

Greater Norwich Development Partnership

## DRAFT Local Investment Plan and Programme

Version 1.2  
8 October 2010

**THIS IS A WORKING DOCUMENT AND WILL CONTINUE TO BE DEVELOPED.**

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**DOCUMENT HISTORY**

<b>Version</b>	<b>Date</b>	<b>Purpose</b>	<b>Author</b>
V1	20 09 2010	Incorporation of HCA comments, housing and economy sections, equality and diversity evidence and housing evidence	Ruth Charles Sandra Eastaugh, Helen Lambert
V1.1	30 09 2010	Minor edit typos etc, addition of community engagement section, infrastructure tables correction	Ruth Charles
V1.2	08 10 2010	Removal of appendix 4 and table on p43 at request of GNHP, awaiting replacement. Rename Appendix 5 to Appendix 3	Ruth Charles

**APPROVALS**

<b>Name</b>	<b>Role</b>	<b>Date</b>
	LIPP Steering Group	
	GNDP Directors Group	
	GNDP Policy Group	

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# 1 Executive summary

- 1.1 This Local Investment Plan and Programme (LIPP) sets out the key packages and projects identified as necessary for the sustainable delivery of high levels of housing and job growth in Broadland, Norwich and South Norfolk. The LIPP focuses on delivery of the major housing locations and the strategic employment sites in the Norwich Policy Area, but also identifies strategic infrastructure need elsewhere.
- 1.2 The [Joint Core Strategy](#) (JCS) for Broadland, Norwich and South Norfolk was submitted on 5 March 2010. The JCS states that the Greater Norwich Development Partnership (GNDP) will develop and manage a delivery programme supporting the implementation of the strategy. This programme will be developed through the LIPP.
- 1.3 The LIPP includes a strong evidence base for the proposed investments, an explanation of the process of developing the LIPP, and a description of the main packages and projects and how they link back to the evidence base. There are also annexes which include detailed proformas for projects identified in the LIPP.

## **Evidence base**

- 1.4 Between 2008 and 2026 the JCS provides the foundation for identifying land to meet the requirements of providing 37,000 additional homes in the area and securing another 27,000 new jobs.
- 1.5 The evidence base demonstrates that the area has the capacity to support this scale of growth, subject to the provision of supporting infrastructure, and to contribute greatly to achievement of broader objectives for the region.

## **Process**

- 1.6 The LIPP has been produced by officers of GNDP and its constituent local authorities. Regular meetings of a working group have steered development of the LIPP.

## **1.7 Packages, projects and priorities**

This LIPP has four themes and five spatial packages.

### **Themes:**

- 1.8 The themes cover the specific types of investment and interventions required to deliver high-quality growth in the sub-region. The themes included in the LIPP are:

- Environment
- Housing, including Affordable Housing, housing for older and more vulnerable households and homelessness
- Jobs and the Economy
- Essential infrastructure, services and community facilities

1.9 **Spatial Packages:**

- North East
- City
- South West
- Long Stratton
- Broadland and South Norfolk elsewhere

1.10 These themes include existing assets around which substantial and sustainable growth can be achieved, and also reflect the location of the main physical constraints on development.

1.11 Each theme draws upon the relevant local strategy, and links the key outputs from these to the spatial areas.

**Timescales for Delivery**

1.12 Projects within this document are referred to as being short, medium, or long term. These headings relate to when the projects are being delivered, or projected for delivery within the following timescales:

- Short-Term Projects 2008 - 2016
- Medium Term Projects 2016-2021
- Long Term Projects 2021-2026

1.13 The programme includes projects that are planned to commence after 2016, or are still being developed, and have strategic significance to the delivery of growth in the area. Figure 1 illustrates the relationship between the LIPP, strategies and the evidence base.

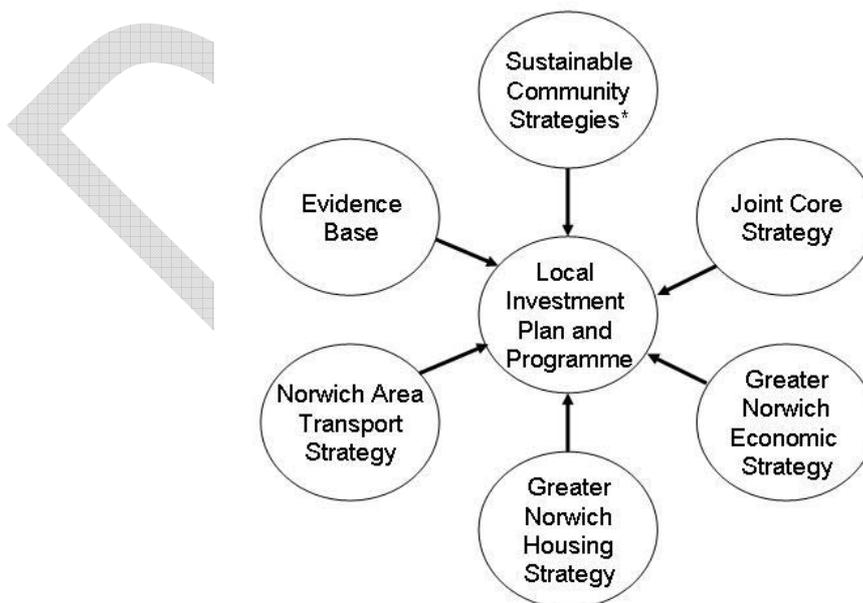


Figure 1

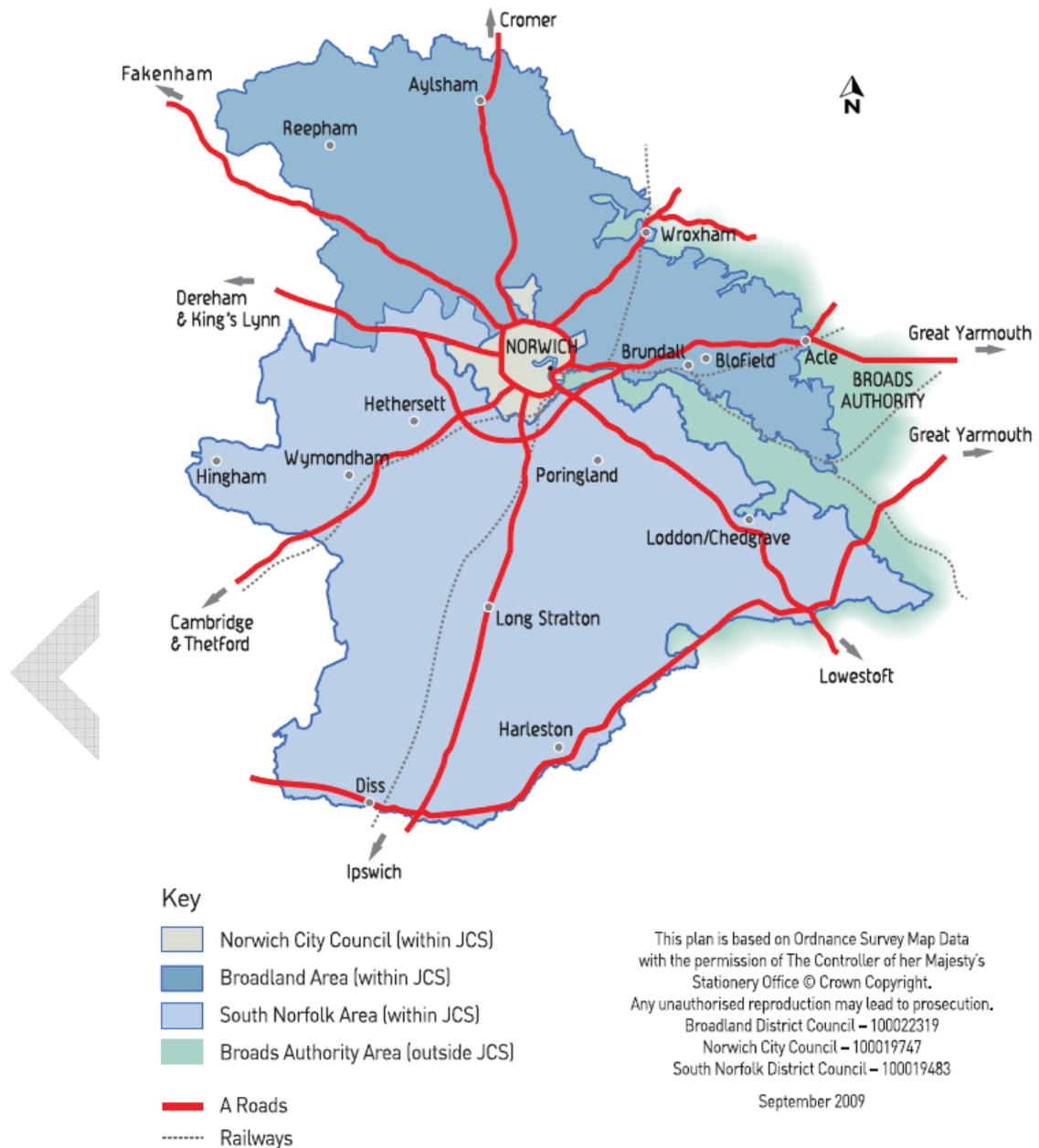
- 1.14 The LIPP and subsequent Local Investment Agreement (LIA) will provide an agreement between the Homes and Communities Agency (HCA) and the Greater Norwich Development Partnership in as far as priorities and direction of investment, with no commitment of funding. It has been recognised that the LIPP is an evolving document that will be utilised to attract public and private sector investment to the Greater Norwich area. The LIPP will be subject to regular review to account for any policy and economic change. Version one of the LIPP has been produced to support the Examination in Public of the Joint Core Strategy for Broadland, Norwich and South Norfolk.

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- 2.1 Norwich is one of the main locations for growth in the East of England, for new homes and jobs, leisure, cultural and educational development. The economic, social and cultural influence of the city extends well beyond its administrative boundaries into the neighbouring districts of Broadland and South Norfolk as well as beyond. However, in the rural area, market towns continue to provide the most sustainable focus for development.

