraging people to use sustainable modes of transport such as cycling and walking.

7.11.27. Public Realm also has a role to play in enhancing the wellbeing of residents through, for example, the provision of attractive spaces in which to congregate and engendering a strong sense of local pride and community identity.

7.11.28. Investment in public realm enhancements within the Greater Norwich area can have many benefits, including:

- **Footfall Enhancement:** A well-designed public realm can boost footfall within a town centre. By creating attractive spaces, pedestrian-friendly walkways, and inviting amenities, more people are likely to visit and spend time in the area. This, in turn, can benefit local businesses and contribute to economic growth.
- **Positive Visitor Experience:** A thoughtfully planned public realm serves as a gateway for visitors. It sets the tone for their overall experience in the area. Elements such as well-maintained green spaces, public art, seating areas, and wayfinding signage can enhance the overall ambiance and encourage people to explore further.
- **Positive Economic Impact:** Increased footfall often translates to higher consumer spending. When people enjoy spending time in a well-designed public realm, they are more likely to visit shops, cafes, and other businesses. This, in turn, supports local employment and contributes to the economic vibrancy of an area.
- **Increased Safety and Well-Being:** A well-lit, clean, and safe public realm contributes to the well-being of residents and visitors alike. It reduces the perception of crime and anti-social behaviour, making people feel more

comfortable and secure as they move through an area such as a market town.

- **Mitigation of flooding and urban heat island effect and biodiversity enhancement:** The integration of planting and porous surfaces into previously hard and unvegetated spaces can slow the passage of rainwater into the sewer, cool streets and spaces to reduce heat stress in a warming climate through offering shade and providing habitat for flora and fauna.
- **Integration with Other Interventions:** Public realm improvements are often part of broader schemes that include other interventions, such as mixed-use developments or repurposing neglected premises. By integrating public realm enhancements with these initiatives, areas can address multiple challenges simultaneously.
- **Sustainable modes of transport:** A high-quality public realm creates an environment that connects different places and encourages people to use sustainable and active modes of transport such as cycling and walking

7.11.29. There are significant opportunities to enhance the quality of public realm across Greater Norwich. This might be in connection with transport schemes designed in accordance with [Healthy Streets](#) principles, part of wider redevelopment projects, or targeted interventions in important public spaces. Successful examples of recent projects in Norwich are [Tombland](#), [Hay Hill](#) and [St Anne's Wharf](#).

7.11.30. Strategic Priorities:

- Enhancing public realm through wider **regeneration projects**, such as Anglia Square and East Norwich.
- **Targeted improvements to under-performing spaces** identified in the [Norwich City Centre Public Spaces Plan](#), the [River Wensum Strategy](#) and neighbourhood plans.
- Using traffic management to **boost the economic vibrancy and vitality** of the centres of the city and market towns by removing through-traffic to enable the streets and spaces to be attractively redesigned. For example, the Long Stratton High Street following the construction of the bypass, and Norwich Market Place and adjacent streets through the Connecting the Norwich Lanes programme.
- Improving the conditions for **sustainable and active travel**, such as through the creation of a network of travel hubs with surroundings that attract people to use the shared and clean transport facilities at those locations.

8. Additional Infrastructure Requirements

8.1. 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) provides accident and emergency services within the Greater Norwich Area. EEAST's engagement in the planning process aims to amplify the need for planning policy recognition to ensure that developer-funded Ambulance Facilities are delivered in association with planned growth 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. There are currently 6 ambulance stations located across Greater Norwich: Diss, Hellesdon, Longwater, Norwich, Sprowston and Bracondale (Trowse.)

8.2.5. The 'Ambulance Facilities' required to enable EEAST to manage the planned housing and population growth within the Greater Norwich Area, and maintain nationally mandated contractual response times and treatment outcomes, are summarised below:

- Upgrading/ refurbishment of existing premises, or redevelopment or relocation of existing ambulance stations to a more suitable location. Where feasible, developing joint estate with health & blue light partners in accordance with the 'One Public Estate Programme'.

- Provision of additional medical, pharmacy & IT equipment & digital software to manage the increased number of incidents arising from the new population.
- An increase in the number & type of ambulances/rapid response vehicles, including electric/alternative fuel.
- Provision and installation of Electric Vehicle charging facilities to support use of Electric ambulances and rapid response vehicles.

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 Greater Norwich Local Plan (GNLP) promotes 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 2035. 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 and wind 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 time is forecast. Emergency response times refer to the time taken to get a fire engine to the scene of an emergency from the time of a call. Any changes will be subject to formal consultation through their [Community Risk Management Plan \(CRMP\)](#).
- 8.4.2. NFRS provides a comprehensive emergency response, including to water incidents such as flooding, drowning and searching for missing persons in water (despite this not currently being a statutory requirement).
- 8.4.3. NFRS also has an Urban Search and Rescue (USAR) team based at Dereham (one of 20 teams which exist across England and Wales). The primary function of USAR is to deal with building collapses and large transport incidents. However, since its introduction within Norfolk it has evolved locally to also include: confined space rescues, missing person searches, rescues from height, local and national flood response, water rescue, complex patient rescue, animal rescue and marauding terrorist attack (MTA) response. USAR provides this cover in the Greater Norwich Area.
- 8.4.4. **Fire Stations Facilities Improvement Project** – In 2023, NFRS commissioned a condition and suitability survey across the fire and rescue estate. It concluded that investment is required to bring various stations up to the standard expected in a modern workplace. NFRS want to ensure that stations are fit for purpose and meet the necessary legal requirements.
- 8.4.5. The sequencing of works will be based on the current condition of a station, statutory compliance, and the wider decarbonisation project, known as Future Ready. A full programme of work is expected in Summer 2024.

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](#). All Greater Norwich Partners are also members of the Norfolk Strategic Flooding Alliance (NSFA). The NSFA members work together so that Norfolk communities and infrastructure are safer and more resilient to the risks of inland and coastal flooding. [More information on the NSFA can be found here](#).
- 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.** It is recognised that there are areas across Broadland and South Norfolk where households have no access to gas, and this causes challenges for some residents. Although some improvements to gas infrastructure are required across Greater Norwich, the availability of gas infrastructure is not expected to be a constraint on development and housing growth.
- 8.6.2.** From 2025, the [Future Homes Standard](#) is expected to become mandatory for all development. As set out in the [2023 Future Homes and Building Standards Consultation](#): *“Under the Future Homes Standard all space heating and hot water demand should be met through low-carbon sources. This means fossil fuel heating will not meet this standard”*.

8.7. Health

8.7.1. Health in relation to infrastructure strategy, looks at physical estate capacity and its ability to cope with the extra demands placed upon it from housing developments and population growth. Demand and capacity information along with the primary care estate strategy and health partner estate strategies help to identify where there may be need to increase physical estate capacity.

8.7.2. 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.

8.7.3. **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 by:

- improving outcomes in population health and healthcare.
- tackling inequalities in outcomes, experience, and access.
- enhancing productivity and value for money.
- helping the NHS support broader social and economic development.

8.7.4. The **ICS Infrastructure Strategy** was published in May 2023 and will be going through a further review in 2024. 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. Further development work will be completed on the strategy during 2024 to bring it in line with NHS England's Strategy model.**

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 at all levels of planning and decision making.

8.7.6. 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. The Planning in Health Protocol has recently been through revisions to include updates on how the Integrated Care Board models new housing developments and the metrics

used to evidence developer contribution requests required to mitigate the impact of population growth because of new housing developments.

8.7.7. A prioritised Capital Investment Pipeline has been established which includes 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 and are included in the tables below. The table highlights the specific requirements and proposed projects across health infrastructure in response to local plans and planned population growth.

Table 2 - Health Infrastructure Projects by Greater Norwich Local Plan Area²

GNLP Area	Area/Settlement	Requirement	Status
Norwich Urban Area	Northern City Regen Area	New healthcare facility	Proposal
Norwich Urban Area	East Norwich Regen Area	New healthcare facility	Proposal
Norwich Urban Area	Cringleford	Extension to existing facility	Proposal
Norwich Urban Area	Drayton	Extension to existing facility	Build
Norwich Urban Area	Hellesdon	New healthcare facility	Proposal
Norwich Urban Area	Taverham	New healthcare facility	Design
Norwich Urban Area	The Growth Triangle	New healthcare facility (Rackheath)	Design
Norwich Urban Area	The Growth Triangle	Reconfiguration to existing facility (Sprowston)	Build
Main Towns	Aylsham	Extension or new healthcare facility	Proposal
Main Towns	Diss	New healthcare facility	Proposal
Main Towns	Long Stratton	Extension to existing facility	Build

² 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.

GNLP Area	Area/Settlement	Requirement	Status
Key Service Centres	Acle	Extension or new healthcare facility	Proposal
Key Service Centres	Blofield	Extension to existing facility	Build
Key Service Centres	Hethersett	New healthcare facility	Proposal

Table 3 - Health Infrastructure Projects by Provider³

Provider	Requirement	Status
Norfolk & Norwich University Hospital	Expansion to hospital Emergency Department	Proposal
Norfolk & Norwich University Hospital	New Diagnostic Centre	Build
Norfolk & Suffolk Foundation Trust	New ward build and site development (Hellesdon)	Build
Norwich Community Hospital	New ward build and site development (Norwich Hospital)	Design
Norwich Community Hospital	Reconfiguration and site development (Colman Hospital)	Proposal

³ 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.

8.8. Mobile voice and data coverage

- 8.8.1.** Norfolk County Council is working productively with mobile network operators and Ofcom 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. Most of the SRN funding was allocated to the north of the UK, particularly Scotland. However, we are now realising some benefit from the Mobile Operator SRN investment in Norfolk.
- 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.** Norfolk County Council has launched a new project to survey mobile coverage. The new study will install mobile survey equipment into 14 refuse lorries (2 from each district council) and 2 fire appliances. Proactive coverage data will be continually gathered and analysed over the next 12 months. This vital information will be key in making strategic decisions and for the proactive lobbying of the mobile operators and Ofcom. The data will be made available in an online portal.
- 8.8.5.** The traditional analogue based telephone network is being turned off. Over the coming months telephone operators are phasing out their analogue based telephone service, converting their users to a digital/VoIP (Voice over Internet Protocol) service. The work is scheduled to be fully completed by December 2025. Norfolk County Council are;
- proactively engaging with traditional telephone operators to protect vulnerable users and users of telecare devices via data sharing agreements.
 - launching marketing campaigns to ensure residents of Norfolk are aware of the change.

8.8.6. 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.
- 4G and 5G Upgrade by EE at over 100 sites over the last two years
- 5G Investment made by EE in Norwich, Kings Lynn, Great Yarmouth, Holt and the Norfolk Broads
- 5G investment by VMo2 in Norwich, Kings Lynn, Thetford and along the North Norfolk Coastline between Titchwell and Wells Next to the Sea.

8.9. Police

- 8.9.1. Police infrastructure is required to help deliver [The Police and Crime Commissioner's Police, Crime & Community Safety Plan for Norfolk](#). The first pillar of the plan is to 'Sustain Norfolk Constabulary'. This includes maintaining an effective and efficient policing service, equipping the workforce with the right tools, equipment, and technology, and delivering an effective estate to support the delivery of police services.
- 8.9.2. Housing development across Greater Norwich will be well designed, to include safe and accessible spaces which minimise crime and fear of crime.
- 8.9.3. 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. 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.
- 8.9.4. Norfolk Constabulary is currently undertaking the following estates projects:
- **Norwich City Police Station** - a substantial refurbishment of the police station building located at Bethel Street next to City Hall, to provide fit for purpose premises and reduce carbon emissions.
 - **Hethersett Old Hall Professional Development Centre** – refurbishment of former junior and nursery blocks to provide an enhanced police safeguarding and investigations training suite, and training classrooms for ICT and drones.
- 8.9.5. [The Norfolk Constabulary Estates Plan 2022 - 2025](#) sets out the strategic direction for the Norfolk Constabulary Estate. A new plan is due for publication Summer 2024.

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, was formed and took over leadership in 2023. This body has 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.
- 8.10.4.** Proposals to improve rail user access to the Cambridge-bound platform at Wymondham rail station have been developed as part of the County Councils Transforming Cities Fund programme. Further engagement with local Councillors, stakeholders, Network Rail and Greater Anglia led to the development of larger-scale proposals that would make the station fully accessible, which were submitted to government as part of the Access for All funding programme. It was announced in May 2024 that Wymondham station had been awarded funding, which will be used to undertake further feasibility work, which, if successful, will enable the improvements works at the station to be taken forwards as part of the Access for All programme.

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, giving approximately 200,000 premises in Norfolk access to superfast broadband. Superfast coverage has now reached 97.36% across Norfolk.
- 8.11.3.** Contract three is now under way and is due for completion mid-2024. It now focuses on delivering ultrafast gigabit capable broadband and will reach approximately 8,000 additional premises across Norfolk.
- 8.11.4.** As of February 2024, the independent [Think Broadband website](#) shows the following percentage of properties which currently have access to Superfast broadband (24Mbps+):

Table 4 - Properties in Greater Norwich with access to superfast broadband

District	Properties with access to Superfast Broadband (24Mbps+)
Broadland	97.67%
Norwich	99.58%
South Norfolk	97.3%

- 8.11.5.** The original Better Broadband for Norfolk superfast coverage target of 97% has already been surpassed, currently standing at an average of 97.36% across Norfolk. Targets for Broadland have also been exceeded and South Norfolk's original target of 91% has already been significantly exceeded.
- 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 5 - 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	Gigabit Capable Coverage in Feb 2024
Broadland	7.98%	42.4%	51.77%	60.08%
Norwich	6.38%	84.65%	88.04%	91.78%
South Norfolk	10.06%	27.9%	40.52%	49.09%

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. 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 approximately 2,500 additional premises across Norfolk have benefitted by the infrastructure installed under the LFFN programme.