### The Greater Norwich Area



- 2.2 The councils of Broadland, Norwich and South Norfolk, supported by Norfolk County Council have prepared a Joint Core Strategy (JCS) to guide, manage and deliver growth to 2026.
- 2.3 This Local Investment Plan and Programme (LIPP) sets out the GNDP's investment plan identifying the key investment priorities to deliver sustainable growth. It forms the Implementation Plan for the delivery of the [Joint Core Strategy for Broadland, Norwich and South Norfolk 2008 – 2026](#), the [Greater Norwich Housing Strategy](#) and the [Greater Norwich Economic Strategy 2009 – 2014](#). It draws together the Strategic Infrastructure, identified in Appendix 7 of the JCS, housing projects including affordable housing, housing for older and more vulnerable households and homelessness and regeneration and growth projects.
- 2.4 The LIPP and subsequent Local Investment Agreement (LIA) will provide an agreement between the Homes and Communities Agency (HCA) and the Greater Norwich Development Partnership, and its constituent authorities, in as far as priorities and direction of investment, with no commitment of funding. It has been recognised that the LIPP is an evolving document that will be utilised to attract public and private sector investment to the Greater Norwich area. The LIPP will be subject to regular review to account for any policy and economic change. Version one of the LIPP has been produced to support the Examination in Public of the Joint Core Strategy for Broadland, Norwich and South Norfolk.
- 2.5 This document serves a number of purposes:
- A clear document identifying what new infrastructure is needed, why, where, and when; how much it will cost, and who is likely to fund it – including investment from utilities companies, NHS Norfolk and central government
  - A tool to manage, prioritise and co-ordinate the delivery of infrastructure to facilitate growth
  - A 'bidding' document to a variety of public agencies and Government, seeking their commitment to contribute to funding for example, the Homes and Communities Agency, the Department for Transport, and the East of England Development Agency, for example
  - A document that can be used to evidence the Community Infrastructure Levy or tariff based approach to developer contributions and/or support negotiations with private sector developers where they are expected to contribute to projects; and
  - A key piece of 'evidence' to demonstrate that, with the right investment, the sustainable growth of the area, as set out in the Joint Core Strategy, can be achieved.

**Summary of delivery / governance arrangements that have been used to develop the LIPP**

- 2.6 The LIPP has been produced by officers of GNDP and its constituent local authorities. The terms of reference of the GNDP can be found in Appendix 1.

- 2.7 1. Regular meetings of a working group have steered development of the LIPP.

### **LIPP Structure**

#### **Themes:**

- Environment
- Housing including Affordable Housing, housing for older and more vulnerable households and homelessness
- Jobs and the Economy
- Essential infrastructure, services and community facilities

#### **Spatial packages:**

- North East
- City
- South West
- Long Stratton
- Broadland and South Norfolk elsewhere

### **Description of the process through which the LIPP was put together**

- 2.8 To enable the Partnership to fully understand the investment required to deliver growth, an [Infrastructure Need and Funding Study \(EDAW/AECOM 2009\)](#) was commissioned. The results of this study inform this LIPP. The LIPP is also informed by the [Greater Norwich Housing Strategy](#) and the [Greater Norwich Economic Strategy Action Plan 2009 – 2014](#).

- 2.9 The Partnership has met with, and will continue to meet, a range of service providers to secure investment in the infrastructure priorities in the area, ensuring the growth agenda is incorporated in forward planning and investment plans.

- 2.10 The LIPP includes capital investment and associated revenue funding required to support growth, where details are available. Further information on funding requirements will be added over time as it becomes clearer.

### **Community Engagement**

- 2.11 The Partnership recognises that it needs to work closely with a wide range of stakeholders, and has created appropriate structures and relationships to engage with and promote the growth agenda across key partner organisations. These have included Local Strategic Partnerships (LSPs), developers, agents, land owners, businesses and government agencies as well as consulting with local communities. The Partnership has held a number of joint meetings with the LSPs throughout the Joint Core Strategy process to engage service providers to ensure sustainable delivery of the strategy. The Partnership has also actively engaged with local people to consult, communicate and develop the Joint Core Strategy, including consultation with young people and hard to reach groups.

- 2.12 The GNDP has also produced a Greater Norwich Economic Strategy for the three districts. The strategy was prepared with the benefit of consultation with the business community, other public sector bodies, further and higher education institutions and stakeholders with a particular concern for sustainable development.

- 2.13 The GNDP have commissioned Norfolk Museum Service to help engage communities through various local history and place shaping projects across the County. This work will build on the success already achieved in the County by doing a similar project in Long Stratton. If time and resources allow, smaller engagement projects will also occur in both Hethersett and Wymondham.
- 2.14 A number of the objectives in the JCS and GNES are specifically aimed at addressing the needs of disadvantaged and minority groups.
- 2.15 The Greater Norwich Housing Strategy 2008-11 underwent extensive consultation including a sub-regional conference about issues and a 12 week consultation on the draft Strategy. The Strategy is currently being reviewed and will be consulted on in Winter 2010/11.

### **Evidence**

- 2.16 The evidence base for the LIPP is available on the GNDP website, [www.gndp.org.uk](http://www.gndp.org.uk) (a complete list of evidence is in Appendix 7)
- 2.17 The evidence makes it clear that there are major challenges to address in order to deliver the wide range of infrastructure, services and facilities required to support the planned growth. Significant investment will be required in affordable housing, transport, water, education and green infrastructure, but the LIPP process will seek to ensure that equally significant, if less costly infrastructure, is also provided for health, culture, community, leisure and other needs. Investment will also be channelled into schemes that directly support the growth of a modern economy.

### **Delivering Growth in Challenging Economic Climates:**

- 2.18 The recession and its aftermath are dominant influences on the early years of the LIPP. House building rates have decreased, businesses are facing tight credit markets alongside falling demand in some sectors, while unemployment continues to rise.. The availability of public funding will decline significantly over the next few years, at a time when investment is most urgently needed to underpin growth. The LIPP will provide a framework for action that will help:
- stimulate early implementation of the spatial and economic strategies
  - minimise the effects of the recession for the area
  - secure funding from a variety of sources for an agreed set of investment priorities
  - minimise the after effects of the recession for the area and ensure that the area is able to take advantage of the economic recovery
  - deliver sustainable job growth that will benefit local residents particularly those that live in deprived communities
  - improve the capacity of the local HE/FE sector to help ensure that the skills of the local population are those that will be needed to support sustainable economic growth

- assist the recovery in house-building including the delivery of much needed affordable housing, housing for older and more vulnerable households and homelessness
- delivery of green infrastructure projects to improve quality of life and reduce pressure on sensitive habitats

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## 3 Vision, challenges and context

### Vision

- 3.1 This LIPP spans a large area incorporating three districts. Visions for the area are contained within the countywide sustainable community strategy, Norfolk Ambition and the three district sustainable community strategies:
- [A Vision for Norwich](#)
  - [Broadland Community Strategy](#)
  - [South Norfolk Alliance: Your Sustainable Community Strategy.](#)
- 3.2 The common themes have been drawn into specific GNDP wide visions in the Joint Core Strategy, Greater Norwich Economic Strategy and the Greater Norwich Housing Partnership Strategy.
- 3.3 The spatial vision for the Joint Core Strategy is:
- “By 2026 the extended communities of Broadland, Norwich and South Norfolk will be strong, cohesive, creative and forward looking.*
- Between 2008 and 2026, at least 36,740 new homes will be built (of which over 33,000 will be in the Norwich Policy Area) and about 27,000 new jobs will be created. All communities will be safer, healthier, more prosperous, sustainable and inclusive. High quality homes will meet people’s needs and aspirations in attractive and sustainable places. People will have access to good quality jobs and essential services and community facilities, with less need to use the car”*
- The full vision and objectives are found in the [Joint Core Strategy for Broadland, Norwich and South Norfolk Submission](#).
- 3.4 The Greater Norwich Housing Partnership was set up to support the development of sufficient good quality and affordable housing within the Greater Norwich sub-region. It has produced the [Greater Norwich Housing Strategy 2008 - 2011](#), which guides all housing activity in the sub-region. Its vision is:
- “To ensure there are sufficient decent homes which people can afford, in places they want to live, within sustainable and thriving communities”.*
- 3.5 The Greater Norwich Economic Strategy vision is drawn from the spatial vision, but focuses on key priorities to 2014. The vision is:
- “Greater Norwich will be recognised as one of England’s major city regions with a rapidly growing diverse and sustainable economy providing all its residents with opportunities and a great quality of life”.*
- 3.6 The ‘vision’ for the LIPP is to take the existing strategies, identify what is required to realise the existing visions and strategies and set out a strong and clear argument for what should be done and when.

## Challenges

3.7 At the heart of this LIPP is an understanding of the challenges and what will need to be done to meet them. The role of the LIPP is to take the work carried out to date and move it forward to develop projects that unlock the growth opportunities.

3.8 The Joint Core Strategy sets out the five grand challenges for the area.

<b>Environment</b>	Enhancing our special environment and mitigating against any adverse impacts of growth
<b>Houses</b>	Identifying land to meet the requirements of providing around 37000 homes
<b>Jobs</b>	Securing 27,000 new jobs of all types and levels in all sectors of the economy and for all the workforce
<b>Placemaking</b>	Maximising the high quality of life we enjoy and respecting the patterns of living which characterise the area
<b>Infrastructure</b>	Ensuring that essential infrastructure, services and community facilities are provided

## Context

3.9 The area already possesses well-developed essential economic, environmental and social infrastructure and has a history of delivering significant growth. Support is now required to meet the challenges, to deliver the planned step change in the scale and rate of growth in the area. In 2006, in recognition of the scale of growth, the area was given growth point status.

### Population

3.10 In 2008 the GNDP area's population was just over 374,000, and had grown by around 6% (22,000 people) since 2001. This growth was largely generated by in-migration although natural growth has been stronger in Norwich which has a relatively high proportion of younger people. The districts of Broadland and South Norfolk have relatively high proportions of older people.

3.11 Table 1 indicates that:

- In the period 2001-2008 average percentage growth rates for the GNDP area were similar to the region and slightly higher than for the county as a whole. Growth was highest in Norwich and significantly lower in Broadland.
- Over the period 2008-26 the annual growth rate in Norfolk as a whole is expected to decline whereas annual growth in the GNDP area is projected to increase – illustrating the increased role the area will play in accommodating the county's growth.

- After 2008 growth in Broadland is projected to strengthen and be broadly similar to that in Norwich, but the highest rate of population growth is expected in South Norfolk. However, by 2026, Norwich is still expected to have the largest population of the three GNPD districts.

**Table 1 Population changes 2001 – 2008 - 2026**

AREA	YEAR			Average growth p.a. 01-08		Average growth p.a. 08-26	
	2001	2008	2026		%		%
Broadland	118,814	122,666	140,326	550	0.46	981	0.80
Norwich	122,366	132,871	151,803	1,501	1.23	1,052	0.79
South Norfolk	110,848	118,808	144,475	1,137	1.03	1,426	1.20
<b>GNPD total</b>	<b>352,028</b>	<b>374,345</b>	<b>436,604</b>	<b>3,188</b>	<b>0.91</b>	<b>3,459</b>	<b>0.92</b>
Norfolk	798,618	844,955	950,863	6,620	0.83	5,884	0.70
East Region	5,400,500	5,728,700			0.87		

Source: Norfolk County Council dwelling-led 2006-based projections (April 2009). Eastern Region data: ONS Mid-years estimates.

- 3.12 Projections are policy based and include the housing provisions of the Joint Core Strategy plus an additional allowance for “windfall” development. In taking account of this additional provision they probably represent the maximum level of dwelling growth that could be provided. Even so it should be noted that the projected total GNPD population in 2026 is about 3% lower than the 449,500 people suggested by the latest 2006-based ONS trend based projections.
- Age, Race and Gender**
- 3.13 Greater Norwich has a lower than average percentage of the population’s 0-15 year’s age group alongside a higher percentage of the 60 year old and above age group. The other age groups are roughly in line with the regional and national averages.
- 3.14 The household structure of Greater Norwich generally follows from its slightly older population; there are more pensioner households and also adult couple households without children compared with England as a whole, according to the 2001 Census. The census also shows the age structure of the population of Greater Norwich to include far fewer young families in the area than in England as a whole.
- 3.15 In the 2001 Census, black and minority ethnic population comprised just 4% of the total population in Greater Norwich (compared with 8.6% for the Eastern region and 12.5% for England and Wales) but there has been a general increase in multi-ethnicity as more people move to the area. Greater Norwich’s largest ethnic minority groups in 2001 were recorded as White other (1.7%), White Irish (0.5%), Indian (0.25%), Chinese (0.25%) and Other Ethnic Group (0.25%). Although migrants from other European Union States have increased rapidly in some other local authorities in Norfolk, where traditional labour markets of agriculture and food production are popular employment sectors, eastern European populations amount to less than 1% of the total Greater Norwich population. Generally there is more diversity found in Norwich, where

roughly 7% of the population were not classed as 'White British' in 2001, although this was thought to have risen to 7.9% in the ONS mid-2003 population estimates.

- 3.16 Traditionally, Gypsy and Traveller communities have always been drawn to the agriculture and rural parts of the area. Across the county of Norfolk Gypsies and Travellers form the second largest minority ethnic population after the Portuguese.
- 3.17 The population of the Norwich local authority area is characterized by a significantly higher percentage of 16-29 age group (mainly due to the high student population) and correspondingly lower levels of the older age groups.
- 3.18 The Greater Norwich population is predominantly White British. The White Other group is noticeably larger in Norwich than other districts and is in line with regional and national averages

### Households

- 3.19 Table 2 shows that over the period 2001 to 2008, the total number of households grew by some 16,000 or just over 10%. While the Greater Norwich area's average annual growth rate has been broadly the same as for Norfolk as a whole, it has been higher than that regionally. Average annual growth in Broadland district has been below the Greater Norwich area average; however, in Norwich it has been significantly higher.

**Table 2 Total households 2001 and 2008**

Area	Year		Average % growth p.a. 01-08
	2001 (i)	2008 (ii)	
Broadland	50,009	54,378	1.15
Norwich	54,584	61,414	1.59
South Norfolk	46,607	51,446	1.34
<b>Greater Norwich</b>	<b>151,200</b>	<b>167,238</b>	<b>1.37</b>
Norfolk	343,135	378,735	1.34
East of England	2,231,974	2,447,400	1.26

Notes: (i) 2001 Census occupied household space (ii) CACI household estimates

- 3.20 In Greater Norwich the rate of household growth significantly exceeds the rate of population growth as a result of the area's continual decline in average household size. This trend has increased the demand for housing and will continue to do so. In 2001 68% of all households in the GNDP area comprised just one or two people. The highest proportion of single person households was in Norwich, while Broadland and South Norfolk had the highest proportion of 2 person households. The downward trend in household size is projected to continue driven principally by an increase in one person households.

**Table 3 Household size 2001**

	<b>Broadland</b>	<b>Norwich</b>	<b>South Norfolk</b>	<b>TOTAL GNPD</b>
Households	% of all households	% of all households	% of all households	% of all households
1 person	25.4	37.1	25.9	29.8
2 people	40.8	33.9	40.5	38.2
3 people	14.9	13.5	14.6	14.3
4 people	14.0	10.4	13.8	12.6
5 people	4.0	3.6	4.0	3.9
6 people	0.7	1.0	0.9	0.9
7 people	0.1	0.3	0.2	0.2
8 or more	0.1	0.1	0.1	0.1

Source 2001 Census

### **Moving Towards a Balanced Housing Market**

3.21 The term 'housing market' is not restricted to the private sector. In the Greater Norwich Housing Strategy the term refers to all tenures:

- the owner occupied sector,
- the private rented sector,
- affordable housing:
  - social rented accommodation, owned by a council or a housing association,
  - intermediate tenure (purchase or rent at less than market value, but more than social rent.

3.22 Ideally the supply of housing in each tenure should match requirements. The 2007 Housing Market Assessment, updated in 2009, looked at how the sub-regional housing market operates. The research identified a substantial imbalance across Greater Norwich. Problems arise from:

- high house prices and the practices of mortgage lenders making it difficult for potential purchasers to enter the owner-occupied sector;
- an inability by developers to build in the current market;
- although the right types of properties might be present in the right numbers at the sub-regional level, they might not be in the right places within the Sub-region (e.g. a shortage of smaller properties in the more rural areas);
- a shortage of affordable housing throughout Greater Norwich.

## Housing requirement

**Table 4 Summary of 5-year Housing Requirements by Housing Type and Local Authority when considering Lower Intermediate and Social together (2006 & 2009).**

Housing Type	Local Authority						Greater Norwich	
	Broadland		Norwich		South Norfolk		2006	2009
	2006	2009	2006	2009	2006	2009		
<b>5-Year Net Requirement</b>								
Market	1,166	1,284	2,495	2,799	1,824	1,952	5,485	6,034
Upper & Middle Intermediate Bands	183	361	120	132	225	232	527	725
Lower Intermediate Band & Social	303	196	2,997	3,254	379	449	3,679	3,900
<b>TOTAL</b>	<b>1,652</b>	<b>1,840</b>	<b>5,612</b>	<b>6,185</b>	<b>2,427</b>	<b>2,633</b>	<b>9,691</b>	<b>10,659</b>
<b>Net Requirement (Annualised)</b>								
Market	233	257	499	560	365	390	1,097	1,207
Upper & Middle Intermediate Bands	37	72	24	26	45	46	105	145
Lower Intermediate Band & Social	61	39	599	651	76	90	736	780
<b>TOTAL</b>	<b>330</b>	<b>368</b>	<b>1,122</b>	<b>1,237</b>	<b>485</b>	<b>527</b>	<b>1,938</b>	<b>2,132</b>
<b>% of Net Requirement</b>								
Market	70.6%	69.7%	44.5%	45.3%	75.1%	74.1%	56.6%	56.6%
Upper & Middle Intermediate Bands	11.1%	19.6%	2.1%	2.1%	9.3%	8.8%	5.4%	6.8%
Lower Intermediate Band & Social	18.3%	10.7%	53.4%	52.6%	15.6%	17.1%	38%	36.6%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### Results from the Refresh of the Greater Norwich Housing Market Assessment update (November 2010)

- 3.23 Table 4 shows that the overall housing requirement across the sub-region has increased by 9.97% from 9,691 to 10,659.
- 3.24 Housing need, defined as social rent and intermediate tenures, has increased in absolute terms from 841 dwellings to 925 dwellings per year.
- 3.25 Housing need is split down as 18.5% upper intermediate tenure and 81.5% social rent & lower intermediate tenure across the sub-region. In order to

create balanced sustainable communities it is recommended to keep an 80:20 split in favour of social rented dwellings for affordable housing development.

- 3.26 All three district councils have seen an increase in housing requirement and housing need in absolute terms. Only once in the last 5 years has the number of dwellings completed exceeded the requirement target within the housing market assessment and this is leading to an increased pressure on housing waiting lists across the sub-region.
- 3.27 Broadland District Council has seen a move from a need for social rented and lower intermediate dwellings to more upper intermediate tenure dwellings. This is explained by ORS as due to the original research they carried out where more households interviewed in Broadland were initially assigned to requiring lower intermediate dwellings but were close to being able to afford upper intermediate and the changes in the market have made them now able to afford this tenure.
- 3.28 The overall housing need as a percentage of housing requirement remains at 43.4% across the sub-region.