8.11.8. 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 is in the first phase of Project Gigabit which will focus on the hardest to reach premises in the country. Due to the complex rural nature of Norfolk the original scope of 86,000 premises has been reduced to 62,000 premises, However, work is now underway to investigate including additional premises into the project. Delivery is divided into 6 phases. **Phase 1 of the project concentrates on the area to the North of Norwich, and build work commenced early 2024.**

8.11.9. Work is underway to address the remaining properties that will be left with poor service following Project Gigabit or will have poor service until Project Gigabit or commercial builds can reach them. The first phase has used £400,000 of underspend from the Ministry for Housing, Communities & Local Government’s LFFN funding to develop a Fixed Wireless Access solution. Norfolk County Council has deployed fixed wireless access to 10 Norfolk rural village halls across Norfolk. This solution uses a Low Earth Orbit (LEO) satellite solution to provide fast internet access into the village hall, and a local wireless network solution to provide free to use public Wi-Fi for the village hall, the local community and immediately surrounding premises. In future there is potential to support further fixed wireless connections into nearby extremely hard to reach properties.

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. Anglian Water's [Drainage and Wastewater Management Plan \(DWMP\)](#) for the period 2025 – 2050 was published in 2023. The DWMP sets 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 DWMP is used to inform investment decisions for water recycling infrastructure through Anglian Water's PR24 Business Plan, which has been published for review by regulators. The final determination on the Anglian Water Business Plan for 2025-2030 is expected at the end of 2024.
- 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 DWMP.
- 8.13.3.** Anglian Water has secured approval from Ofwat to deliver an accelerated infrastructure scheme for nutrient removal for Whitlingham Trowse water recycling centre (WRC) by 2027. Works to accelerate the removal of nutrients to technically achievable limits (TAL) in advance of 2030 will help applications for residential development, currently on hold due to nutrient neutrality requirements, to progress within these WRC catchments as less nutrient mitigation will be required from developments.
- 8.13.4.** [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. The [Water Resource Management Plan 2024 \(WRMP24\)](#) covers the period 2025 to 2050.
- 8.14.2.** The revised 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. Preferred supply side options proposed for Norfolk water resource zone's include connecting to the strategic grid (potable transfers between water resource zones), backwash recovery at water treatment works, 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.
- 8.14.3.** 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 has developed the business case for 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 improve water security through nature-based solutions.

8.15. Nutrient Neutrality

- 8.15.1.** Nutrient Neutrality (NN) continues to be a major impediment to growth in the Greater Norwich area. In the period since NN was triggered in March 2022 very few planning applications for new housing growth have been granted permission and this will impact housing delivery, scheme viability, and Community Infrastructure Levy (CIL) income. However, a number of the large, strategic sites such as Long Stratton and Beeston Park have secured planning permission by proposing their own mitigation schemes, incorporating measures such as the fallowing of land, septic tank conversion and bespoke waste-water recycling facilities.
- 8.15.2.** In addition, Norfolk Environmental Credits Ltd (NEC) has commenced trading NN credits in the Yare catchment and in doing so housing schemes which have

purchased credits are being granted planning permission in the respective Districts. The shareholders for NEC are Broadland District Council, Breckland District Council, North Norfolk District Council and South Norfolk District Council. Norwich City Council has also resolved to join the company in principle, but it has not become a shareholder to date. NEC will continue to work to create a pipeline of other mitigation schemes which will release further housing in all three Norfolk catchments.

- 8.15.3.** Norwich City Council has secured its own NN mitigation scheme which generates credits from retrofitting its existing housing stock.
- 8.15.4.** Following a bid submitted to Department for Levelling Up, Housing and Communities by Broadland District Council on behalf of the authorities in the Norfolk catchment, £9.6m has been received by Broadland to create a recyclable fund for NN mitigation schemes in the catchment. Work is progressing to establish the governance and subsequent allocation of this fund which Councils and third parties will be able to submit bids to in order to bring forward further mitigation schemes in the area.

9. Appendix A Forthcoming Infrastructure Projects

This appendix compiles forthcoming infrastructure projects for the four thematic groups which are eligible to receive strategic 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 6 - Forthcoming GI Projects

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. 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	Project in development.	£1,265,000	£0	2025/26
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	Acle Lands Trust Woodlands	This project will deliver access and connectivity improvements, including gateways and pathing.	In Feasibility	Project in development.	£180,000	£0	2025/26

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	Witton Run	The Witton Run is a crucial green infrastructure corridor in the East Broadland region. This project will include footpath improvements, access improvements and the creation of walking links with Brundall and Blofield.	In Feasibility	UEA have completed a feasibility study.	£170,000	£0	2025/26
Broadland/ Norfolk	Andrew.Hollis@norfolk.gov.uk	Green Loop	Connecting Broadland Way, Bure Valley Path and Marriotts Way.	In Feasibility	Project development & feasibility underway. Costs to be identified following feasibility.	TBC	£0	2024/25
Norwich	larahall@norwich.gov.uk	Kett's Heights	Enhancements to biodiversity and pedestrian access, and new maintenance vehicle access.	Under Construction	The new ramp with crash bollards and the retaining gabion structures have been installed. The path surfacing jobs are near completion and Kett's Hill entrance reopened to the public in the last week of March. All elements of the project are expected to complete by summer 2024.	£312,000	£312,000	2024/25

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Norwich	larahall@norwich.gov.uk	Riverside walk accessibility improvements	Better wayfinding signs on Wensum path in city centre and overcoming physical accessibility restrictions adjacent to Whitefriars.	Under Construction	The accessibility project restarted in Q1 2024/25, and the design and costings are being revised following a project pause. Project works will proceed once all costs have been received.	£200,000	£200,000	2024/25
Norwich	larahall@norwich.gov.uk	Castle Gardens Norwich	Restoration and enhancement work 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	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	Cost estimates for the initial design work is being reviewed by the team. The detailed design work for Hellesdon Meadow car park has been completed and is ready to go out to tender.	£453,000	£453,000	2024/25
Norwich	paulrabbitts@norwich.gov.uk	Norwich Parks Signage	New and replacement signage in Norwich Parks.	In Feasibility	£106 funding secured, costs to be identified through feasibility study.	TBC	£52,710	2024/25

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Norwich	paulrabbitts@norwich.gov.uk	Jenny Lind Park	Improvements to play area, toilets replaced, enhancement of Jenny Lind arch setting, introduction of outdoor gym and table tennis tables at Jenny Lind Park.	In Feasibility	Initial definition of project scope concluded.	£250,000	£0	2025/26
Norwich	paulrabbitts@norwich.gov.uk	Sewell Park	Play area enhancements, parks infrastructure, signage, footpaths, fencing, accessibility and biodiversity enhancements at Sewell Park.	In Feasibility	Initial definition of project scope concluded.	£240,000	£0	2025/26
Norwich	paulrabbitts@norwich.gov.uk	Heartsease Recreation Ground	Play area enhancements, parks infrastructure, signage, footpaths, fencing, accessibility and biodiversity enhancements at Heartsease Recreation Ground.	In Feasibility	Initial definition of project scope concluded.	£50,000	£0	2025/26
Norwich	paulrabbitts@norwich.gov.uk	Pilling Park	Play area enhancements, parks infrastructure, signage, footpaths, fencing, accessibility and biodiversity enhancements at Pilling Park.	In Feasibility	Initial definition of project scope concluded.	£200,000	£0	2025/26

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Norwich	zoetebbutt@norwich.gov.uk	Lion Wood	To improve surface treatments for accessibility, and biodiversity enhancements within Lion Wood through use of Natural Flood Management. Provide a more appropriate surfaced path so cyclists (using the purple pedalway) and people with mobility problems can access the woodland and move between neighbouring areas. Install sustainable urban drainage features to capture and infiltrate floodwater to mitigate flooding.	In Feasibility	Infrastructure Investment Fund application in development for July 2024 submission.	£450,000	£25,000	2026/27

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Norwich	benwebster@norwich.gov.uk	NWT Sweet Briar Marshes	<p>Creation of a new nature reserve (90 acres) in the River Wensum valley as it enters Norwich, which connects local urban communities and provides accessible and inclusive space for people and wildlife.</p> <p>Future planned works include:</p> <p>Phase 2 - viewing points and screens, education facilities, signage and interpretation, additional seating (£300k - delivery planned from 2024 - 2026).</p> <p>Phase 3 - a 'northern gateway' facilitating access for communities to the north and east of the site via Sloughbottom Park, Sweet Briar Industrial Estate and Marriott's Way. (£325k, delivery planned in 2025/26)</p> <p>Phase 4 - a 'southern gateway' providing access to communities to the south and west of the site via a bridge over the River Wensum (£1.25m, delivery planned in 2026/27.)</p> <p>Phase 5 - (subject to monitoring and evaluation) bridging the Marriott's Way at the Northern Gateway. (£750k, delivery planned in 2027/28.)</p>	In Feasibility	NWT has bought the site which is now open to the public. This followed extensive biodiversity monitoring, community engagement and concept design plans.	£3,725,000	£1,100,000	2027/28

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Poringland Woods	Access and improvement scheme at Poringland Woods.	Aspirational	No update.	£30,000	£0	2024/25
South Norfolk	iifprojects@southnorfolkandbroadland.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.	Under Construction	The project will be delivered in 2024/2025.	£190,000	£190,000	2024/25
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Rothbury Park	Improving the accessibility of the park and range of activities that can take place. The project will deliver pathing, improvement to entrances and biodiversity enhancement.	In Feasibility	Project is seeking final funding, but is otherwise ready to commence delivery	£285,000	£40,000	2025/26
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Cringleford Country Park	The primary purpose of this project is to secure and open additional green space for the community. The project will include woodland management, a new bridge across the Yare, boardwalks, fencing to allow grazing and parking for disabled users. It will link into the new Kett's Country Long Distance Trail.	Approved	Funding has been secured. Land purchase is delaying progression of the project.	£400,000	£300,000	2026/27
South Norfolk / Broadland	iifprojects@southnorfolkandbroadland.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	No update.	£20,000	£10,000	2025/26

Table 7 - Forthcoming Transport Projects

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Broadland	transportfor@norwich@norfolk.gov.uk	Plumstead Road junction to access residential land	This project will deliver a T junction initially, with the potential to change to a roundabout in the future subject to further development in the south.	In feasibility	Norfolk County Council were asked by the District Council to prepare a detailed design package for a T junction arrangement, having previously put a design together for a roundabout.	£1,350,000	£625,000	2025/26
Broadland	transportfor@norwich@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	Some sections of the path have already delivered through development.	£1,500,000	£0	2025/26
Broadland	transportfor@norwich@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	Consultation in May 2024. Works expected to start in January 2025.	£1,900,000	£1,900,000	2024/25
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	Feasibility design underway.	£100,000	£100,000	2026/27

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
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	Feasibility design underway.	£1,000,000	£1,000,000	2026/27
Broadland	transportfor@norwich@norfolk.gov.uk	Yarmouth Road Improvements	Seek to relocate / remove existing on street parking at pinch point locations along Yarmouth Road.	In Feasibility	Feasibility design underway.	£50,000	£50,000	2026/27
Norwich	transportfor@norwich@norfolk.gov.uk	North City Centre Active Travel Scheme	This project will make St Andrews Street one way westbound, with contra flow facilities for cycles and emergency vehicles. Work will also include widening pavements on St Andrews, restricting the movement out of Exchange Street to left turn only and improving cycle facilities on Duke Street.	In Feasibility	Project underdevelopment.	£2,834,136	£2,834,136	2025/26
Norwich	transportfor@norwich@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.	Under construction	Funding secured through the Bus Service Improvement Plan.	£600,000	£600,000	2024/25

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Norwich	transportfor@norwich@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 the Transforming Cities Fund.	£837,000	£837,000	2024/25
Norwich	transportfor@norwich@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.	Approved	Scheme waiting for new land leases to be signed before works can commence, expected to begin in summer 2024.	£1,177,000	£1,177,000	2024/25
Norwich	transportfor@norwich@norfolk.gov.uk	Mile Cross Road	To improve cycling conditions along Mile Cross Road.	In Feasibility	Scheme under development, consultation is due to start in Summer 2024.	£820,411	£820,411	2024/25
Norwich	benwebster@norwich.gov.uk	Dolphin Path	Path improvements between Drayton Road and Heigham Street. Includes riverside path connection to link to Wensum Park.	In Feasibility	Funding has been secured from the Levelling Up Fund to deliver these improvements. This scheme will be delivered as part of the wider Sloughbottom Regeneration project, please refer to the 'Sloughbottom Park 3G pitch conversion and changing facilities' project in the Sports list for the full project cost.	TBC	TBC	2025/26

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Norwich	transportfor@norwich@norfolk.gov.uk	Angel Road / Waterloo Road Junction Alterations	Improve movement of buses between Angel Road and Waterloo Road.	In Feasibility	Scheme has been consulted on and is now awaiting formal signoff on the design. Construction programmed for early 2025.	£650,000	£650,000	2024/25
Norwich	transportfor@norwich@norfolk.gov.uk	Dereham Road (Grapes Hill junction)	Bus priority access from Dereham Road onto Grapes Hill.	In Feasibility	Scheme has been consulted on and is now awaiting formal signoff on the design. Traffic Regulation Order (TRO) to be advertised in summer 2024, with construction programmed for early 2025.	£800,000	£800,000	2024/25
Norwich	transportfor@norwich@norfolk.gov.uk	St Giles Street	Redesign of St Giles Street with high quality pedestrian and public realm improvements.	On Hold	Concept design produced and public consulted. Scheme development paused due to lack of funding.	£2,200,000	£0	2025/26