**Table 5: Housing Completions – All Tenures**

	Broadland	Norwich	South Norfolk	Greater Norwich
2005/06	136	879	340	1,355
2006/07	307	954	604	1,865
2007/08	263	1,040	1,223	2,526
2008/09	294	527	907	1,728
2009/10	106	396	645	1,239

**Table 6: Supply of New Affordable Housing**

	Broadland	Norwich	South Norfolk	Greater Norwich
2005/06	27	244	71	342
2006/07	107	293	108	508
2007/08	89	283	245	617
2008/09	83	229	403	715
2009/10	61	144	211	416

**Table 7: Annual Housing Requirement for Greater Norwich**

	2006	2009
Open market	1,097	1,207
Intermediate tenure	105	145
Social rent	736	780
(Affordable housing need)	(841)	(925)
<b>Total</b>	<b>1,938</b>	<b>2,132</b>

**Table 8: The Number of Households on Housing Registers**

	Broadland	Norwich	South Norfolk	Greater Norwich
2006	3,185	5,601	2,967	11,753
2007	3,833	5,255	3,117	12,256
2008	2,801	6,999	2,945	12,745
2009	3,278	9,425	4,003	16,706
2010	3,560	9,169	4,832	17,561
% increase	11.8%	63.7%	62.6%	49.4%

**Table 9: Projected Population**

	<b>Broadland</b>	<b>Norwich</b>	<b>South Norfolk</b>	<b>Greater Norwich</b>
<b>Total Population</b>				
Population 2008	122,700	137,300	118,100	378,100
Population 2018	133,300	160,300	129,100	422,600
Increase 2008-2018	10,600	23,000	11,000	44,600
% increase	8.6%	16.8%	9.3%	11.8%
<b>Population aged 65+</b>				
Population 2008	25,700	19,600	24,500	69,000
Population 2018	33,400	22,300	32,700	88,400
Increase 2008-2018	7,700	2,700	8,200	18,600
%increase	30.0%	13.8%	33.5%	27.0%
2018 – 65+ as % of total	25.1%	13.9%	25.1%	21.0%

Source: Norfolk County Council

### **Maximising Opportunities to Build More Affordable Housing**

- 3.29 The 2009 update of the Greater Norwich Housing Market Assessment showed that each year 925 additional affordable homes are required in Greater Norwich. The current funding uncertainties make essential effective co-operation between all parties involved in delivering affordable housing:
- housing and planning services within each local authority,
  - partnership working between all agencies in the sub-region, and
  - funding agencies, especially the Homes and Communities Agency through the Single Conversation.
- 3.30 Increasing the supply of affordable housing will provide more suitable accommodation, improve choice and reduce homelessness. Although 11% of need can be met through low cost ownership (shared ownership and discounted sale price), the majority of need is for the social rented sector.

### **Ensuring Homes are Decent, Healthy and Environmentally Sustainable**

- 3.31 It is essential that the existing housing stock is in good condition and meets the requirements of residents. Over 95% of the social housing stock in Greater Norwich meets the government's Decent Homes standard, continued work is needed to ensure that these homes retain this standard.
- 3.32 The private sector requires substantial investment to prevent it from deteriorating, providing assistance for owner occupiers and landlords where appropriate. Investment is needed to improve the condition of the existing stock, especially for the large number of households which suffer from excessive cold and other hazards that can have a serious effect on the health and well-being of occupants. The private sector Decent Homes standard is based on the suitability of the property for the occupier. Action is required to address this issue, and to help people to adapt their home to meet their medical requirements.

**Provide a wide range of sustainable housing solutions to people at risk of being homeless.**

- 3.33 It is recognised that the demand for affordable housing continues to increase at a faster rate than supply and that this trend is likely to continue. Given this, it is crucial that all steps possible are taken to make the best use of existing stock and to maintain tenants in their properties wherever possible. This may call for innovative approaches to issues such as under-occupation and tenant mobility.
- 3.34 Previous successes in engaging with the private rented sector have already shown the potential for this sector to address housing need in Greater Norwich and steps need to be taken to ensure that this momentum is not lost. This will be particularly difficult given proposed changes to local housing allowance and a degree of thought will need to be given over to ensuring that private renting remains a viable option.

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## 4 Our strategy for growth

- 4.1 The Joint Core Strategy sets out how the Partnership expects to meet the challenges for finding space for 37,000 homes and 27,000 jobs in a way that minimises the impact on the environment and maximises the quality of life, whilst making sure we have the right supporting infrastructure in the right places at the right time.

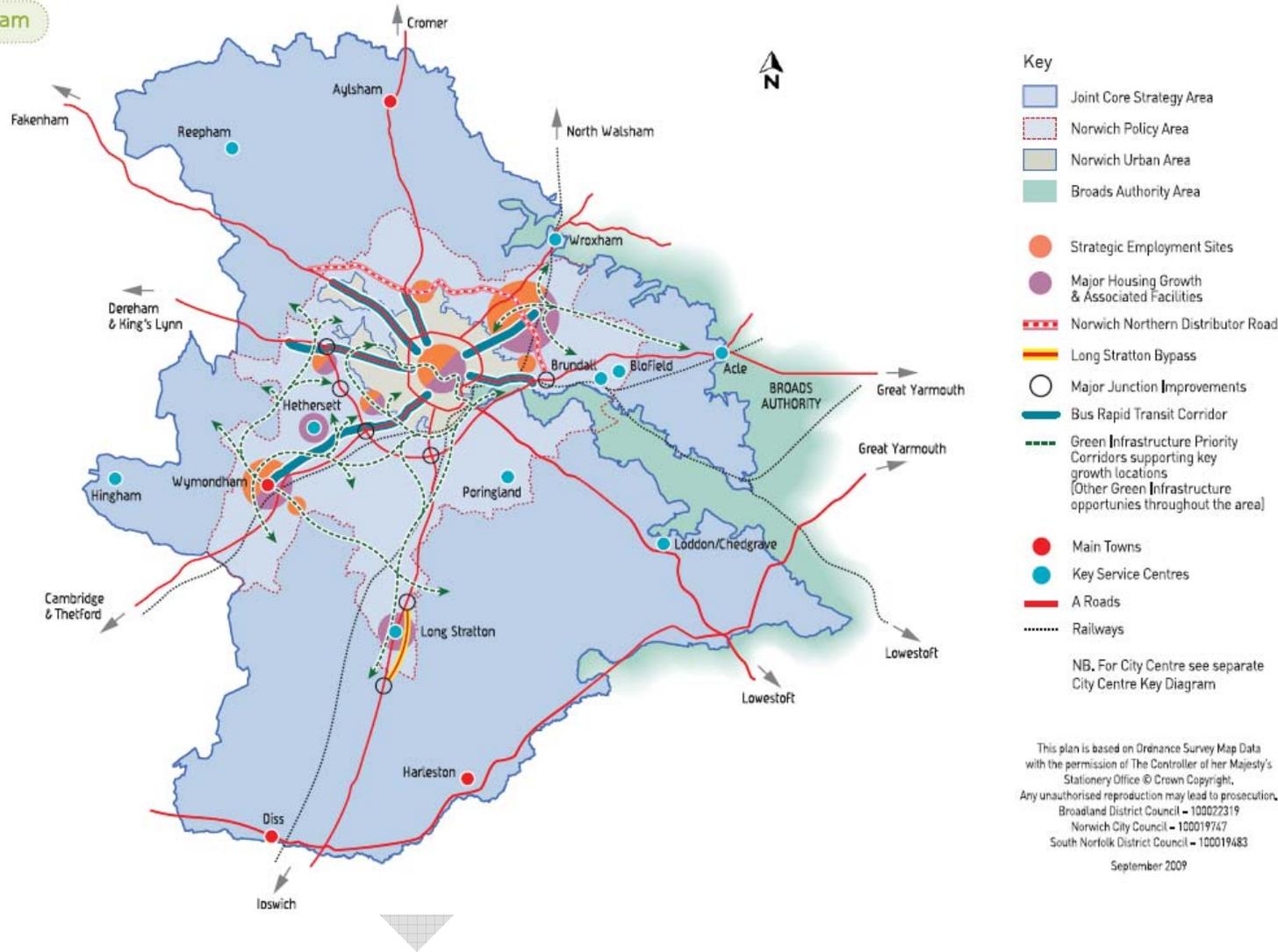
**Table 10: Main housing allocations in the Norwich Policy Area (NPA)**

Norwich City Council	3000 dwellings
Broadland smaller sites in the NPA	2000 dwellings
South Norfolk smaller sites in the NPA	1800 dwellings
Old Catton, Sprowston, Rackheath and Thorpe St. Andrew Growth Triangle	7000 dwellings by 2026, continuing to grow to 10,000 dwellings
Easton/ Costessey	1,000 dwellings
Cringleford	1,200 dwellings
Hethersett	1,000 dwellings
Long Stratton	1,800 dwellings
Wymondham	2,200 dwellings
<b>Total</b>	<b>21,000</b>

Note: By April 2008 around 21,500 dwellings has already been built, permitted or allocated, Therefore new allocations are required to deliver around 20,300 dwellings. To make sure this target is met the Strategy over-allocates slightly by identifying locations for a minimum of 21,000 new dwellings in the NPA.

- 4.2 A large amount of growth needs to be delivered outside the major concentrations in Broadland and South Norfolk in a range of urban and rural locations.
- 4.3 This growth will be supported by the delivery of employment opportunities, services and infrastructure, albeit generally on a smaller scale than in the major growth locations. The area will deliver green infrastructure, including that contributing to strategic priorities.
- 4.4 Figure 3 on page 24 is the Key Diagram, showing the distribution of housing and employment growth in the area.
- 4.5 Table 11 shows the housing growth trajectory for the area to 2026.

Key Diagram



- Key**
- Joint Core Strategy Area
  - Norwich Policy Area
  - Norwich Urban Area
  - Broads Authority Area
  - Strategic Employment Sites
  - Major Housing Growth & Associated Facilities
  - Norwich Northern Distributor Road
  - Long Stratton Bypass
  - Major Junction Improvements
  - Bus Rapid Transit Corridor
  - Green Infrastructure Priority Corridors supporting key growth locations  
(Other Green Infrastructure opportunities throughout the area)
  - Main Towns
  - Key Service Centres
  - A Roads
  - Railways
- NB. For City Centre see separate City Centre Key Diagram

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 Broadland District Council - 100022319  
 Norwich City Council - 100019747  
 South Norfolk District Council - 100019483  
 September 2009

Table 11: Growth locations 2001 – 2026

District	Total Number of Units per Year																				Total Units	Average annual build rate
	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/0	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26		
<b>Broadland</b>	0	0	0	0	0	180	230	230	580	680	804	804	804	804	804	804	804	804	764	9,900	582	
Rackheath						180	230	230	230	230	230	230	230	230	230	230	230	230	230	230	3,400	227
Remainder of Old Catton, Sprowston, Rackheath, Thorpe St Andrew Growth Triangle (inside NDR)										125	225	350	350	350	350	350	350	350	350	350	3,850	321
Additional smaller sites around Broadland NPA (2,000)										170	170	170	170	170	170	170	170	170	170	130	2,000	167
Additional sites around rural Broadland										55	55	54	54	54	54	54	54	54	54	54	650	54
<b>Norwich</b>	0	0	0	0	0	0	0	0	250	250	250	250	250	250	250	250	250	250	250	3,000	176	
Norwich (3,000)									250	250	250	250	250	250	250	250	250	250	250	250	3,000	250
<b>South Norfolk</b>	0	0	0	0	0	0	0	0	525	655	875	950	1,039	1,128	978	898	778	778	778	683	10,065	592
Wymondham (2,200)									185	185	185	185	185	185	185	185	185	185	185	165	2,200	183
Long Stratton (1,800)												50	140	230	230	230	230	230	230	230	1,800	200
Hethersett (1,000)									50	90	175	175	175	175	100	60					1,000	125
Cringleford (1,200)										50	100	125	125	125	125	125	125	125	125	50	1,200	109
Easton/Costessey (1,000)									50	90	175	175	175	175	100	60					1,000	125
Additional smaller sites around South Norfolk NPA (1,800)									150	150	150	150	150	150	150	150	150	150	150	150	1,800	150
Additional sites around rural South Norfolk									84	84	84	84	83	83	83	83	83	83	83	83	1,000	83
Additional urban capacity in rural South Norfolk									6	6	6	6	6	5	5	5	5	5	5	5	65	5
<b>TOTAL</b>	0	0	0	0	0	180	230	230	1,355	1,585	1,929	2,004	2,093	2,182	2,032	1,952	1,832	1,832	1,832	1,697	22,965	2,871

Table updated from the growth locations table p111, Joint Core Strategy Proposed Submission Document DATE

## 5 Drivers and priorities

5.1 This section outlines the drivers and priorities behind the five grand challenge of the Joint Core Strategy.

### Environment

#### Linked to - Objectives from Sustainable Community Strategies: Objective 1, 8(part), 9

##### Drivers

Local development in places that will minimise adverse impact on the environment, and ensure it is designed to be energy efficient and capable of being adapted as circumstances change

To look after and improve the natural qualities of the area and take the opportunities which development brings to expand and create even more. We live in an area shaped by the past which we will take account of in growing the area.

Use energy and water wisely and secure more energy from renewable sources

##### Priorities

High standards of design and sustainable access

Zero and low carbon developments

Build a low carbon business economy

Water efficiency is a priority in both new and existing development

To positively protect and enhance the individual character and culture of the area in order to develop the economy, stimulate further regeneration, increase sustainable tourism and promote community involvement

##### Links to themes and packages in the LIPP

North east – spatial package

Norwich City – spatial package

South west – spatial package

Broadland and South Norfolk elsewhere – spatial package

Long Stratton – spatial package

## Homes

### Linked to - Objectives from Sustainable Community Strategies: Objective 1(part), 2, 4 6 (part)

Drivers	Priorities	Links to themes and packages in the LIPP
<p>To provide a range of accommodation to house the growing population available to buy, rent, and be supported in, recognising the requirements of different groups in society.</p>	<p>To meet the local 40% affordable housing need as identified by the Greater Norwich Sub Regional Housing Assessments.</p>	<p>North east – spatial package</p>
<p>To provide homes in sustainable locations by grouping housing, employment and services together wherever possible.</p>	<p>To allocate enough land for housing, including affordable housing, in the most sustainable locations.</p>	<p>Norwich City – spatial package</p>
<p>To promote regeneration and reduce deprivation in Norwich and pockets of surrounding towns, villages and rural areas.</p>	<p>To ensure smaller sustainable settlements to accommodate smaller scale growth in line with the settlement hierarchy in the Joint Core Strategy that defines the local towns and villages and their requirements for a good range of jobs, services and facilities.</p>	<p>South west – spatial package</p>
	<p>Growth will be used to bring benefits to local people, especially those in deprived communities, to regenerate communities, local economies, underused Brownfield land and neighbourhoods.</p>	<p>Long Stratton – spatial package</p> <p>Broadland and South Norfolk elsewhere – spatial package</p>

## Jobs

### Linked to - Objectives from Sustainable Community Strategies: Objective 6(part), 7, 8(part), 10 (part), 11

Drivers	Priorities	Links to themes and packages in the LIPP
<p>To support a vibrant local economy by building on existing economic strengths with more local job opportunities across all sectors of the economy and workforce.</p>	<p>Existing employment sites will be safeguarded and enough land for employment development will be allocated to meet the needs of inward investment, new businesses wishing to expand or relocate.</p>	<p>North east – spatial package Norwich City – spatial package South west – spatial package Long Stratton – spatial package Broadland and South Norfolk elsewhere – spatial package</p>
<p>To improve the skills of the labour force to ensure it matches the needs of existing and potential employers and local people benefit from job growth</p>	<p>Support economic growth in the market towns and revitalising the rural communities</p>	
<p>To provide mixed use development, live/work units and diversification schemes will be encouraged to reduce the need for local people to commute long distances to work.</p>	<p>Develop Norwich Research Park Support Enterprise Hubs Improve Broadband capacity across the area Tackle unemployment and raise skill levels</p>	
<p>To maximise diverse employment opportunities and ensure that businesses can flourish.</p>	<p>Create jobs and training in construction Boost retail and tourism Create premises for new and expanding businesses</p>	
<p>To address low levels of educational attainment and disengagement from the labour market.</p>	<p>Raise aspirations and develop skills among all sectors of the community.</p>	

## Placemaking

### Linked to - Objectives from Sustainable Community Strategies: Objective 3, 5, 6 (part)

Drivers	Priorities	Links to themes and packages in the LIPP
<p>Look for the highest possible standards in design in creating a strong sense of place in our communities enabling residents to take pride in where they live, the way places and buildings are planned, designed and built.</p>	<p>Maximising the high quality of life we currently enjoy and respecting the patterns of living which characterise the area</p>	<p>North east – spatial package Norwich City – spatial package South west – spatial package</p>
<p>To encourage the development of healthy and active lifestyles</p>	<p>To bring benefits to local people and existing residents, especially those in deprived communities.</p>	<p>Long Stratton – spatial package Broadland and South Norfolk elsewhere – spatial package</p>
<p>To create safe, healthy, prosperous, sustainable and inclusive communities where people feel safe.</p>	<p>To provide better community facilities, better road safety and design of new developments to help to reduce crime.</p>	
	<p>Provide adequate public open space, sport and recreational facilities, as well as access to the countryside</p>	
	<p>Recognise the role of Norwich as the cultural capital of East Anglia ensuring local people and visitors have access to a variety of facilities such as theatres, art galleries, museums and buildings of architectural and historic interest.</p>	

## Infrastructure

### Linked to - Objectives from Sustainable Community Strategies: Objective 4, 8(part), 10, 11

#### Drivers

Ensure that the services and facilities needed for communities are made available in the right place and at the right time

Deliver the Norwich Area Transport Strategy (NATS) Implementation Plan, which includes the Northern Norwich Distributor Road (NDR), which is fundamental to the delivery of significant improvements to the bus, cycling, walking networks in Norwich and provides access to key strategic employment and growth locations.

#### Priorities

Norwich city centre will continue to provide a wide range of services accessible to a wide area. The diversity, vitality and accessibility of Norwich as the city centre will be maintained and enhanced.

The surrounding market towns and service centres will continue to play a key service role. Innovative approaches will be taken to support rural service provision.

Greater use of sustainable modes of transport will be encouraged by better public transport, footways and cycle networks, and by co-location of housing with services, jobs, shops, schools and recreational facilities.

The strategic road network is essential, especially for the health of the economy. The road network will provide improved access within Broadland, Norwich and South Norfolk in particular through the construction of the Northern Distributor Road.

A Bus Rapid Transit system and general enhancement to bus infrastructure will be introduced on key routes in the Norwich area.

#### Links to projects in the LIPP

North east – spatial package

Norwich City – spatial package

South west – spatial package

Broadland and South Norfolk elsewhere – spatial package

Long Stratton – spatial package

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## 6.1 Funding sources

### Developer funding

6.1.1 Mainstream funding, from a variety of sources, will continue to be the bedrock of funding for new infrastructure. It is reasonable, however, for an appropriate contribution to be made towards physical, social and green infrastructure by new development it is intended to serve, and at the same time improve conditions for existing residents.

6.1.2 The Greater Norwich Development Partnership is progressing the development of a Community Infrastructure Levy (CIL) or *Tariff (Coalition Government decisions on the exact nature of this are awaited)*. Although each district will have its own charging schedule, the schedules will be based on an assessment of infrastructure needs across the area and there will be collaboration between the authorities over decisions on spending on infrastructure in the period to 2026. Spending will be prioritised through the LIPP. Recognising the growth programme requires significant investment in major infrastructure. The introduction of a CIL or Tariff will allow investment in strategic projects (the A47 southern bypass junctions for example) across the area, thereby reducing the impact on individual sites.

### Mainstream funding sources

6.1.3 Mainstream funding is likely to continue to be the foundation for providing new infrastructure. In many cases, this is only set for a short period compared with the horizon of this programme, and so assumptions about future resources are speculative. However, subject to this caveat, the LIPP takes account of current mainstream funding including

- Mainstream local authority funding, principally through Government Supported Capital expenditure, some of which is ring-fenced.
- Growth Point Funds - A largely capital grant from the Department of Communities and Local Government (CLG), and subsequently from the Homes and Communities Agency (HCA), to growth points to assist in the delivery of additional homes (likely to end in April 2011)
- **Eco-community PoD**
  - Use of existing property assets in the form of Local Asset Backed Vehicles where the authority has appropriate assets to contribute. The value of these land assets can then be leveraged to enable local authorities to finance infrastructure needed to support growth
  - Revenue derived from current income streams e.g. ring fencing revenue from parking charges
  - Prudential borrowing The Local Government Act 2003 allows an individual authority to borrow money to fund capital spending subject to plans being prudent, affordable and sustainable in line with the

Chartered Institute of Public Finance and Accountancy (CIPFA) prudential code for capital finance, introduced from 1 April 2004.

- Mainstream funding of partner organizations through coordination with the investment programmes of other public bodies e.g. NHS Norfolk, Police.
- Capital investment by utility companies through their Asset Management Plans to their regulator which identify the capital investment required - Generally set for a 5 year period according to a fixed timetable.
- Public Private Partnerships/Private Finance Initiative, normally used for provision of new buildings – most commonly schools and hospitals/health facilities. Also used to provide capital upgrades to housing and transport infrastructure

**Mainstream funding which is dependent on successful competitive bidding** (these may or may not continue under the Coalition Government)

- Funding from the Homes and Communities Agency (HCA). There are the funding priorities for 2011 – 2014 are:
  - to increase overall housing growth in terms of total new supply
  - to support LPAs in delivering Affordable Housing
  - The Decent homes programme
  - regeneration and renewal of places and markets not thriving (including quality of design)
- Regional Funding Allocations, where local authorities can bid for support for schemes according to regionally established priorities for transport, economic development and housing.
- Community Infrastructure Fund, a joint CLG and Department for Transport (DfT) initiative, which complements mainstream transport funding, to fund the type of schemes that are vital locally to unlocking large housing development sites.
- Regional Infrastructure Funds, a fund administered by Regional Development Agencies to provide up front finance, or guarantees, for major infrastructure which facilitates subsequent development. The expectation is that it would be wholly or partly repayable by S106, CIL or other income streams that will follow. While the legislation exists, there is currently no operational fund in the East of England and there is now unlikely to be one, given the demise of RDAs.