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Norwich	transportfor@norwich.gov.uk	Thorpe Road / Harvey Lane – bus priority	Introduce a bus lane on the outbound approach to Harvey Lane.	In Feasibility	Feasibility design underway.	£400,000	£400,000	2026/27
Norwich	transportfor@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 work yet to be undertaken. Funding not yet identified for delivery.	£780,000	£0	2026/27
Norwich	transportfor@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. Costs to be identified through feasibility	TBC	£0	2026/27
Norwich	benwebster@norwich.gov.uk	Lakenham Way	Enhancement to walking and cycling.	In Feasibility	This project has received S106 funds, and a brief is being written with community engagement built in.	£177,000	£177,000	2025/26

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Norwich / Broadland / South Norfolk	transportfor@norwich@norfolk.gov.uk	Yare and Wensum Valleys Link	This project will deliver tree planting, traffic calming measures and path improvements on the purple pedal way.	Under Construction	Traffic calming element has been removed following public consultation. Gunton Lane link to Marriotts Way is in design and is due to be built late 2024, all other elements of the project are complete.	£199,000	£199,000	2024/25
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Wymondham Railway Bridge - New subway/underpasses	This project will deliver a new pedestrian underpass.	Under Construction	Work in progress.	TBC	TBC	2023/24
South Norfolk	transportfor@norwich@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.	Approved	Land secured and project programmed for construction in Summer 2024.	£728,015	£728,015	2024/25
South Norfolk	transportfor@norwich@norfolk.gov.uk	Norfolk & Norwich University Hospital	Improvements to public transport provision at the hospital site.	In feasibility	The hospital is proposing changes to the Plaza to accommodate the improved bus provision. Change control forms are being submitted to the Department for Transport for this revised scheme, to secure the Transforming Cities Funding.	£750,000	£750,000	2024/25

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
South Norfolk	transportfor@norwich.norfolk.gov.uk	Longwater A47 junction	Improvements to walking and cycling provision across the existing junction, provision of a new cycle/ped bridge across the A47 and a new highway link from Dereham Road behind NEXT.	In feasibility	Transport for Norwich are funding a feasibility study to inform the scope of the improvements needed. The scheme will then be funded through development.	TBC	£0	2026/27
South Norfolk	transportfor@norwich.norfolk.gov.uk	William Frost Way	Crossing to be added to support connectivity with retail area.	In Feasibility	Scheme with developer to design and build.	TBC	TBC	2024/25
South Norfolk	transportfor@norwich.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	Unable to acquire land for the proposed ramp, now looking to contribute to an Access for All project to provide lifts and an overbridge at the station to facilitate disabled access. Change control form to be submitted.	£800,000	£800,000	2025/26
South Norfolk	transportfor@norwich.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 are being developed; one from Harford Park & Ride to Tesco and one from Hall Road to the Outer Ring Road.	£3,000,000	£3,000,000	2024/25
South Norfolk	transportfor@norwich.norfolk.gov.uk	Harford A47 Junction - Bus priority	Provision of new inbound bus lane on approach to A47 Harford Junction on the A140.	In Feasibility	Not progressed - scheme under review.	£750,000	£0	2026/27

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
South Norfolk	iifprojects@southnorfolkanorfolk.gov.uk	Wymondham Station Approach	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 park, 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 South Norfolk Council officers in Growth Delivery and Planning. Costs will be identified through feasibility	TBC	£0	2027/28
South Norfolk	transportfornorwich@norfolk.gov.uk	Park and Ride Electric Vehicle charging and solar canopies	Provision of electric charging for private vehicles and buses.	In Feasibility	This project is a replacement for the Thickthorn P&R expansion using TCF funding. Agreement is needed from DfT to change control	£2,000,000	£2,000,000	2025/26
South Norfolk	iifprojects@southnorfolkanorfolk.gov.uk	Hethersett Crossing	This project will deliver a Zebra crossing on Back Lane in Hethersett.	Under Construction	Scheme design has been approved by Active Travel England and is now ready for delivery. Works expected to commence in late May and be complete in 5 weeks.	£225,000	£223,000	2024/25

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
South Norfolk / Norwich	transportfor@norwich.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.	Under Construction	Work at the open space between West Earlham and Bowthorpe completed in March 2024. The improvements along Marriot's Way are due to commence in the autumn and complete at the end of the year.	£123,000	£123,000	2024/25
South Norfolk / Norwich	transportfor@norwich.norfolk.gov.uk	Dereham Road / Breckland Road and Costessey / Bowthorpe Mobility Hub.	Allow buses to access a bus gate bypass off 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 adding a signal-controlled pedestrian crossing and improve subway environment.	Under Construction	Scheme is under construction and completion is expected September 2024.	£2,966,169	£2,966,169	2024/25
South Norfolk / Norwich	transportfor@norwich.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	Traffic Regulation Order (TRO) consultation to be undertaken in Summer 2024. Construction expected in 2025/26.	£769,000	£769,000	2025/26

Table 8 - Forthcoming Education Projects

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Broadland	paul.harker@norfolk.gov.uk	Blofield New 420 Primary	Relocation and expansion of existing school to new site	Under Construction	Site under construction.	£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.	£11,000,000	£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.	£11,000,000	£0	2026/27
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.	£11,000,000	£0	2026/27
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.	£11,000,000	£0	2026/27
Broadland	paul.harker@norfolk.gov.uk	Aylsham area expansion	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.	£11,000,000	£0	2026/27

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
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	Awaiting confirmation of school trigger and if site viable for delivery.	£11,000,000	£0	2027/28
Broadland	paul.harker@norfolk.gov.uk	North Norwich New Secondary	900 place new high school to serve the North East Growth Triangle.	Aspirational	Sites under consideration.	£40,000,000	£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.	£11,000,000	£0	2028/29
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.	£11,000,000	£0	2028/29
Broadland	paul.harker@norfolk.gov.uk	Taverham 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.	£11,000,000	£0	2026/27
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.	Under Construction	Site under construction	£11,500,000	£11,500,000	2024/25

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
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	Continued negotiation with Developer to transfer land. Anticipated to open Sep 2025, project out to tender	£11,500,000	£10,000,000	2025/26
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.	£11,000,000	£0	2027/28
South Norfolk	paul.harker@norfolk.gov.uk	Hethersett High Academy expansion	Expansion of existing site to increase number of secondary places.	Under Construction	Site under construction.	£9,600,000	£9,600,000	2024/25
South Norfolk	paul.harker@norfolk.gov.uk	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.	£12,000,000	£6,100,000	2025/26

Table 9 - Forthcoming Sport Projects

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	Aylsham Sports Hub	Next phase of works to Aylsham Sports Hub on the Aylsham High School site. The project will include adding a 40-station community gym, changing rooms and studio to the existing swimming pool, sports hall and 3G pitch provision. The final phase will be to add further new changing rooms adjacent to the 3G pitch, specifically for those users and a new community cafe area.	In Feasibility	Contractor has been appointed and designs are being finalised.	£1,310,000	£1,310,000	2024/25
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	King George V Playing Field Pavilion Improvements	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 has been completed which has produced a high-level facility mix, size and costings for the improvements.	£1,500,000	£0	2025/26
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	Lavare Park Pavilion Improvements	Clubhouse upgrade to provide improved and additional changing facilities and a new social space.	In Feasibility	Initial designs and costings have been developed.	£1,500,000	£650,000	2025/26

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Broadland	iifprojects@southnorfolkandbroadland.gov.uk	New sports hall provision in Reepham	Construction of a new sports hall at Reepham High School and College, serving as a joint facility for use by both the school and wider community.	In Feasibility	Planning application approved by Broadland District Council Planning Committee in September 2022. Work is now underway to secure funding to deliver the project.	£4,000,000	£0	2025/26
Norwich	gregrowland@norwich.gov.uk	Sloughbottom Park 3G pitch conversion and changing facilities	Conversion of the existing grass pitch to a 3G pitch, and the expansion and improvement of the changing facilities and pavilion.	In Feasibility	Confirmation of funding award has been received from the Department of Levelling Up, Housing and Communities (DLUHC). Following a tender process Project manager, Quantity Surveyor and Principle Designer roles have been procured.	£9,300,000	£8,433,515	2025/26
Norwich	gregrowland@norwich.gov.uk	Eaton Park Changing Rooms	Development of quadrant buildings, including upgrades to the changing facilities to bring them up to Football Association (FA) standards.	Approved	Planning application has been submitted and a Project Manager appointed. Tenders have been issued for the construction work.	£601,000	£414,000	2024/25

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Norwich	gregrowland@norwich.gov.uk	Recreation Road Grass Pitch Improvements	This project will deliver improvements to the grass pitches on Recreation Road.	Under construction	Under construction.	£56,000	£56,000	2024/25
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	A new, community dry-side leisure facility in Diss	New community leisure provision in Diss with improved public realm, situated on the old John Grose site. The project will include a new dry-side leisure centre with studios and a gym. Possibility of cohabiting space with public sector partners - creating a health and wellbeing hub south of Diss Mere.	In feasibility	Led by South Norfolk Council, feasibility work is underway as part of a wider programme of works North and South of Park Road.	£6,100,000	£5,100,000	2025/26
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Browick Road Recreation Ground	Led by Wymondham Town Council. Refurbishment/ replacement and expansion of existing community sport and recreation facilities at Browick Road Recreation Ground.	In feasibility	Feasibility study has been completed and the Town Council are now considering the scope of the project and funding opportunities.	£450,000	£200,000	2024/25

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Hales and Loddon Community Multi-sport Hub.	Re-build of the cricket clubhouse and changing room facilities.	In Feasibility	Feasibility study has been completed, work is now underway to develop the project scope, budget and programme.	£2,000,000	£280,000	2025/26
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Mulberry Park Community Centre	Development of the community building with phase 1 likely to involve improvements to the changing room and ancillary facilities for the football club. Future phases may look at wider use and development of the community building and site as a whole to create a community hub, including the possibility of adding a full-size 3G pitch.	In Feasibility	Mulbarton Football Club are working with South Norfolk Council, Norfolk Football Association (FA) and Mulbarton Parish Council, to explore the feasibility of delivering a new 3G pitch on Mulberry Park.	£1,000,000	£250,000	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 Football Association (FA) specifications and ensure Disability Discrimination Act (DDA) compliancy. Phase 2 could see the delivery of a 3G pitch.	In Feasibility	Initial clubhouse designs have been produced and costed; the scheme is currently going through planning.	£410,000	£150,000	2025/26

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Trowse Sports Hall	Refurbishment of the ex Norwich City Football Club training facility. The project would see improvements to the existing sports hall, car park and office areas.	In Feasibility	The facility is currently owned by Crown Point Estate, who are keen to ensure the facility is well-used and is a benefit to the local community. Work is underway to consider ideas for use, operating models and funding routes.	£2,500,000	£0	2026/27
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	The team are reviewing the project scope, deliverability and outcomes in order to progress future funding opportunities.	£5,000,000	£3,500,000	2026/27
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Crusaders Rugby Club	The club are looking to deliver the next phase of their clubhouse and pitch improvements, including a new social area, additional changing room, new kitchen, new physio room and new floodlighting.	In Feasibility	The team are currently reviewing funding opportunities to deliver this project.	£450,000	£300,000	2025/26
South Norfolk	iifprojects@southnorfolkandbroadland.gov.uk	Additional 3G pitch at Ketts Park	The addition of a further full size 3G pitch, expansion of the cafe area, multi-use studio and additional changing rooms and car parking on the Ketts Park site.	In Feasibility	Project is starting to be developed. Work is underway to consider tenancy options; extending lease or purchasing freehold.	£2,500,000	£750,000	2025/26

Table 10 – Forthcoming Libraries Projects

District	Contact	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Norwich	libraries@norfolk.gov.uk	Expansion of Plumstead Road Library	This project will extend the library on the current Plumstead Road site.	Approved	The project secured funding from the Infrastructure Investment Fund in 2024/25. Work is now underway to deliver the project.	£260,391	£260,391	2024/25
South Norfolk / Broadland/ Norwich	libraries@norfolk.gov.uk	Transfer to Electric vehicles	This project will convert existing vehicles to electric power (£500,000) or replace the existing fleet with new electric vehicles (£1,000,000).	In Feasibility	Work is underway to look at converting some of the existing fleet to electrically powered alternatives.	£1,000,000	£0	2025/26

Table 11 - Forthcoming Community Projects

District	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Broadland	Great Plumstead Recreation Ground	Improvement and extension of the community building on Great Plumstead Recreation Ground, to provide additional changing facilities for users of the pitches and extended community recreational space.	In Feasibility	The project is awaiting a decision on the submitted planning application. Stakeholders are working together to get the project ready to commence in July 2024.	£600,000	£500,000	2024/25
Broadland	Taverham Hub	This project will deliver a community Hub in Taverham, co-locating various community partners including the YMCA and the Taverham GP Surgery.	In Feasibility	Stakeholders are working with partners on a schedule of accommodation. However, due to ongoing planning considerations the realisation of this project remains in development stage.	£20,000,000	£0	2027/28
Broadland	Haveringland - 'Build the future - repair the past'	A wide-ranging project to restore, improve and safeguard the future of a historic 'festive' church for broader community use.	Under Construction	Phase 1 of the project is underway, utilising funding from the Heritage Lottery Fund. Stakeholders are now exploring funding opportunities for phase 2 which will deliver internal community facilities including a kitchen and accessible toilets.	£500,000	£250,000	2025/26
Broadland	Cantley - Re-build of 1930's village hall.	This project will deliver an extensive refurbishment of the village hall alongside car-park improvements and external landscaping. These improvements will secure the centre as a modern community hub.	In Feasibility	The project has secured funding, through the Pride in Place grant scheme, to conduct a full feasibility study. Existing funding secured for feasibility of phase 1.	£950,000	£50,000	2026/27

District	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
Broadland	Thorpe St Andrew Pavilion, Sir George Morse Park	This project will redevelop and extend the existing pavilion facility to meet the growing need of the large community in the North-East of Norwich.	In Feasibility	Pride in Place capital funding has recently been awarded, that further supplements the funding needed to commence delivery.	£106,000	£106,000	2025/26
Broadland	The Walled Garden	This project will extend the existing offer at the Walled Garden into a more encompassing community hub for all, with the addition of a men's shed building and enhanced events and services.	In Feasibility	Work is underway to secure the outstanding funding, finalise designs and obtain quotes.	£50,000	£25,000	2025/26
Norwich	Heigham Park Toilets	This project will refurbish the toilets at Heigham Park.	Approved	The project has secured planning permission and construction is expected to commence in June 2024.	£182,000	£182,000	2024/25
South Norfolk	Cringleford Jubilee Centre	This project will deliver a new sports hall, changing facilities and multi-purpose hire space in Cringleford.	Under Construction	The project is in the construction phase and is due to complete in August 2024.	£2,700,000	£2,700,000	2024/25

District	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
South Norfolk	Easton Village Hall	This project will deliver a new, multi-use community centre with off road parking in Easton and will include a 565m2 hall, kitchen, changing facilities, bar and meeting/office areas.	Under Construction	The project began construction in February 2023 and is due to complete in June 2024.	£2,600,000	£2,600,000	2024/25
South Norfolk	Wymondham Town Centre	This project will deliver public realm enhancements in Wymondham Town Centre. It will be community led and the exact interventions are yet to be determined and are subject to public consultation, however it could include improvements to public areas, seating, event space and enhanced pedestrian movement access.	In Feasibility	South Norfolk Council and Wymondham Town Council are working together to progress the project. Funding has also been secured.	£1,000,000	£1,000,000	2025/26
South Norfolk	Harleston Town Council, Memorial Lane	This project would deliver a new/renovated community facility that meets the needs of the town, either through improvements of the existing building or a new building on the current site.	In Feasibility	Harleston Town Council were successful in securing £13k to conduct a feasibility study to explore options and designs for the project.	£2,500,000	£350,000	2025/26

District	Project Name	Project Description	Project Status	Status - Notes	Est. Project Cost	Funding Secured	Est. Delivery Year
South Norfolk	Scole Community Centre	This project will extend and renovate an existing community facility to enhance its use for both the football provision and local community.	Approved	The project has received planning and building control consent. Stakeholders are currently exploring funding opportunities to allow the project to be delivered.	£600,000	£250,000	2025/26
South Norfolk	Becketts Chapel	This project would see the second phase of improvements delivered at Becketts Chapel in Wymondham; an extension to the existing building to provide a new accessible tourist information centre for the town as well as a community space and cafe.	Aspirational	Project is currently seeking agreement from Historic England. It is hoped that a planning application will be submitted in summer 2024.	£1,300,000	£0	2025/26
South Norfolk	Stoke Holy Cross Pavilion	This project will rebuild/extend the Pavilion in Stoke Holy Cross, to provide community facilities and provide a site for the pre-school.	Under Construction	This project is in construction and is working to budget and schedule.	£765,000	£765,000	2024/25
South Norfolk	Wymondham Baptist Church	This project will extend the footprint of a community church in Wymondham, allowing users to expand the provision and services for the residents of Wymondham.	In Feasibility	The project has secured planning permission and is currently undergoing further feasibility to formalise the scope and scale of the extension.	£520,000	£319,000	2024/25
South Norfolk	Poringland	This project will deliver several interventions across 30 acres of community land, including green infrastructure and sports and community facilities.	Approved	Project is awaiting a decision on their planning application. Stakeholders will then begin to explore funding opportunities and potential phasing of the interventions.	£2,000,000	£0	2025/26

This appendix compiles infrastructure projects for the four thematic groups which are eligible to receive strategic Community Infrastructure Levy (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 12 – Aspirational GI Projects

District	Project Name	Project Description	Status - Notes
Broadland	Broadland Way - Green Lane North to Plumstead Road	The Broadland Way is being promoted as a Green Infrastructure corridor which will allow nonmotorised users (NMUs) to cross the NDR from Norwich and head north, bypassing Thorpe End through Rackheath and on to Wroxham. The full Broadland Way route would stretch from Norwich to Wroxham and would contribute to, and provide a missing link, in the Norfolk Trails network; Broadland Way, together with the Bure Valley Way and Marriott's Way, would provide a recreational trail that will form a loop of approximately 50 miles that includes Norwich and its cycleway network.	The scheme is on hold as it requires land acquisition.

District	Project Name	Project Description	Status - Notes
Broadland	Beeston Park to Spixworth Secondary Corridor	This project will improve green infrastructure links, habitat connectivity and Public Open Space's (POS's.)	To be delivered through permitted development. Requires a project brief / feasibility study to determine next steps and project costs. Provision of linked parks required as part of the permitted development at North Sprowston and Old Catton.
Broadland	Canhams Hill open space /GI provision	Enhancement of the green space between Hellesdon and Drayton at Canhams Hill County Wildlife Site (CWS.)	Likely to be delivered through Development. Part of the 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 Marriotts Way. Footpath improvements, where necessary (e.g. surfacing, drainage etc.) More extensive waymarking of routes; Boards installed at car parks, showing circular walks. Car park improvements, where necessary.	Project requires a project brief / feasibility study, of which will determine project costs.
Broadland	Brundall to Acle Green Network	This project will improve green infrastructure links, habitat connectivity and Public Open Space's (POS's.)	To be delivered through permitted development. Requires a project brief / feasibility study to determine next steps and project costs.

District	Project Name	Project Description	Status - Notes
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 and biodiversity management.	Stage 1 completed in 2023/24.
Broadland	Brundall to NEGT Connection	This project will improve green infrastructure links, habitat connectivity and Public Open Space's (POS's.)	Project costs to be identified through feasibility study.
Broadland	Buxton Heath to Aylsham Secondary Corridor	Creation of circular walks connecting to Marriotts Way. Footpath improvements, where necessary (e.g. surfacing, drainage etc.) More extensive waymarking of routes; Boards installed at car parks, showing circular walks. Car park improvements, where necessary.	Project requires a project brief / feasibility study, of which will determine project costs.
Broadland	Catton Park to Spixworth Secondary Corridor	This project will improve green infrastructure links, habitat connectivity and Public Open Space's (POS's.)	To be delivered through permitted development. Requires a project brief / feasibility study to determine next steps and project costs.
Broadland	Drayton to Horsford Greenway	This project will deliver access improvements from Taverham and Drayton through to Drayton Drewray and Broadland Country Park.	Project in development.
Broadland	East Broadland Walking Improvements	This project will deliver local walking circulars with links to pubs, restaurants and cafes.	Project in development.

District	Project Name	Project Description	Status - Notes
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.	Project in development. Master planning/ feasibility is in progress with Pooled Business Rates funding.
Broadland	Haverlingland to Cawston Secondary Corridor	Improvements to footpaths/rides within site to create circular routes. Installation of signage at site entrance and waymarking/interpretation throughout woodland. Ecological survey to make recommendations for managing biodiversity of site. Explore opportunities to enhance and expand car park off Cromer Rd. Promotion of site locally via promotional literature, signage and enhancements to connecting footpaths, where applicable.	Project requires a project brief / feasibility study, of which will determine project costs.
Broadland	South East Lingwood Green Infrastructure 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.	Feasibility study was conducted by UEA students which will now be used to inform future delivery of the project.
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 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.	Improvements at Drayton are complete, connections through to Hellesdon are yet to come forward for delivery.

District	Project Name	Project Description	Status - Notes
Broadland	Hevingham to Thorpe Marriott Secondary Corridor	Connecting Marriott's Way at Thorpe Marriott to Hevingham, via Horsford.	Project requires a project brief / feasibility study, of which will determine project costs.
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.	Project requires a project brief / feasibility study.
Broadland	Landscaping of Green Lane East and Brook Farm Road Links	Provision of a landscape cushion south of Thorpe End Village, to 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.	To be delivered through development. Project costs to be identified following feasibility study.
Broadland	Lenwade to Hevingham Secondary Corridor	Improvements to footpaths/rides within site to create circular routes. Installation of signage at site entrance and waymarking/interpretation throughout woodland. Ecological survey to make recommendations for managing biodiversity of site. Explore opportunities to enhance and expand car park off Cromer Rd. Promotion of site locally via promotional literature, signage and enhancements to connecting footpaths, where applicable.	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 footpath along the Woodbastwick Road taking people to the crossing point over the A47 on plantation Road with the potential further links from Blofield Heath East to the Burlingham Trails and West to the 'Plumstead's.'	Project in feasibility. The main issue with delivery is getting landowner permission to allow a permissive path on their land or the purchase of the land.

District	Project Name	Project Description	Status - Notes
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.	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 and Spixworth	This project will improve green infrastructure links, habitat connectivity and Public Open Space's (POS's.)	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.	Project requires a project brief and feasibility study, of which will determine project costs.
Broadland	North West Norwich Forest Connections including Drayton and Thorpe Marriott	This project will improve green infrastructure links, habitat connectivity and Public Open Space's (POS's.)	Project costs to be identified following feasibility study.
Broadland	North-South GI Connectivity NE Rackheath	Secondary green infrastructure corridor to be achieved through development as a result of protection of tree belts and arrangement of open spaces, sustainable drainage systems (SuDS) and landscape across the site.	Project requires a feasibility study, project costs to be identified afterwards.
Broadland	Parkland North of Thorpe End	Provision of a landscape cushion between Thorpe End village and new housing to provide ecological connectivity along secondary green infrastructure corridors.	Project requires a project brief and feasibility study, of which will determine project costs.

District	Project Name	Project Description	Status - Notes
Broadland	Racecourse Plantation to Harrison Plantation	Enhancements to habitat connectivity.	Project requires a project brief and feasibility study, of which will determine project costs.
Broadland	South Walsham Fen Access	Improved access to South Walsham Fen.	Feasibility study required.
Broadland	South Walsham GI Project	Potential for several aspects of green infrastructure provision in South Walsham; including a footpath on School Road, creation of several circular walks and creation of a mixed use community space west of School Road.	Project in development.
Broadland	Sprowston Manor Golf Course	Retention and protection of bat roosts.	Project requires a project brief and feasibility study, of which will determine project costs.
Broadland	Thorpe Ridge	Protection and enhancement of woodlands and provision of public access; feasibility study.	Work connected to a planning application due to come forward.

District	Project Name	Project Description	Status - Notes
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.	To be delivered through Local Plan policy. Project costs to be identified following feasibility study.
Broadland	Thorpe Woodlands to Broadwalk Plantation Secondary Corridor	Secondary green infrastructure corridor to be achieved through development as a result of protection of tree belts and arrangement of open spaces, sustainable drainage systems (SuDS) and landscape across the site.	Project requires a project brief and feasibility study, of which will determine project costs.
Broadland	Thorpe Woodlands to Dobbs Beck (Via Harrisons Plantation) Secondary Corridor	Secondary green infrastructure corridor. Requires the continued safeguarding of the wildlife interest of Thorpe Woodland, Sprowston Manor through the Joint Core Strategy (JCS) and DM policies.	Project requires a project brief and feasibility study, of which will determine project costs.
Broadland	Thorpe Woodlands to Smee Lane Secondary Corridor	Secondary green infrastructure corridor. Requires the continued safeguarding of the wildlife interest of Thorpe Woodland, Sprowston Manor through the Joint Core Strategy (JCS) and DM policies.	Project requires a project brief and feasibility study, of which will determine project costs.
Broadland	Thorpe Woodlands to Witton Run Secondary Corridor	Secondary green infrastructure corridor. Requires the continued safeguarding of the wildlife interest of Thorpe Woodland, Sprowston Manor through the Joint Core Strategy (JCS) and DM policies.	Project requires a project brief and feasibility study, of which will determine project costs.

District	Project Name	Project Description	Status - Notes
Broadland	Three Rivers Way	Connection to Broadland Way/Norwich Cycle Network.	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.	No update.
Broadland	West-East GI Connectivity: Catton, Sprowston and Spixworth	This project will improve green infrastructure links, habitat connectivity and Public Open Space's (POS's.)	To be delivered through development. Project costs to be identified following feasibility study.
Broadland	Burlingham Green Bridge	Scoping for Burlingham to deliver a green bridge over A47 opening access to a network of permissive paths and green space for Blofield and Brundall.	Scheme will require project brief and feasibility study to determine benefits and project cost.
Broadland	Whitlingham Extension	Projects that provide viable alternative locations for recreational use, reducing impact made on the internationally designated sites arising from growth or existing green infrastructure such as Whitlingham Park including the potential offered by the Crown Point Estate.	Scheme will require project brief and feasibility study to determine benefits and project cost.

District	Project Name	Project Description	Status - Notes
Norfolk	Burlingham Country Park	Creating more green infrastructure in and around Burlingham to increase quality and capacity for recreational use.	Pooled Business Rates funding secured to conduct scoping working.
Norwich	Access improvements to Riverside Walk upstream of New Mills	Enhancing key green infrastructure 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.	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.	Awaiting receipt of funding when triggers reached in signed section 106 agreement.
Norwich	Bowthorpe Historic Parkland	Restoration of historic parkland features and path works.	Delivery of this project is dependent on the phasing of Three Score. Awaiting receipt of funding when triggers reached in signed section 106 agreement.
Norwich	Threescore Development: Bowthorpe Southern Park	Manage and maintain Bowthorpe Southern for the local community to enjoy, work to include improving and maintaining access and biodiversity.	Legacy funding is used for the ongoing maintenance and management of Bowthorpe Southern Park. Delivery of this project is dependent on the phasing of Three Score.
Norwich	Yare Valley Walk Northern extension	Extension of Yare Valley path from the car park on Three Score Road to New Road.	Design required. Awaiting receipt of funding when triggers reached in signed section 106 agreement.