**Other potential funding sources**

- 6.1.4 The new government's proposal is to provide match funding for Council tax receipts from new development for up to six years. Full details of this proposal should emerge in the proposed Democracy and Localism Bill, due for publication in the autumn 2010.
- 6.1.5 During the course of the LIPP, other sources of funding may become available, some of which may require changes to the current law. Where

new opportunities of this sort become available, the potential will be investigated and used where appropriate. This might include, for example

- Business Rate Supplements - As proposed in early 2010, these would allow upper tier authorities to levy and keep a supplement of up to 2 pence per £ of rateable value on NNDR, to be spent on economic development
- Tax Increment Financing (TiF) - A means to use anticipated future increases in tax revenue to finance current improvements and infrastructure designed to enable the development which will produce those revenues. The principle is that without the advanced funding the development would not happen.

### Prioritisation

6.2 The LIPP sets out the key projects that the Greater Norwich Development Partnership has identified as critical to delivering the housing and job growth targets for Broadland, Norwich and South Norfolk.

6.3 All projects will be subject to a prioritisation process.

### JCS Infrastructure

6.4 Schemes and projects identified in Appendix 7 of the Joint Core Strategy (Appendix 3 of the LIPP) were categorised as:

- Priority 1 Infrastructure is fundamental to the strategy or must happen to enable physical growth. It includes key elements of transport, water and electricity infrastructure. Failure to deliver infrastructure that is fundamental to the strategy would have such an impact that it would require the strategy to be reviewed. This particularly applies to the NDR and associated public transport enhancement. The sustainable transport requirements of the strategy and much of the development to the north of the built up area is dependent on these key elements of NATS.
- Priority 2 Infrastructure is essential to significant elements of the strategy and required if growth is to be achieved in a timely and sustainable manner. Failure to address these infrastructure requirements is likely to result in the refusal of planning permission for individual growth proposals, particularly in the medium term as pressures build and any existing capacity is used up.
- Priority 3 Infrastructure is required to deliver the overall vision for sustainable growth but is unlikely to prevent development in the short to medium term. The overall quality of life in the area is likely to be poorer without this infrastructure. Failure to address these infrastructure requirements is likely to result in the refusal of planning permission for individual growth proposals

### Housing projects

6.5 Projects identified by the GNHP were prioritised by: **to be completed**

## **Regeneration and growth projects**

- 6.6 These include projects that support jobs and economic growth, as well as mixed-use regeneration schemes.
- 6.7 Projects identified by the GNDP were prioritised by: to be completed
- 6.8 Although the projects have been grouped in three levels of priority, all this investment, and more, is required if the Partnership is to be able to deliver the growth targets that have been set. Together these projects unlock opportunities to directly affect the timing and volume of housing and jobs that can be delivered.

## **Major risks and uncertainties**

- 6.2.1 The major risks and uncertainties are outlined below:
- 6.2.2 **LDF process:** The Joint Core Strategy is at submission stage and will be subject to examination in public in November 2010.
- 6.2.3 **Funding**
- Current reduction in growth point funding and anticipated cuts in government funding next year and beyond
  - Critical funding to address the funding gap between infrastructure requirements to meet the standards for sustainable development and anticipated contributions from developers, utilities and service providers unclear
  - Growth Point funding ceases in March 2011, it is unclear whether anything will replace this
- 6.2.4 **Governance**
- Relationship with the Private Sector
  - Relationship between agencies

## 7.1 Green infrastructure

7.1.1 Growth and regeneration will require considerable investment in green infrastructure to promote a high quality, attractive environment which will protect and enhance biodiversity, and support healthy lifestyles. Implementation will be guided by the audits undertaken under PPG 17 and by the [Green Infrastructure Delivery Plan](#) as well as more local initiatives, such as parish plans. Final decisions on open space provision will be confirmed through future planning documents and, consequently, the nature and cost of green infrastructure will evolve in future iterations of this LIPP. However, provision will include a full range of typologies including formal recreational space for adults and children, as well as less formal parks and gardens, and natural/semi-natural green space.

7.1.2 Green infrastructure can provide multiple benefits to create attractive places to live, work and visit; it can help spark regeneration schemes and environmental projects to support inward investment and tourism

7.1.3 The [Green Infrastructure Strategy](#) is given spatial expression through a number of corridors. These include Sub-Regional and Local Green Infrastructure corridors. Four complementary green infrastructure themes have been identified.

- Theme 1 – Sustaining and Enhancing the Character and Local Distinctiveness of Riverscapes, Landscapes and Townscapes.
- Theme 2 – Making Space for Wildlife
- Theme 3 – Providing a High Quality, Multi-functional and Connected Network of Accessible Greenspace for People
- Theme 4 – Adapting to Climate Change through Sustainable Planning and Design.

### **The JCS Green Infrastructure Requirement**

7.1.4 The green infrastructure approach should be regarded as a long-term framework for sustainable development, protecting the natural and historic environment and enhancing the distinctive qualities that give the Greater Norwich Area its special character. Green Infrastructure should be delivered, protected and managed through the commitment and involvement of the public, private and voluntary sectors across the Greater Norwich Area working in partnership.

7.1.5 There is already extensive experience of such partnership working in the area, for example through the delivery and management of Whitlingham Country Park.

7.1.6 New development will play a key role in delivery. This will be required and coordinated by the planning process through Local Development Frameworks. The Joint Core Strategy sets out the strategic requirement for green infrastructure to support development. Implementation will be co-

ordinated by more detailed planning policies in each district in Development Management and Site Allocation Plans. Policies in these plans will promote the development of the green infrastructure corridors outlined below.

### Identifying and prioritising GI projects

- 7.1.7 The [Greater Norwich Green Infrastructure Delivery Plan](#) focuses on two key geographical areas, South West and North East Norwich, and how they connect with the city of Norwich. These areas reflect the main areas of growth in the Joint Core Strategy (JCS).
- 7.1.8 Analysis has enabled a number of priority areas to be identified through a combination of the following factors:
- Habitat mapping
  - Strategy locations and corridors identified in the Green infrastructure study
  - Selecting areas where the proposed growth is to be located or would provide linkages between areas of growth and existing urban areas and settlements
  - Providing connectivity with areas of existing accessible green infrastructure and areas of cultural / landscape importance or potential, including those in urban areas.
- 7.1.9 The locations and the form of Green Infrastructure Priority Areas were tested in consultation with the Steering Group and wider Stakeholders at workshops. The following corridors were identified:
- Norwich to the Broads (Norwich to Acle and Norwich to Wroxham)
  - Long Stratton to Norwich
  - Five Rivers (Tas / Tiffey / Tud/ Yare / Wensum)
  - Wymondham to Norwich (Wymondham – Hethersett – Cringleford)
  - ‘Water City’ (Yare and Wensum).
- 7.1.10 The list of projects in table 6 below sets out the typical projects that would be considered as part of a green infrastructure programme in line with development.

Ref	District	Project Name
GI-1	South Norfolk District Council	South West Ecological Networks
GI-2	South Norfolk District Council	Norfolk and Norwich Hospital Health Woods
GI-3	Norwich City Council	Regeneration of the Wooded Ridge – Norwich
GI-4	Norwich City Council /South Norfolk Council	Yare Valley Walk / Parkway
GI-5	Norwich City Council	Churchyards Health and Heritage Walks
GI-6	Norwich City Council	Wensum Park to Andersons Meadow – missing link
GI-7	Broadland District Council	North West Norwich Forest

GI-8	Norwich City Council /South Norfolk Council	Yare Valley Walk Broadwalk – UEA to Eaton
GI-9	South Norfolk Council	Mulbarton – Swardston Green Way
GI-10	South Norfolk Council and Broadland District Council	Yare and Wensum Valley Link
GI-11	Norwich City Council / Broadland District Council	Marriott's Way Route Enhancements
GI-12	South Norfolk Council	Tas Valley Blue Way – Phase 1
GI-13	Norwich City Council	Wensum River Parkwark – missing link
GI-14	South Norfolk	South Norfolk Claylands

Table 6 Source: Green Infrastructure Delivery Group 27 July 2010

7.1.5 A list of existing Green Infrastructure, including what needs to be protected, opportunities, and links which can be made, can be found in Appendix 8.

## 7.2 Addressing Climate Change

7.2.1 The environment is a key priority within the LIPP. There is a need to improve the environmental performance of new and existing infrastructure and development. This includes environmentally innovative low carbon or carbon neutral development, as well as investment in sub-regional and local green infrastructure

### **Low carbon priorities**

7.2.2 The joint core strategy policy commits the GNDP to provide local leadership to a carbon infrastructure fund for large developments, to ensure early phases of development contribute to sustainable energy sources to serve the whole of the development.

7.2.3 Environmental factors, including climate change and mitigating against any adverse impacts on growth should be considered in all packages throughout the LIPP.

7.2.4 Development will:

- Be energy efficient and use sustainable sources of energy (see section x)
- Provide for recycling of materials
- Use locally sourced and recycled materials wherever possible
- Be located to minimised flood risk, mitigating any such risk though design and implementing sustainable drainage
- Minimise water use and protect groundwater sources
- Make the most efficient appropriate use of land
- Minimise the need to travel and give priority to low impact modes of travel
- Be designed to mitigate and be adapted to changing weather patterns
- Improve the resilience of ecosystems to environmental change and protect environmental assets

### 7.3 Local distinctiveness

7.3.1 Good design can make the difference between a high quality and successful development and an unsuccessful one. Development at any scale and location should make a positive contribution to providing better places for people.