District	Project Name	Project Description	Status - Notes
Norwich	Yare Valley Walk: Neatmarket to Cooper Lane	Pedestrian and cycle link across the site to link with Yare Valley Walk and the nearby Cooper Lane Picnic area.	Outline feasibility undertaken, awaiting section 106 funds when triggers reached in signed agreement, further feasibility required prior to funding application.
Norwich	Castle to Carrow Wooded Ridge	Path restoration and new path creation, and improvement to setting of city wall.	Concept proposal awaiting feasibility.
Norwich	Train Wood	Investment in Train Wood (adjacent to Marriotts Way) to develop a management plan and deliver green space in the city with opportunities for wild play linking into the Trail network taking people out of the city to other green spaces.	The management plan and site safety work are a priority. Although funding has not been identified, the project is ready to commence.
Norwich	River Wensum Enhancements	Providing better links/ supporting access to Sweetbriar Marshes connecting urban areas of deprivation to good quality green infrastructure (Marriott's Way.)	Scheme will require project brief and feasibility study to determine benefits and project cost.
Norwich	Wensum Link	Investment in the Wensum Link, completing the Riverside Walk through the city centre. This is a key connector, linking the Boudicca Way and Wherryman's Way to the south of the city to the Marriotts Way in the north providing a continuous route along the river bringing together the City's heritage and green assets.	Scheme will require project brief and feasibility study to determine benefits and project cost.
South Norfolk	Boudicca Way	Creating links to developments.	Preliminary design work.

District	Project Name	Project Description	Status - Notes
South Norfolk	Boudicca Way	Cycling improvements to Boudicca Way.	Preliminary design work.
South Norfolk	Marriott's Way: Queens Hill Cycle connection	Improved access to Marriott's Way in the Queens Hill area.	Project requires feasibility work.
South Norfolk	Marriott's Way: Trim Track - Costessey	Installation of trim track off the Marriott's Way in Costessey.	Project requires feasibility work.
South Norfolk	Scole to Diss Footpath/Cycle route	The creation of a cycle/footpath alongside the A1066.	Project requires a feasibility study, of which will determine project costs.
South Norfolk	Smockmill Common	Improved pedestrian access to Smockmill Common.	Require project developments permissions and funding.
South Norfolk	Tas Valley Blue Way	This project aims to enhance the function, quality and accessibility of the valley as a Blue Way within the overall green infrastructure network. The project would deliver river corridor meadow/wetland enhancements, links to Roman heritage site at Caistor St Edmund, south Norwich communities link to greenspace via foot and cycle ways and possible green way links to Bungay.	Feasibility complete.

District	Project Name	Project Description	Status - Notes
South Norfolk	Wymondham - Tuttle Lane enhancements Phase 1	Planting of hedgerow/parkland trees along Tuttle Lane from east to west creating an ecological corridor.	No update.
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.	No update.
South Norfolk	Woodland Creation between Hethersett and Wymondham	To create an area of publicly accessible woodlands between the two key growth locations of Hethersett and Wymondham	Scheme will require project brief and feasibility study to determine benefits and project cost.
South Norfolk	Claylands Forest	Rejuvenation of the Claylands landscape by increasing tree cover through Trees Outside Woodlands and a network of smaller-scale woodlands accessible to the public.	Scheme will require project brief and feasibility study to determine benefits and project cost.

Table 13 - Aspirational Transport Projects

District	Project Name	Project Description	Status - Notes
Broadland	Wroxham Road Sustainable and Active Travel Corridor	Improve public transport and active travel provision along this section of Wroxham Road.	Further feasibility work required.
Broadland	Spixworth Road Core Bus Route	Provide inbound bus priority lanes and cycle provision.	No update.
Broadland	North East Norwich Travel Hubs	Introduce travel hub facilities and catchment works at Plumstead Road shops, Salhouse Road (near Atlantic Avenue) and Rackheath.	Further feasibility work required.
Broadland	North Walsham Road Bus Route and Cycle Route enhancements	Enhancements to bus and cycle routes along North Walsham Road.	No update.
Broadland	Broadland Way	Provide a traffic-free pedestrian and cycle path between Middle Road and Broad Lane. 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.	No update.
Broadland	Rackheath – East-West highway link across railway	This project will build a highway bridge over the rail line as part of the growth triangle link road.	This project remains an aspiration.

District	Project Name	Project Description	Status - Notes
Broadland	New Park & Ride Supersite (airport).	Consider the potential for a new Park & Ride site accessed off the Broadland Northway junction on A140. This could provide additional capacity and would benefit from other public transport measures along the corridor.	Needs to be considered as part of the review of the Transport for Norwich Strategy.
Broadland	North East Norwich new Park & Ride supersite.	Potential replacement Park & Ride site accessed from the Broadland Northway serving the Sprowston Road corridor.	Will be considered as part of the review of the Transport for Norwich Strategy and local development.
Broadland	East West Link Road: St Faith's Road to Airport Industrial Estate	A sustainable transport link road between Meteor Close and Repton Avenue.	Requires feasibility.
Broadland	Reepham Road	Feasibility study scheme to review cycling conditions along Reepham Road.	No update.
Broadland	Growth triangle orbital link (St Faiths to Wroxham Road)	New neighbourhood cycle route created as part of the Beeston Park housing development	No update.
Broadland	Growth Triangle Internal Link Road	A connection between Broadland Gate and the airport industrial estate, through major residential development.	Dependent on developments coming forward. Will be developer led and 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.	Dependent on developments coming forward, developer led.
Broadland / Norwich	Sprowston Road (south of the outer ring road).	Provide new inbound and outbound bus lanes and seek to provide an outbound segregated cycle track.	Project under development.
Broadland / Norwich	Plumstead Road / Woodside Road	Consider options to amend the junction layout to make it easier to navigate for buses and other road users.	Further feasibility work required.

District	Project Name	Project Description	Status - Notes
Broadland / Norwich	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.	Further feasibility work required.
Broadland / Norwich	Harvey Lane Travel Hub	Introduction of travel hub facilities and catchment works at Harvey Lane, near Primrose Crescent, Broadland Business Park and Postwick Park & Ride.	No update.
Norfolk	Marriott's Way: Walking and Cycling Link to the Red Pedalways	Route from the Proposed Royal Norwich Golf Club Development – Feasibility Plan	Costs to be identified through feasibility.
Norwich	Kett's Hill Roundabout - Bus & Cycle Improvements	This project will 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.	Funding secured through the Transforming Cities Fund.
Norwich	Public Realm improvements on Exchange Street	Improvements to the public realm in and around Exchange Street.	No update.
Norwich	The Missing Link (Riverside Walk) - Duke Street & St Georges Street	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.	Funding was initially approved from the IIF, but project costs escalated to such an extent that the project was withdrawn. The project now needs to be rescope and rebudgeted.
Norwich	St Augustine's Gate	Modify the approach to this junction to reduce conflict between road users.	Project remains an aspiration.
Norwich	Hurricane Way	Widening to accommodate protected cycle lanes.	Feasibility work required.

District	Project Name	Project Description	Status - Notes
Norwich	Outer Ring Road / Denton Road	Create a new segregated cycle crossing with appropriate wayfinding on the ring road.	Feasibility work required.
Norwich	Earlham Road	Create a secondary cycle route along Earlham Road and review pavement parking.	Feasibility work required.
Norwich	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.	Feasibility work required.
Norwich	Bracondale and A146 Core Bus Route	Outbound bus priority lane on the approach to the King Street junction.	Scheme development required.
Norwich	Dereham Road / Old Palace Road / Heigham Road	Options are being considered for cycle improvements.	Will be considered as part of a more strategic review of walking and cycling in the area.
Norwich	Edward Street	Widening to create wider off carriageway path or cycle contraflow on carriageway with light segregation along Edward Street.	No update.
Norwich	St George's Plain	Improvements to the St Georges Plain area.	Funds assumed to be supplied entirely by developer in association with St Georges Works.
Norwich	St Stephens Roundabout	Provide an improved environment for pedestrians and cyclists as an enhanced gateway to the city.	This project remains an aspiration.

District	Project Name	Project Description	Status - Notes
Norwich	St George's Street (extension)	Extension of St George's Street through Anglia Square.	No update.
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.	No update.
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.	No update.
Norwich	Martineau Lane	Feasibility required for improvement to walking and cycling facilities on Martineau Lane linking to existing facility on Bracondale.	No update.
Norwich	Bracondale	Protected cycle lanes; upgraded King Street / Bracondale junction; closure of Ber Street to traffic between Finklegate and Bracondale.	A feasibility study has been commissioned for the King Street / Bracondale junction.
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.	No update.

District	Project Name	Project Description	Status - Notes
Norwich	Drayton Road: Sloughbottom Park entrance access improvements	<ul style="list-style-type: none"> • Create bus stops with shelters for inbound and outbound buses close to the park entrance and the route down Galley Hill from housing areas within Mile Cross – the current bus stops are a long way away. • Upgrading one of the pedestrian refuges to a formal crossing – there is currently no signalised or zebra crossing near the park entrance. • Parking control measures at the east end of Hellesdon Hall Road near the park entrance – parking can currently interfere with the use of the east-west neighbourhood route and diminish the profile of the park entrance 	No Update
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.	No update.
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.	No update.
Norwich	Unthank Road Travel Hub	Introduce travel hub facilities and catchment works to Unthank Road.	No update.
Norwich	Vulcan Road Travel Hub	Introduce travel hub facilities and catchment works to Vulcan Road.	No update.

District	Project Name	Project Description	Status - Notes
Norwich	Airport Park & Ride Travel Hub	Introduce travel hub facilities and catchment works at Airport Park & Ride.	No update.
Norwich	New or replacement junction close to the existing Bracondale entrance to May Gurney Site	New or replacement junction close to the existing Bracondale entrance to May Gurney Site.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Norwich	Martineau Lane / Bracondale Roundabout Improvements	Martineau Lane / Bracondale roundabout improvements.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Norwich	Bracondale / King Street Junction Improvements	Bracondale / King Street junction improvements.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Norwich	Enhancement of underpass connecting Carrow Works and Deal Ground / May Gurney sites	Enhancement of underpass connecting Carrow Works and Deal Ground / May Gurney sites.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Norwich	Safe and convenient cycle route through Carrow Works site connecting Martineau Lane roundabout to King Street	Safe and convenient cycle route through Carrow Works site connecting Martineau Lane roundabout to King Street.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Norwich	Second point of access from King Street to Carrow Works	Second point of access from King Street to Carrow Works.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Norwich	Spine road across the Deal Ground	Spine road across the Deal Ground.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.

District	Project Name	Project Description	Status - Notes
Norwich	Key road infrastructure across the Carrow Works site able to accommodate public transport	Key road infrastructure across the Carrow Works site able to accommodate public transport.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Norwich	Carrow Road / King Street junction improvements	Carrow Road / King Street junction improvements.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Norwich	All modes bridge over the Wensum connecting Deal Ground spine road with Utilities site	All modes bridge over the Wensum connecting Deal Ground spine road with Utilities site.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Norwich	Pedestrian and cycle bridge over the Wensum linking to Geoffrey Watling Way / Carrow Road	Pedestrian and cycle bridge over the Wensum linking to Geoffrey Watling Way / Carrow Road.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Norwich	Ped/cycle improvements King Street/Rouen Road	Ped/cycle improvements King Street/Rouen Road.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Norwich	East-west pedestrian / cycle route to connect King Street to the railway underpass	East-west pedestrian / cycle route to connect King Street to the railway underpass.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.

District	Project Name	Project Description	Status - Notes
Norwich	Pedestrian / cycle route along the Wensum frontage of the ATB Laurence Scott site	Pedestrian / cycle route along the Wensum frontage of the ATB Laurence Scott site.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Norwich	Bus service and appropriate bus infrastructure on Carrow Works	Bus service and appropriate bus infrastructure on Carrow Works.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Norwich	Secondary / emergency vehicular and pedestrian / cycle access to Hardy Road and / or Cremorne Lane from Utilities Site	Secondary / emergency vehicular and pedestrian / cycle access to Hardy Road and / or Cremorne Lane from Utilities Site.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Norwich	Trowse Rail Bridge replacement	Trowse Rail Bridge replacement.	No update.
Norwich	Anglia Square - new and enhanced pedestrian and cycle links	As part of the redevelopment of Anglia Square provide new and enhanced pedestrian and cycle links north-south between Edward Street and St Crispin's Road, and east-west between Magdalen Street and St Augustine's and improved integration with the surrounding network.	Planning permission was granted for a development that featured these links but the developer withdrew.
Norwich	Norwich City Football Club Travel Hub	Introduce travel hub facilities and catchment works at location north and east of Geoffrey Watling Way.	Feasibility development required.
Norwich	Amsterdam Way cycle link	Provide the missing link of the yellow pedalway between the airport sustainable link road and the A140 corridor.	Scheme development required.