7.3.2 Therefore, at the core of the LIPP is a need for all development to be well designed so that, as well as being environmentally sustainable, it is a good place to live. This needs to be an integral consideration throughout all stages of development and will be addressed in each spatial package

#### **Priorities**

7.3.3 All new development proposals will need to respect local distinctiveness and create liveable communities including:

- The landscape setting of settlements including maintaining strategic gaps between settlements and ensuring 'gateways' are well designed
- The character of local landscapes and townscapes
- Provision of landscaping and public art
- The design of development promotes walking, cycling and public transport links
- Designing out crime

#### **The JCS requirement**

7.3.4 To ensure residential development is well designed, the joint core strategy sets a requirement that demanding national standards must be met. In addition, masterplanning for large-scale development is required. Together, these requirements will ensure that developments embrace the principles of good urban design and that infrastructure will be logically planned and implemented on time.

## Housing including Affordable Housing, housing for older and more vulnerable households and homelessness

### Priorities

- 8.1 The most significant priorities over the short term from 2011-2014 are:
- to promote the maximum provision of affordable housing
  - to ensure existing stock is in a good condition, and continues to provide suitable homes for residents
  - to ensure the earliest possible provision of the essential services and infrastructure required to deliver the JCS housing provisions
  - to support preparation of masterplans for the proposed six large scale new communities in order to encourage their earliest possible delivery from 2011 following the adoption of the JCS
  - to plug the gap between the take-up of existing local plan housing provisions and the adoption of the JCS where there is a lack of a five year supply of readily developable house building land
  - to seek to ensure that permitted housing developments not on existing land allocations are compatible with the JCS for proposed growth and make the appropriate funding and other contributions to the provision of affordable housing, services and infrastructure necessary to support the growth provisions of the JCS

### The JCS Housing Requirement

- 8.2 The JCS sets challenging housing targets which were derived from the requirements of the East of England Plan. Housing provision is expressed in the JCS as ranges to provide a degree of flexibility.
- 8.3 The Norwich Policy Area (as defined in Appendix 2) is the focus for major growth and development. Housing need will be addressed by the identification of new allocations to deliver a minimum of 21,000 dwellings as shown in table 7 below:

Norwich City Council	3000 dwellings
Broadland smaller sites in the NPA	2000 dwellings
South Norfolk smaller sites in the NPA	1800 dwellings
Old Catton, Sprowston, Rackheath and Thorpe St. Andrew Growth Triangle	7000 dwellings by 2026, continuing to grow to 10,000 dwellings
Easton/ Costessey	1,000 dwellings
Cringleford	1,200 dwellings
Hethersett	1,000 dwellings
Long Stratton	1,800 dwellings
Wymondham	2,200 dwellings

Table as shown on p23.

- 8.4 Allocations to deliver the smaller sites in Broadland and South Norfolk will be made in accordance with the settlement hierarchy and local environmental and servicing considerations.
- This will be challenging because the building rates required for 2008-2026 are over 2,050 homes per annum. throughout the area, including some 1,830 per annum. in the NPA, when those achieved for 2001-2008 were 1,691 homes per annum throughout the area, including 1,383 per annum. in the NPA.
- 8.5 Outside the Norwich Policy Area, ensuring growth is sustainable and supported by appropriate services will also be a challenge. However, experience suggests that the development industry is capable of delivering the rates required by the JCS. In this part of the strategy area around 4,500 new dwellings are to be provided at around 250 homes per year. This compares to recent construction rates between 2001-2008 averaging 308 new homes per year.
- 8.6 Past performance and potential delivery rates are illustrated in the housing trajectory. The relatively high number of completions during 2007/08 reflected market conditions and the development of large land allocations in existing local plans. However this followed a period of house building at rates below that required from 2001. The trajectory shows that the rate of planned completions fall again after 2008 due to the reducing development of existing local plan allocations, the impact of the recession, and less emphasis on the construction of flats in Norwich.
- 8.7 The trajectory assumes higher rates from 2011/12 resulting from the delayed development of existing allocations and the commencement of new JCS-based allocations, starting with low-carbon development at Rackheath. Returning to high rates of development at this time will be a major challenge.
- 8.8 The contribution to be made by the development of the existing committed sites totals some 14,100 dwellings. The development of these sites is expected to peak by 2012/13 and is assumed by the Housing Trajectory to be completed by 2019/20.
- 8.9 The trajectory in on page 25 also suggests that the shortfall in meeting the average required house building rate to 2026 will not be met until around 2017/18. This illustrates the need to be prepared for the development of the proposed growth areas as soon as possible.
- 8.10 Above regional average rates of population growth and household formation have fuelled the requirement for significantly higher rates of future house building. While house building rates since 2001 have been mostly below that required, and are likely to remain so until around 2011/12, the cumulative shortfall in the required house building to 2008 could still take some nine years to overcome, i.e. by 2017/18. In the mean time, the take-up of existing local plan housing land allocations has resulted in available housing land falling below the required five years supply in both the overall strategy area and the Norwich Policy Area, leading to pressures for housing development on un-allocated sites. Piecemeal development of these sites may fail to deliver the funding

contributions required to provide the services, facilities and infrastructure necessary to meet the cumulative needs of all new development that would otherwise have been coordinated and funded in association with an adopted JCS.

- 8.11 It is essential therefore to ensure the speediest provision of the essential services and infrastructure to enable the delivery of the required growth in association with the earliest possible adoption of the JCS
- 8.12 All new housing stock including affordable homes will be expected to meet the standards required by The Code for Sustainable Homes (Level 4 for energy and water on adoption of the JCS and Level 6 by 2015). This will affect the viability of new housing developments at an earlier time than implied by the government's proposed timing for the introduction of such standards, albeit eventually they will be required by Building Regulations.

### **Affordable housing and housing for older and more vulnerable households**

- 8.13 The findings of the most recent Housing Market Assessment for the three districts indicates that 43% of overall housing need can only be met by affordable housing.
- 8.14 A proportion of affordable housing, including an appropriate tenure mix, will be sought on all sites for 5 or more dwellings (or 0.2 hectares or more). The proportion of affordable housing, and mix of tenure sought, will be based on the most up to date needs assessment for the plan area. At the adoption of this strategy the target proportion to meet the demonstrated housing need is:
- On sites for 5-9 dwellings (or 0.2 – 0.4 ha), 20% with tenure to be agreed on a site by site basis (numbers rounded, upwards from 0.5)
  - On sites for 10-15 dwellings (or 0.4 – 0.6 ha), 30% with tenure to be agreed on a site by site basis (numbers rounded, upwards from 0.5)
  - On sites for 16 dwellings or more (or over 0.6 ha) 40%, of which approximately 85% social rented and 15% intermediate tenures (numbers rounded, upwards from 0.5).
- 8.15 As will be evident from the above, these percentages for different site sizes will not in combination deliver the policy target of 40% affordable housing, let alone the estimated need of 43%. However, we do not consider it feasible, based on realistic assumptions about the size of developer contributions, to achieve the target without HCA investment.

### **Housing for older and more vulnerable households**

Other vulnerable groups that require investment include vulnerable young people, people with learning disabilities, people with mental health problems, people with drug or alcohol misuse problems, ex-offenders, single homeless people and Gypsies and Travellers.

- 8.16 **Mixed tenure housing with care** will be required as part of overall provision in highly accessible locations. In particular provision will be required in Norwich, and the major growth locations of Old Catton, Sprowston, Rackheath and Thorpe St Andrew growth triangle, Cringleford,

Hethersett, Wymondham and Long Stratton, and at Aylsham, Acle and Wroxham.

- 8.17 Provision for **Gypsies and Travellers** will be made for 58 permanent residential pitches to meet the needs arising between 2006 and 2011. These will be provided on the following basis: Broadland 15, Norwich 15, and South Norfolk 28.
- 8.18 Residential pitches will be provided on a number of sites. Generally sites will not have more than 10 to 12 pitches, but may be varied to suit the circumstances of the particular site. The sites will be provided in locations which have good access to services and in locations where local research demonstrates they would meet the needs of the Gypsy and Traveller communities. Some of the pitches provided after 2011 are expected to be provided in association with large scale strategic housing growth.
- 8.19 In addition, transit pitches will be provided based on local evidence of need. These will generally be in locations providing good access to the main routes used by Gypsies and Travellers such as the A11, A47, A140 and A143/A1066. Again sites would not normally be expected to accommodate more than 10 to 12 pitches.
- 8.20 Research also shows the need for additional plots for Travelling Show People. The expectation is that approximately a further 27 plots will be provided by 2026, on sites within the Norwich urban area, or if sites within the urban area cannot be identified, with easy access to it.”

#### **Homelessness**

- 8.21 The GNHP vision to address homelessness in the area is “to ensure that services are in place to prevent and respond appropriately to Homelessness, providing a range of suitable and targeted options that place the customer at the centre”.

#### **Identifying and prioritising Affordable Housing projects**

- 8.22 A complete list of Affordable Housing projects across the three districts showing completed and proposed future projects can be found in Appendix 4.

#### **Package for delivery of affordable housing in the sub-region between 2011-2014 - TBC**

**Priorities**

- 9.1 The key priorities for Jobs and the Economy derive from the four objectives of the Greater Norwich Economic Strategy.
- Objective 1: Enterprise - To strengthen the area's economy, maximise diverse employment opportunities and ensure that businesses can flourish.
  - Objective 2: People and Skills - To improve the skills of the labour force to ensure that it matches the needs of existing and potential employers and local people benefit from job growth
  - Objective 3: Infrastructure for Business - Ensure that the area has the necessary infrastructure and quality of environment to attract and retain investment and support business growth.
  - Objective 4: Profile and Investment - To raise the profile of Greater Norwich as a high quality place to live work and visit.

**The JCS jobs target**

- 9.2 The JCS sets a target of 27,000 new jobs between 2008 and 2026. The key diagram (page 24) shows strategic employment sites and major housing growth and associated facilities.
- 9.3 Greater Norwich is the main engine of the Norfolk economy, with half of the county's population and half of the employment. Beyond the urban area, Broadland and South Norfolk are largely rural in character but many residents commute into Norwich for work. The area provides over 200,000 jobs. An economic assessment has been prepared for Broadland, Norwich and South Norfolk. This assessment of Greater Norwich provides the evidence base for the Economic Strategy, it supports the Joint Core Strategy and feeds into the Norfolk-wide Local Economic Assessment.
- 9.4 Greater Norwich has key strengths in several of the knowledge intensive sectors which, in national terms, have generated the strongest growth in recent years; financial services, business services, creative industries, health and life sciences, and engineering. Greater Norwich has strong economic inter-relationships with the surrounding area (for example in tourism, motorsport, high-tech engineering, food processing, business services) and has connectivity with other areas of employment such as Great Yarmouth, Thetford and Kings Lynn and the market towns.
- 9.5 Greater Norwich is home to the regional or national headquarters of over 50 major companies.
- 9.6 Norwich is a major media and cultural centre, home to BBC East and Anglia TV, six theatres and 1,500 historic buildings. The city centre is also a top 10 retail centre.