District	Project Name	Project Description	Status - Notes
Norwich	Cromer Road / Fifers Lane pedestrian and cycle improvements	Introduce pedestrian and cycle facilities at the Cromer Road / Fifers Lane junction, given access to the recently introduced BSIP Gold Stop outside Tesco Express.	Scheme development required.
Norwich	Mile Cross Road / Drayton Road roundabout	Pedestrian and cycle improvements at the roundabout which is on the brown pedalway.	Feasibility development required.
Norwich	Carrow Hill	Feasibility into allowing contraflow cycling on Carrow Hill.	No update.
Norwich / Broadland	Pedestrian / cycle route along the Wensum frontage of the Utilities site	Pedestrian / cycle route along the Wensum frontage of the Utilities site.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
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.	No update.
Norwich / South Norfolk	Fixed all modes bridge over the Yare connecting the May Gurney site to the Deal Ground site of adoptable standard	Fixed all modes bridge over the Yare connecting the May Gurney site to the Deal Ground site of adoptable standard.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.

District	Project Name	Project Description	Status - Notes
Norwich / South Norfolk	East-west pedestrian / cycle route to connect the railway underpass to Whitlingham Bridge	East-west pedestrian / cycle route to connect the railway underpass to Whitlingham Bridge.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Norwich / South Norfolk	Car club / E-charging / E or regular cycle hire facility on East Norwich SRA	Car club / E-charging / E or regular cycle hire facility on East Norwich SRA.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
South Norfolk	South Wymondham supporting infrastructure	This project will deliver bus, cycle and pedestrian improvements to link South Wymondham with the town centre and rail station.	This project will come forward through development.
South Norfolk	Thickthorn Park and Ride Expansion	This project will deliver an expansion at Thickthorn Park and Ride, including adding an additional 500 spaces, coach parking and Electric Vehicle charging.	This project is currently on hold as it is not economically viable to sustain an expansion at Thickthorn while Park & Ride usage has not returned to pre-pandemic levels.
South Norfolk	Harford Park & Ride cycle link	Allow cycle provision to the Park and Ride either via a shared use path or segregated cycle facility.	Feasibility work required.
South Norfolk	Bluebell Road / Cow Lane	Improve cycling conditions at the junction on Bluebell Road.	Feasibility work required.
South Norfolk	Colney Lane (pink) Pedestrian Cycle links	Off-carriageway cycle provision along Colney Lane.	Feasibility work required.

District	Project Name	Project Description	Status - Notes
South Norfolk	Transport interchange improvements at Wymondham Rail Station	Provide a transport hub at Wymondham rail station, providing facilities for buses, taxis, Beryl bikes and car club vehicles.	The aspiration is that this would come forward for delivery through development of the site opposite the rail station.
South Norfolk	Norwich Research Park Expansion	Norwich Research Park expansion, B1108 and other transport improvements.	NRP expansion permitted and under construction.
South Norfolk	Hethel sustainable access package	This project will provide sustainable transport links between Hethel, Wymondham and Norwich Research Park. It proposes new cycleways, footways and improvements to transport links in the town centre.	Work on this project is currently on hold but remains an aspiration for South Norfolk Council.
South Norfolk	Longwater (Easton to Costessey Link)	Provision of a new cycle/ped bridge across the A47 to link Easton with Costessey and the retail park. (Location of bridge may change.)	No update.
South Norfolk	UEA - Norwich Research Park Transport Improvements	Provision of new public transport, pedestrian and cycle link between the University of East Anglia (UEA) and Norwich Research Park (NRP) crossing the River Yare.	Initial feasibility work completed in 2018. Work is underway to identify funding opportunities to deliver the project.
South Norfolk	Fixed pedestrian and cycle bridge over the Yare to Whitlingham Country Park	Fixed pedestrian and cycle bridge over the Yare to Whitlingham Country Park.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
South Norfolk	New crossing on B1113 at Swardston	Provide new pedestrian crossing in the village centre.	Scheme development required.

District	Project Name	Project Description	Status - Notes
South Norfolk / Norwich	Various Transport Hubs	Introduce transport hub facilities and catchment works Easton, Queens Hills, Dereham Road (near Hotblack Road) and Dereham Road (near Duoro Place).	No update.
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.	Some design work has been completed for certain 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.	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.	Scheme development required.
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.	Scheme development required.
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 charge points.	Scheme development required.

Table 14 - Aspirational Education Projects

District	Project Name	Project Description	Status - Notes
South Norfolk	Easton Primary Extension to 420	Expansion of existing site to increase number of primary school places.	Awaiting further housing growth for permanent capital project.
Norwich	Bowthorpe infant and junior school expansion	Increasing pupil places across existing schools.	Awaiting area pupil place pressure.
Norwich	East Norwich new primary school	The East Norwich masterplan / draft Supplementary Planning Document (SPD) has identified a requirement for a new 2 form entry primary school on the East Norwich site.	Identified as a requirement through masterplan and draft SPD.

Table 15 - Aspirational Sport Projects

District	Project Name	Project Description	Status - Notes
Broadland	Acle Community Sports Hub	Aspiration to improve the community leisure provision in Acle by constructing a new sports hall, changing rooms, community gym, and studio on the Acle Academy High School site.	Some feasibility work and planning/pricing has been carried out and conversations are ongoing with the academy and other key stakeholders.
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.	The club are currently engaging with the Football Association to develop proposals. Ongoing availability of the facility is required to ensure that the football club can continue to operate.
Broadland	Horsford Community and Football Hub	Delivery of a full size 3G pitch, community/ clubhouse building and natural turf pitches.	A feasibility study has previously been completed looking at this facility on a specific piece of land, however this land is now no longer an option. The Parish Council are now considering other options as part of their Neighbourhood Plan development, including a call for sites.
Broadland	Refurbishment of Hellesdon High School Sports Hall	Modernisation of Hellesdon High School sports hall. This will be a partnership project, delivered by Wensum Trust.	This project is aspirational, and no feasibility work has yet been undertaken.
Broadland	Refurbishment of Thorpe St Andrew School Swimming Pool	Refurbishment and upgrade of the swimming pool on the Thorpe St. Andrew school site. This will be a partnership project, delivered by Yare Education Trust.	Work is underway to understand whether the scheme can receive S106 funding. The site is on the fringe of the growth triangle, and it is important to keep the swimming pool available for the wider community.

District	Project Name	Project Description	Status - Notes
Broadland	Refurbishment of Sprowston High School Sports Hall	Refurbishment and upgrade of the sports hall at Sprowston High School. This will be a partnership project, delivered by Boudica Trust.	No feasibility work has yet been undertaken. Work is underway to identify what S106 contributions can be utilised. Project cost will be identified through feasibility study when completed.
Broadland	Refurbishment 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.	No feasibility work has yet been undertaken. Work is underway to identify what S106 contributions can be utilised. The project is located on the fringe of the growth triangle, and it is therefore likely that more community leisure and sport facilities will be required.
Broadland	New football pitch provision in Growth Triangle	Demand has been identified to provide additional sports pitches in the North East Norwich Growth Triangle, including an additional 3G pitch.	None.
Broadland	Refurbishment of Sports Hall in Thorpe St Andrew	Refurbishment of the sports hall on the Thorpe St. Andrew school site. This will be a partnership project, delivered by Yare Education Trust.	Feasibility to be undertaken to identify scope and cost.
Broadland	New community leisure centre in Growth Triangle area	There is a need for additional community leisure provision in the growth triangle area, co-located with a new secondary school.	This is an aspirational project, and plans are being developed. Working with developers on potential land for this facility and looking at feasibility.

District	Project Name	Project Description	Status - Notes
Broadland	Spixworth Village Hall & Playing Fields	Improvements to the facilities at Spixworth Village Hall and Playing Fields.	Project scope and feasibility needs to be understood.
Broadland	The Nest - Community Sports Hub	Phase 3 of the development of the Nest, to include a new 8 court sports hall and a wellbeing studio.	The second 3G pitch has successfully been delivered at the Nest. The Community Sports Foundation (CSF) were unsuccessful with a £5m Youth Investment Fund bid and so plans and potential phasing is now being considered. The CSF were awarded £650,000 from the Infrastructure Investment Fund (IIF) in 24/25 funding round.
Broadland	Woodland View Junior School community leisure provision	This project would add a community swimming pool and gym on the Woodland View Junior School site.	Feasibility required after some initial conversations with the school.
Broadland	New community leisure provision in Taverham	Development of a new community leisure centre in Taverham, forming part of a wider public services facility.	Project being developed with key stakeholders, early design, cost and facility mix have been created.
Broadland / Norwich	New community leisure provision North of Norwich	Provision of a new leisure facility, located in the North of Norwich.	Initial feasibility work undertaken, and report being produced.

District	Project Name	Project Description	Status - Notes
Norwich	Nelson School Swimming Pool	Modernisation of the swimming pool, allowing it to be utilised by the local community.	Project cost to be identified through feasibility study.
Norwich	Hewett Academy	Upgrades to the sport facilities available at Hewett Academy.	Options are currently being assessed as part of the school rebuild.
South Norfolk	Enhanced community leisure provision at Framingham Earl Sports Centre	Expansion of community leisure provision at Framingham Earl Sport Centre, operated by South Norfolk Council out of school hours. Current scope is to include a newly built gym, additional studio, refurbished and new changing rooms, separate community access away from school and possibly a 9v9 3G pitch.	Investment options are currently being considered by South Norfolk Council, alongside other capital programme priorities.
South Norfolk	Refurbishment and development of Archbishop Sancroft Swimming Pool	This project would involve refurbishing the Archbishop Sancroft swimming pool, allowing it to open for community use.	The project is being considered as part of a potential wider One Public Estate project in Harleston, discussions with key stakeholders are ongoing.
South Norfolk	New football pitches in North Hethersett	This project will deliver sports pitches through development.	Budget to be identified through feasibility.

District	Project Name	Project Description	Status - Notes
South Norfolk	A new 3G pitch in the Diss area	Construction of a new full size 3G pitch in Diss, as part of the Town Council's plans to develop the Sports Ground site. This could form part of a wider project to modernise and expand the existing community building and public services on the site.	Very early-stage conversations and feasibility is required.

Table 16 - Aspirational Libraries Projects

District	Project Name	Project Description	Status - Notes
South Norfolk	Expansion of Long Stratton library	This project will extend the library on the current Long Stratton site.	Cost to be identified through a feasibility study. Awaiting confirmation on developer contributions.
South Norfolk / Broadland/ Norwich	Carbon Reduction	This project will include making improvements to library buildings to reduce the number of natural resources used.	Costs to be identified through a feasibility study. Work is underway with the corporate property team to compile a programme of building improvements.
South Norfolk / Broadland/ Norwich	Libraries - Children's Services	This project will increase the number of Children's Sensory areas in libraries to support child development.	Costs to be identified through a feasibility study.

Table 17 - Aspirational Community Projects

District	Project Name	Project Description	Status - Notes
Broadland	Brook & Laurel Farm Community Building	Creation of a community building as part of the Brook Farm development.	Project requires feasibility work. Community building land and contribution will be provided as part of the Brook Farm development. Progressing through reserved matters.
Broadland	Children's Play space 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.	To be delivered by development, not yet triggered under S106 agreement.
Broadland	North Sprowston & Old Catton Community Space	Community halls and a range of spaces suitable for community facilities, including a library.	Project requires feasibility work, whereby a cost will be identified.
Broadland	Rackheath Community Building	This project will deliver a community facility in Rackheath.	Project requires feasibility work, whereby a cost will be identified.
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.	The Parish Council have undertaken a feasibility study to assess the holistic offer of the community buildings in Blofield and Blofield Heath. The study is now under review to understand what the new building will be used and designed for.

District	Project Name	Project Description	Status - Notes
Broadland	Spixworth Amenity Land	The Parish Council have acquired amenity land on Crostwick Lane via a S106. There is aspiration to develop a green infrastructure project on the land, which could include a circular path, leisure facilities and budget depending on a small pavilion.	Project is currently being designed following award of Pride in place funding to instruct designers.
South Norfolk	Bixley and Caister Village Hall	The merged Parish areas of Bixley and Caister are currently without a community facility and have to meet outside of the Parish in Poringland. There is an old historic hall in Arminghall without toilets or a kitchen that is currently closed but could be re-opened with investment. The parish is also consulting on a new hall or facility at any other site.	The project is currently out for community consultation.
South Norfolk	Poringland	This project will deliver a new community facility that includes an integrated childcare provision (TIME), on the site of the existing village hall.	Planning permission has been granted; work is now underway to explore funding opportunities.

District	Project Name	Project Description	Status - Notes
South Norfolk	Mulbarton Community Hub	This project aims to create a multi-purpose community and sports hub, that meets the needs of local stakeholders.	The project has secured funding, through the Pride in Place grant scheme, to conduct a feasibility study that will lead to an informed strategic approach as the project progressed.
South Norfolk	Caister St Edmund/ Norfolk Archaeological Trust & Community	This project aims to create a shared space, utilising St Edmunds Church adjacent to the historical site of Caister Roman Town.	The project is currently undertaking a stakeholder consultation to consider the various options and gain strategic direction.
South Norfolk	Loddon and Chedgrave Community facilities	This project will deliver upgrades and enhancements to the existing facilities in Loddon and Chedgrave to meet the growing need in the area.	The parish has commissioned feasibility studies on the existing community facilities to help safeguard future viability.
South Norfolk	Scole Parish Hub	This project will deliver a new village hall in Scole, and will provide recreational and community facilities.	Land will be allocated for this purpose through a S106. Stakeholders are working on designs and exploring funding opportunities.

District	Project Name	Project Description	Status - Notes
South Norfolk	Long Stratton Public Realm	This project will deliver a series of interventions in the town to capitalise on the bypass which will reduce traffic through the town, therefore safeguarding Long Stratton as a welcoming place for businesses, visitors and tourists long into the future.	A funding package is being collated ready to instruct consultants to explore what is required. Existing funding secured for feasibility.
South Norfolk	Long Stratton new community facility	This project will deliver a new community centre in Long Stratton, to accommodate the significant growth that will come as a result of the bypass.	Land is allocated for a new community facility within the S106 for the by-pass. Work will progress simultaneously with the Long Stratton Public Realm work. Existing funding secured for feasibility.

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 projects.

11.1. Broadland District Council

11.1.1. 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](#)

11.1.2. 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](#)

11.1.3. 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](#)

11.1.4. 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](#)

11.1.5. 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 Marriott'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](#)

11.1.6. 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](#)

11.1.7. 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](#)

11.1.8. 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.

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

[The Horsford Neighbourhood Plan is currently being reviewed, more information about the review is available here.](#)

11.1.9. 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 in 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](#)

11.1.10. 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.

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

11.1.11. 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](#)

11.1.12. 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](#)

11.1.13. 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](#)

11.1.14. 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](#)

11.1.15. 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](#)

11.1.16. 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](#)

11.2. South Norfolk

11.2.1. 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](#)

11.2.2. Diss and District

Diss Town Council has prepared a multi-parish, cross-county Neighbourhood Plan with the surrounding parishes of Burston and Shimpling, Roydon and Scole (in South Norfolk District) and Brome and Oakley, Palgrave and Stuston (in Mid Suffolk District). It will be used to help guide and shape future development across the whole plan area. The Diss and District Neighbourhood Plan was made (adopted) by South Norfolk Council and Mid-Suffolk District Council on 16 October 2023, following a local referendum on Thursday 28 September, where 84% of those voting did so in favour of the Plan.

The Neighbourhood Plan now forms part of the statutory Development Plan for both South Norfolk Council and Mid-Suffolk District Council areas, and will be used in the determination of planning applications within the neighbourhood area.

The Diss and District Neighbourhood Plan identifies the following projects and schemes:

- Regeneration of the Waveney Quarter, Diss. To include improved green infrastructure and leisure facilities.
- Delivery of an additional leisure facility in Diss.
- Measures to help reduce vehicle speeds through the villages.
- Improved walking and cycling infrastructure, especially as part of the identified network.
- Improved road infrastructure and capacity, especially on the A1066 through Diss such as the Morrisons junction.
- Improvements where necessary to adjacent Public Rights of Way.
- Improved leisure provision, situated within easy walking distance of Diss town centre and with sufficient vehicle parking space.
- Improvements to designated Local Green Spaces.
- New habitat to achieve a net gain in biodiversity and develop Green Corridors.

[Find out more about the Diss and District Neighbourhood Plan](#)

11.2.3. 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](#)

11.2.4. 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](#)

11.2.5. 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](#)

11.2.6. 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](#)

11.2.7. 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](#)

11.2.8. 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](#)

11.2.9. 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](#)

11.2.10. Wymondham

The Wymondham Neighbourhood Plan was made (adopted) by South Norfolk Council on 24 July 2023, following a local referendum on 8 June where 85% of those voting did so in favour of the Plan.

The Neighbourhood Plan forms part of the statutory Development Plan for South Norfolk and will be used in the determination of planning applications within the parish of Wymondham.

The Wymondham Neighbourhood Plan identifies the following projects and schemes:

- Town Centre public realm improvements.
- Development of a network of Green Infrastructure Ribbons in Wymondham.
- Pedestrian and Cyclist wayfinding improvements.
- Diversity of greenspaces.
- Decluttering of public realm.
- Enhancement of gateways to town.
- Town Centre signage improvements.

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

12. Appendix D – 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. Although data is available to 2013, the tables below only present data since April 2015.

Figure 17 - Screenshot of the Community Infrastructure Levy Data Dashboard

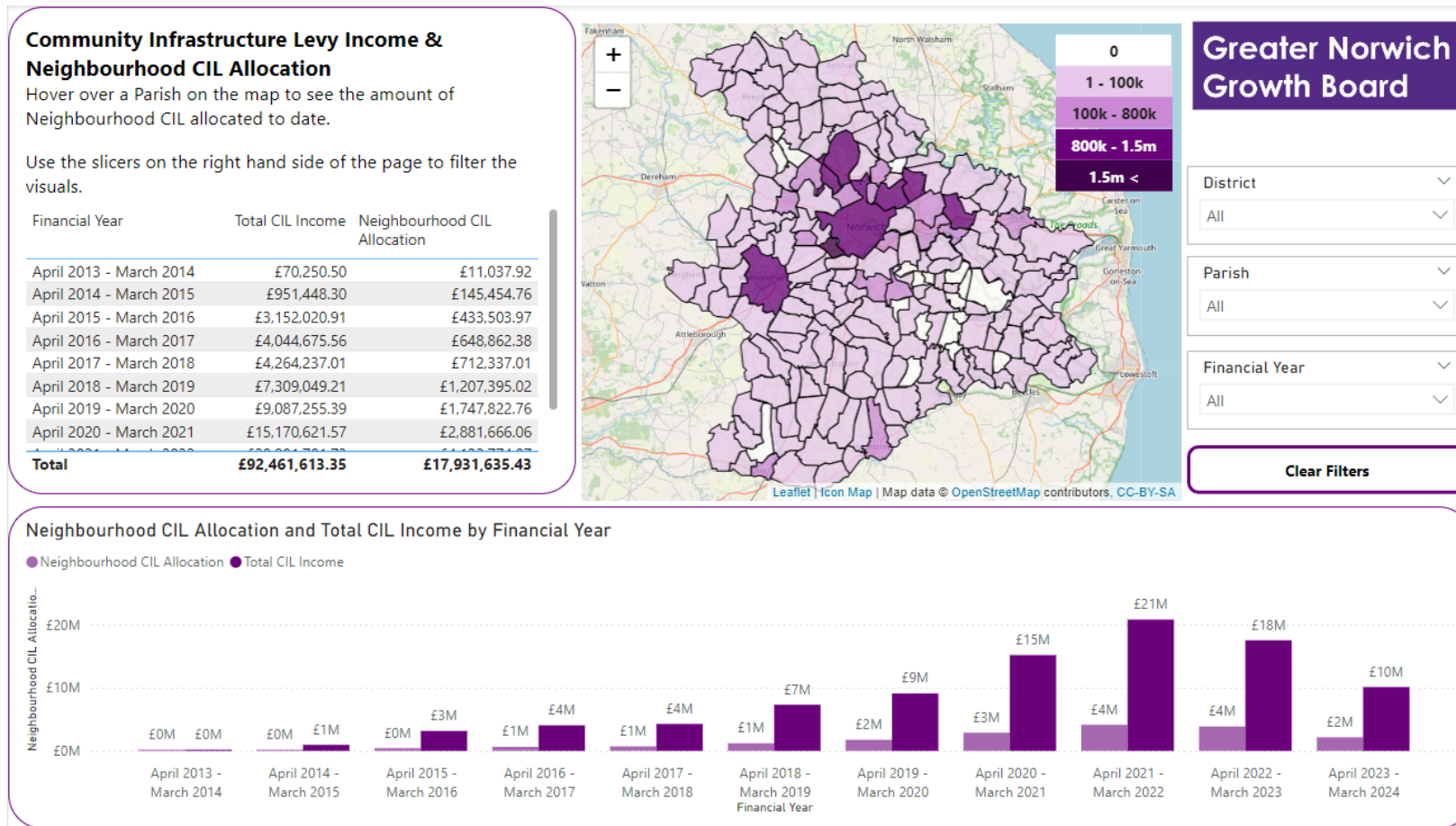


Table 18 - Neighbourhood CIL Allocations in Broadland

District	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	April 2023 - March 2024	Grand Total
Sprowston	£0	£21,108	£5,032	£94,469	£16,499	£181,833	£317,097	£612,111	£331,617	£1,588,893
Rackheath	£0	£219	£148	£2,875	£12,891	£36,665	£86,164	£954,179	£473,371	£1,566,629
Horsford	£107,843	£5,142	£17,504	£131,021	£125,702	£237,827	£350,852	£20,933	£1,855	£1,039,355
Drayton	£707	£0	£0	£11,588	£55,426	£149,361	£140,180	£254,584	£363,604	£979,488
Blofield	£67,224	£115,062	£79,144	£104,085	£166,978	£279,610	£27,295	£65,708	£1,129	£928,727
Old Catton	£0	£6,762	£47,379	£0	£114,034	£247,201	£360,873	£8,762	£0	£785,010
Hellesdon	£6,032	£11,358	£204	£31,681	£108,583	£75,897	£63,122	£227,803	£8,784	£533,463
Spixworth	£2,149	£3,186	£17,489	£0	£8,431	£0	£58,997	£419,851	£0	£510,461
Great and Little Plumstead	£3,721	£33,582	£84,672	£19,142	£75,959	£42,699	£122,995	£70,211	£10,204	£463,185
Brundall	£596	£4,335	£838	£0	£0	£49,989	£125,308	£177,663	£53,153	£411,881
Acle	£0	£9,644	£30,395	£0	£1,385	£60,677	£143,972	£21,716	£0	£267,789
Taverham	£1,245	£1,692	£2,753	£8,046	£3,725	£197,438	£21,489	£2,174	£8,749	£250,570
Postwick with Witton	£0	£3,228	£0	£2,478	£0	£7,247	£37,135	£29,477	£81,433	£161,696
Horsham St. Faith and Newton St. Faith	£0	£0	£2,110	£450	£31,396	£46,185	£1,543	£3,218	£3,847	£90,648

District	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	April 2023 - March 2024	Grand Total
Wroxham	£50,330	£1,523	£0	£0	£0	£0	£1,523	£0	£0	£85,820
Salhouse	£5,479	£17,587	£540	£3,938	£3,619	£20,002	£0	£0	£29,379	£80,544
Aylsham	£328	£3,880	£4,531	£2,565	£8,629	£28,908	£12,454	£6,265	£7,008	£75,351
Thorpe St. Andrew	£1,260	£2,033	£300	£8,432	£9,113	£13,523	£6,048	£4,176	£2,984	£49,362
Strumpshaw	£0	£0	£9,620	£29,083	£9,814	£0	£0	£0	£0	£48,517
Weston Longville	£0	£1,344	£2,615	£14,414	£1,080	£1,773	£7,108	£363	£1,655	£30,351
Honingham	£50	£0	£0	£0	£8,388	£510	£15,137	£0	£2,818	£29,998
Reedham	£0	£3,600	£14,247	£5,961	£0	£0	£0	£0	£0	£26,395
Freethorpe	£3,008	£0	£1,784	£0	£2,518	£7,553	£3,062	£0	£6,791	£24,715
Reepham	£5,604	£9,566	£180	£1,317	£3,272	£3,591	£631	£0	£0	£24,160
Great Witchingha m	£4,464	£0	£0	£0	£12,374	£3,512	£0	£0	£0	£21,338
Hemblington	£0	£0	£0	£0	£17,416	£0	£1,442	£0	£0	£18,858
Felthorpe	£850	£0	£5,607	£3,275	£1,932	£758	£0	£783	£0	£13,203
Foulsham	£0	£0	£0	£8,646	£1,377	£1,550	£183	£249	£0	£12,005
Marsham	£685	£2,063	£994	£1,235	£0	£3,066	£0	£2,423	£0	£10,467
Horstead with Stanninghall	£0	£2,025	£0	£859	£895	£0	£0	£0	£6,291	£10,070

District	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	April 2023 - March 2024	Grand Total
Beighton	£0	£0	£153	£849	£0	£1,557	£4,670	£245	£0	£10,055
Cawston	£0	£0	£0	£2,556	£1,455	£705	£1,762	£1,632	£1,046	£9,861
Coltishall	£0	£0	£0	£4,419	£0	£235	£1,025	£0	£4,046	£9,724
Hainford	£2,287	£6,375	£0	£0	£0	£0	£0	£879	£0	£9,713
Brandiston	£0	£0	£0	£0	£0	£0	£0	£4,361	£5,155	£9,516
Hevingham	£776	£4,294	£1,068	£0	£0	£0	£1,756	£0	£193	£8,397
Stratton Strawless	£538	£0	£0	£0	£1,895	£3,216	£0	£135	£0	£5,965
Haveringlan d	£1,862	£0	£4,018	£0	£0	£0	£0	£0	£0	£5,881
Frettenham	£1,513	£20	£1,582	£1,170	£0	£1,576	£0	£0	£0	£5,861
Swanningto n	£0	£0	£0	£169	£0	£5,240	£0	£217	£0	£5,626
Cantley, Limpenhoe and Southwood	£3,545	£0	£936	£0	£0	£0	£0	£898	£0	£5,378
Salle	£0	£0	£760	£0	£0	£1,932	£2,331	£0	£0	£5,023
Beeston St. Andrew	£0	£0	£0	£0	£0	£0	£975	£1,717	£2,268	£4,960
Wood Dalling	£617	£0	£0	£0	£0	£0	£0	£0	£2,955	£4,832
Buxton with Lammas	£831	£1,689	£1,953	£0	£0	£0	£0	£0	£0	£4,472
Heydon	£190	£0	£0	£3,682	£14	£0	£0	£0	£0	£3,885

District	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	April 2023 - March 2024	Grand Total
Lingwood and Burlingham	£0	£493	£746	£0	£0	£2,133	£0	£0	£0	£3,372
Ringland	£0	£3,109	£0	£0	£0	£0	£0	£0	£0	£3,109
Little Witchingha m	£0	£0	£0	£0	£0	£0	£0	£2,696	£0	£2,696
Halvergate	£0	£0	£0	£0	£0	£1,405	£1,097	£0	£0	£2,502
South Walsham	£0	£0	£1,264	£0	£0	£0	£39	£0	£0	£2,137
Guestwick	£0	£0	£245	£353	£234	£0	£0	£639	£0	£1,471
Brampton	£0	£0	£0	£0	£544	£0	£0	£0	£860	£1,404
Upton with Fishley	£0	£529	£0	£0	£0	£706	£0	£0	£0	£1,235
Oulton	£0	£0	£0	£0	£867	£330	£0	£0	£0	£1,197
Booton	£0	£0	£1,110	£0	£0	£0	£0	£0	£0	£1,110
Themelthorp e	£0	£0	£0	£0	£495	£0	£0	£0	£222	£717
Woodbastwi ck	£0	£0	£0	£151	£0	£0	£0	£0	£0	£151
Alderford	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Attlebridge	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Carleton St. Peter	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Crostwick	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0

District	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	April 2023 - March 2024	Grand Total
Langley with Hardley	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Morton on the Hill	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Total	£273,732	£275,449	£341,919	£498,909	£806,936	£1,716,409	£1,918,268	£2,896,066	£1,411,416	£10,269,200

Table 19 - Neighbourhood CIL Allocations in South Norfolk

District	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	April 2023 - March 2024	Grand Total
Cringleford	£27,219	£26,013	£0	£0	£366,687	£585,403	£1,307,268	£183,395	£15,912	£2,511,896
Wymondham	£4,356	£22,487	£17,390	£34,532	£146,924	£110,836	£400,103	£137,946	£9,186	£883,761
Easton	£531	£0	£0	£0	£0	£0	£88,819	£207,243	£296,062	£592,654
Poringland	£1,558	£1,249	£45,949	£159,561	£1,076	£2,857	£18,578	£893	£8,402	£240,123
Trowse with Newton	£0	£0	£0	£0	£34,371	£91,525	£1,118	£26,939	£80,043	£233,996
Diss	£321	£3,373	£29,657	£72,720	£3,177	£3,413	£3,078	£22,588	£48,734	£187,061
Redenhall with Harleston	£414	£607	£1,413	£6,852	£31,957	£0	£16,586	£39,858	£15,611	£113,297
Stoke Holy Cross	£0	£393	£29,153	£82,970	£171	£0	£479	£0	£0	£113,166
Little Melton	£0	£12,044	£2,927	£20,640	£12,371	£11,797	£13,561	£36,968	£0	£110,308
Hingham	£15,059	£46,185	£8,299	£1,209	£127	£0	£464	£6,364	£247	£77,954
Costessey	£9,709	£3,372	£16,047	£17,163	£12,513	£10,959	£1,001	£0	£6,596	£77,359
Swardeston	£0	£1,453	£4,619	£0	£0	£62,054	£4,717	£0	£1,708	£74,552
Spooner Row	£0	£0	£0	£26,398	£8,285	£8,263	£760	£7,191	£13,933	£64,832
Hempnall	£272	£0	£0	£608	£0	£7,787	£29,882	£151	£19,141	£57,841
Bergh Apton	£373	£6,136	£24,513	£9,521	£2,713	£0	£0	£0	£340	£43,596
Bunwell	£770	£4,666	£11,141	£1,718	£1,278	£2,367	£10,368	£0	£3,292	£35,600

District	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	April 2023 - March 2024	Grand Total
Rockland St. Mary	£0	£0	£0	£9,275	£24,348	£0	£0	£0	£0	£33,623
Dickleburgh and Rushall	£0	£3,045	£5,950	£18,372	£3,584	£0	£0	£0	£609	£31,560
Hethersett	£4,111	£3,783	£7,861	£0	£0	£2,735	£8,193	£0	£4,222	£30,906
Bressingham	£1,157	£1,522	£2,244	£6,053	£5,063	£11,818	£0	£1,783	£0	£29,640
Wreningham	£1,518	£12,233	£3,713	£357	£9,600	£0	£0	£1,918	£0	£29,339
Woodton	£0	£0	£0	£0	£0	£0	£5,149	£24,087	£0	£29,236
Heckingham	£2,897	£0	£0	£0	£0	£0	£0	£7,832	£18,200	£28,928
Gillingham	£0	£0	£0	£0	£0	£6,149	£22,590	£0	£0	£28,739
Bawburgh	£507	£515	£0	£1,496	£0	£602	£24,756	£0	£0	£27,877
Alpington	£5,095	£15,285	£3,084	£362	£0	£3,367	£0	£0	£0	£27,193
Brooke	£0	£0	£0	£12,178	£916	£3,023	£4,413	£0	£6,262	£26,791
Bracon Ash	£0	£941	£0	£2,590	£13,234	£1,332	£3,995	£3,409	£536	£26,036
Thurlton	£0	£4,051	£742	£5,013	£14,816	£0	£600	£369	£0	£25,592
Broome	£359	£0	£0	£5,512	£9,024	£8,764	£1,478	£0	£0	£25,136
Seething	£3,263	£0	£8,680	£2,251	£10,705	£0	£0	£0	£0	£24,898
Long Stratton	£1,554	£3,787	£5,814	£0	£286	£1,896	£1,508	£5,671	£3,437	£23,953
Chedgrave	£0	£0	£0	£0	£0	£1,607	£18,023	£2,299	£0	£21,929

District	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	April 2023 - March 2024	Grand Total
Pulham St. Mary	£0	£1,567	£0	£13,773	£1,012	£0	£0	£5,273	£0	£21,625
Scole	£457	£0	£884	£0	£0	£5,030	£15,091	£0	£0	£21,463
Carleton Rode	£998	£169	£0	£856	£644	£592	£4,887	£6,109	£6,662	£20,916
Ashwellthorpe and Fundenhall	£330	£128	£308	£3,638	£3,685	£2,485	£3,918	£3,485	£1,807	£19,782
Pulham Market	£0	£1,103	£130	£214	£12,048	£4,143	£402	£379	£0	£18,420
Caistor St. Edmund and Bixley	£0	£5,072	£0	£0	£0	£0	£5,774	£0	£7,500	£18,346
Geldeston	£0	£0	£0	£18,332	£0	£0	£0	£0	£0	£18,332
Ditchingham	£982	£0	£0	£0	£444	£0	£3,766	£11,848	£0	£17,041
Aslacton	£0	£120	£0	£476	£165	£2,318	£5,758	£168	£7,824	£16,828
Earsham	£0	£1,186	£1,445	£95	£12,720	£0	£0	£0	£556	£16,002
Surlingham	£174	£0	£2,775	£11,344	£312	£0	£326	£0	£0	£14,931
Great Moulton	£1,178	£2,419	£0	£3,581	£214	£0	£4,337	£204	£2,708	£14,641
Tasburgh	£0	£0	£283	£0	£11,813	£0	£1,580	£0	£0	£13,676
Barford	£0	£117	£210	£1,929	£2,685	£8,055	£0	£0	£0	£12,997
Burston and Shimpling	£528	£0	£639	£3,439	£3,836	£3,581	£471	£0	£0	£12,495
Loddon	£2,194	£2,002	£525	£441	£539	£490	£0	£614	£5,276	£12,082

District	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	April 2023 - March 2024	Grand Total
Forncett	£792	£1,994	£0	£0	£915	£0	£7,429	£175	£0	£11,305
Tacolneston	£0	£2,280	£5,862	£0	£1,469	£0	£0	£0	£0	£9,611
Tharston and Hapton	£400	£736	£153	£0	£5,195	£1,904	£0	£0	£431	£8,819
Tibenham	£133	£682	£1,878	£76	£966	£97	£4,658	£277	£0	£8,766
East Carleton	£0	£0	£0	£0	£0	£0	£1,633	£6,844	£0	£8,477
Mulbarton	£766	£0	£0	£0	£1,526	£5,995	£0	£0	£0	£8,287
Flordon	£1,569	£0	£420	£0	£2,677	£3,117	£0	£487	£0	£8,271
Brockdish	£0	£0	£0	£475	£0	£0	£0	£281	£7,441	£8,197
Tivetshall	£1,313	£2,335	£751	£1,366	£399	£240	£0	£134	£1,106	£7,644
Wortwell	£0	£0	£1,237	£584	£2,857	£1,222	£1,128	£0	£0	£7,028
Deopham	£0	£0	£0	£0	£6,338	£0	£0	£625	£0	£6,964
Marlingford and Colton	£0	£0	£1,673	£5,018	£0	£0	£0	£0	£0	£6,690
Gissing	£0	£495	£0	£1,941	£2,073	£443	£1,644	£0	£0	£6,596
Morley	£373	£0	£0	£0	£3,199	£0	£0	£957	£1,941	£6,471
Hedenham	£0	£0	£0	£0	£0	£0	£2,821	£0	£3,543	£6,365
Bramerton	£0	£0	£0	£0	£0	£2,983	£0	£2,750	£0	£5,734
Great Melton	£0	£0	£0	£0	£0	£0	£5,156	£0	£0	£5,156

District	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	April 2023 - March 2024	Grand Total
Hales	£0	£0	£1,129	£2,338	£0	£1,612	£0	£0	£0	£5,078
Shelfanger	£0	£773	£0	£0	£0	£664	£0	£0	£3,531	£4,969
Wicklewood	£0	£0	£0	£0	£3,795	£0	£0	£0	£762	£4,557
Starston	£663	£703	£334	£320	£731	£0	£0	£1,613	£0	£4,364
Ashby St. Mary	£0	£0	£0	£1,225	£2,942	£0	£75	£0	£0	£4,242
Pulham St Mary	£0	£0	£0	£0	£0	£0	£0	£0	£4,050	£4,050
Swainsthorpe	£0	£0	£0	£3,655	£0	£211	£0	£0	£0	£3,866
Wrampingham	£0	£0	£0	£0	£0	£1,291	£2,294	£0	£0	£3,584
Aldeby	£0	£493	£0	£115	£0	£2,898	£0	£0	£0	£3,506
Roydon	£0	£0	£0	£0	£1,084	£0	£2,219	£0	£0	£3,303
Bressingham and Fersfield	£0	£0	£0	£0	£0	£0	£0	£0	£3,209	£3,209
Burgh St. Peter	£0	£0	£0	£0	£3,047	£0	£0	£0	£0	£3,047
Alburgh	£0	£0	£153	£0	£1,097	£0	£0	£1,331	£417	£2,998
Kirby Bedon	£0	£83	£0	£0	£0	£0	£0	£0	£2,908	£2,992
Framingham Earl	£0	£218	£0	£0	£0	£0	£0	£2,191	£0	£2,409
Needham	£0	£1,195	£0	£0	£946	£185	£0	£0	£0	£2,326
Wheatacre	£1,050	£0	£0	£0	£0	£0	£1,078	£0	£114	£2,242

District	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	April 2023 - March 2024	Grand Total
Morningthorpe and Fritton	£0	£231	£0	£396	£0	£623	£0	£570	£422	£2,241
Barnham Broom	£0	£0	£690	£0	£0	£982	£0	£504	£0	£2,176
Norton Subcourse	£0	£322	£187	£0	£0	£1,406	£0	£207	£0	£2,122
Ketteringham	£266	£0	£253	£653	£900	£0	£0	£0	£0	£2,072
Topcroft	£0	£434	£0	£0	£272	£0	£1,243	£0	£0	£1,949
Saxlingham Nethergate	£450	£769	£0	£0	£80	£0	£0	£0	£0	£1,299
Shelton and Hardwick	£0	£0	£0	£0	£435	£175	£503	£0	£0	£1,113
Kirby Cane	£0	£0	£0	£952	£0	£0	£0	£0	£0	£952
Raveningham	£0	£0	£0	£0	£0	£0	£940	£0	£0	£940
Keswick and Intwood	£106	£585	£0	£0	£0	£230	£0	£0	£0	£921
Colney	£0	£0	£0	£0	£0	£0	£875	£0	£0	£875
Hellington	£844	£0	£0	£0	£0	£0	£0	£0	£0	£844
Toft Monks	£0	£127	£0	£0	£489	£207	£0	£0	£0	£823
Brandon Parva, Coston, Runhall and Welborne	£107	£236	£234	£202	£0	£0	£0	£0	£0	£779

District	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	April 2023 - March 2024	Grand Total
Denton	£0	£0	£0	£0	£525	£236	£0	£0	£0	£761
Winfarthing	£281	£100	£0	£0	£0	£0	£0	£176	£158	£715
Newton Flotman	£0	£0	£0	£0	£0	£0	£0	£395	£191	£586
Kimberley	£0	£0	£0	£0	£0	£0	£448	£0	£0	£448
Haddiscoe	£183	£0	£0	£0	£0	£0	£130	£0	£0	£312
Wacton	£260	£43	£0	£0	£0	£0	£0	£0	£0	£304
Shotesham	£0	£0	£0	£0	£225	£0	£0	£0	£0	£225
Ellingham	£0	£0	£0	£0	£0	£0	£0	£0	£143	£143
Bedingham	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Claxton	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Framingham Pigot	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Heywood	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Holverston	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Howe	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Kirstead	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Mundham	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Sisland	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Stockton	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0

District	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	April 2023 - March 2024	Grand Total
Thurton	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Thwaite	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Yelverton	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Total	£97,440	£201,857	£251,349	£574,785	£807,525	£991,969	£2,068,071	£764,501	£615,173	£6,372,666

Table 20 - 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.

District	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	April 2023 - March 2024	Grand Total
Norwich	£2,289	£24,107	£62,333	£171,556	£119,071	£133,705	£133,363	£173,285	£146,439	£193,252	£130,369	£1,289,769
Grand Total	£2,289	£24,107	£62,333	£171,556	£119,071	£133,705	£133,363	£173,285	£146,439	£193,252	£130,369	£1,289,769

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01603 431133
for Broadland District Council

0344 980 3333
for Norwich City Council

0808 168 3000
for South Norfolk Council

Greater Norwich Infrastructure Plan
June 2024