- 9.7 Norwich Research Park (NRP) which leads the world in research in agrifood, health and environmental services. NRP includes: the University of East Anglia, one of the UK's leading universities, The Genome Analysis Centre, the John Innes Centre, the Institute of Food Research Institute, the Sainsbury Laboratory and the Norfolk and Norwich University Hospital and boasts world leading research expertise in climate change environmental and life science.
- 9.8 Norwich International Airport connecting to Schipol, with onward connections to worldwide destinations, is a major asset for business and tourism. Greater Norwich has a strong and varied tourism offer, with the heritage and culture of the city balanced by the attractions of the market towns, the Broads and the countryside.
- 9.9 Outside Norwich the most significant centres are Wymondham, Aylsham, Diss and Harleston. Wymondham's proximity and transport links with Norwich have made it a focus for population and employment growth. Diss in particular is a focal point for employment and services for a large area of South Norfolk and North Suffolk. Aylsham and Harleston are attractive and vibrant market towns. Acle, Reepham, Long Stratton and Loddon are smaller but significant local centres.
- 9.10 Investment in strategic employment sites (such as Norwich Research Park and Hethel Engineering Centre/Technology Park) will directly deliver jobs in, existing and emerging, knowledge intensive sectors. This will lead to further private sector investment, as a critical mass is reached at each of these sites which draws new firms to the area, attracted by the pool of skilled labour and specialised knowledge. Further employment will be created by endogenous growth through spin out firms, supported by an Enterprise Centre at the UEA.
- 9.11 Additional employment of all types, including jobs in knowledge intensive sectors will be created by investing in sustainable employment locations that are accessible by public transport. This includes high quality refurbishment of outdated office buildings in and around the city centre to attract and retain employment in sectors such as financial services, business and professional services and the creative industries.
- 9.12 Many sites, such as the Deal Ground and Utilities site in East Norwich, are constrained and require substantial infrastructure investment to bring them forward for development to support the need to retain different types of employment in and around the city centre as part of the overall attraction of the city. The phased expansion of Broadland Business Park will provide additional employment land for business activities that cannot be accommodated at existing employment sites in the urban area.
- 9.13 Investment in managed workspace, which offers support for new and small firms in their early stages of operation through the provision of suitable premises and a "protected environment" and investing in grow-on accommodation, will stimulate enterprise, thereby creating more jobs and providing opportunities for the growing population.
- 9.14 Investment in existing Higher Education /Further Education infrastructure will support future sustainable jobs growth by expanding capacity and

enabling more local people to take advantage of the opportunities that jobs growth provides. This will take place through equipping the local population with the skills that business and the economy needs to prosper and grow.

- 9.15 Norwich International Airport already provides a highly significant asset with the potential to stimulate further economic and employment development in both the urban and surrounding rural areas. Investment to develop a new business park at Norwich International Airport will support the growth of aviation-related business and of businesses that would benefit from being located next to the airport.
- 9.16 Growth in employment outside the Norwich urban area provides the potential to compensate for decline of employment in sectors such as agriculture and to create better paid jobs. Job creation opportunities in the rural areas also have the potential to maintain thriving market towns and rural communities. For example, the proposed Norfolk Food Hub includes a distribution centre, livestock market, shop and restaurant which will support local producers and provide jobs.

### **Arts and Culture**

- 9.17 Provision for leisure, the arts and culture will be improved to meet the expectations of the existing and new residents of the Greater Norwich area and to enhance the quality of life and attractions of the area.
- 9.18 There is a significant need for additional performance space in the Greater Norwich area. These improvements are essential to attract the private investment required to deliver the scale and quality of growth envisaged in the JCS and LIPP.
- 9.19 There is an aspiration is to renovate, improve and regenerate the Norwich Halls and a significant cultural, tourism and leisure asset for the city centre. The GNDP has provided funding for the South Bank Halls project phase 1, which will allow for detailed design and investigation works to be undertaken that will support phase 2 building works. Outcomes include detailed master planning of the site, acoustic and architectural design supporting the Halls as a concert / conference venue.

### **The most important investments proposed**

- Significant expansion of office, retail and leisure provision in the city centre. Land will be identified to deliver a net increase of at least 100,000m<sup>2</sup> of new office floorspace
- Significant expansion of health, higher education and, in particular, science park activity at the University of East Anglia/Norwich Research Park. A first phase of around 55ha will provide for uses limited to those appropriate for a science park (principally use class B1(b)) with further phases dependent on the achievement of this vision
- A new business park of around 30ha associated with the Airport and focussed on uses benefiting from an airport location
- An extension to Broadland Business Park of around 25ha for general employment uses

- Consolidation of activity at Longwater through intensification and completion of the existing allocation
- New general employment opportunities at Wymondham including a new allocation of around 15ha
- Expansion of activity at Hethel including a technology park of around 20ha managed to focus on advanced engineering and the growth of technology capabilities
- New employment development to serve local needs of major growth locations including around 25ha of new employment land at Rackheath

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## 10.1 Transport

10.1.1 The scale of growth proposed in and around Norwich requires a coordinated and joined up approach to make most effective use of and enhance, the transportation networks. Norfolk County Council already has in place the Norwich Area Transportation Strategy (NATS). The Strategy was adopted in 2004 and was post dated by the Norfolk's Second Local Transport Plan (2006) and the East of England Plan (2008).

10.1.2 The transport theme has strong links to the economy and environment themes and aims to address social exclusion, deprivation and isolation by ensuring accessibility for all to jobs, services and facilities.

10.1.3 The spatial distribution of the large scale growth in Norwich Policy Area (NPA) has been informed by;

- Proximity to strategic employment sites
- Accessibility to local services.
- Availability of, or opportunity to deliver, high quality public transport access to the centre of Norwich
- Implementation through NATS

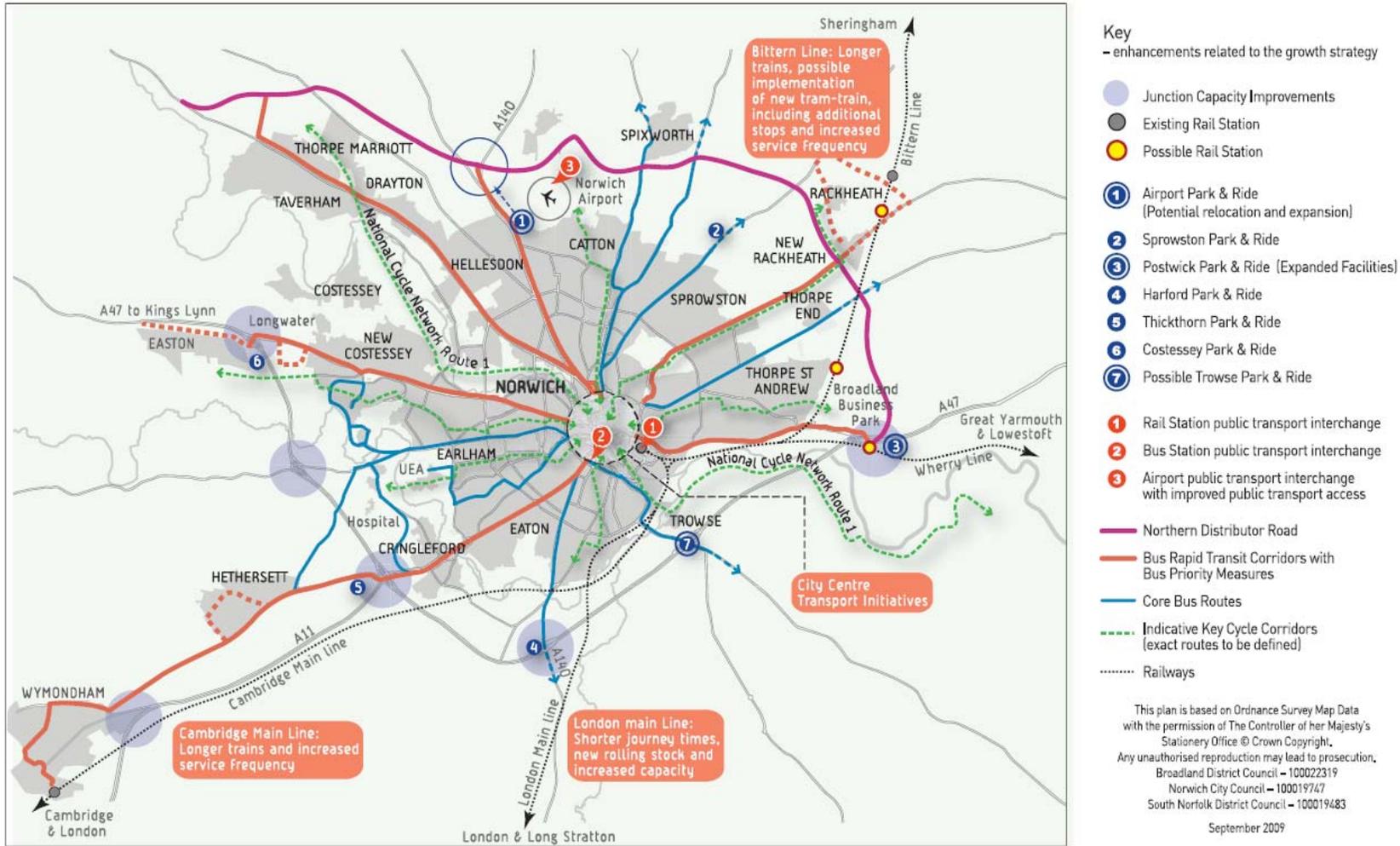
### **Priorities**

10.1.4 The key transport priorities are:

- The delivery of Postwick Growth Hub and the expanded park and ride site
- The delivery of the Norwich Northern Distributor Road
- To make significant improvements to public transport, walking and cycling, including Bus Rapid Transit on key routes in the Norwich area
- Enhancements to the Norwich Park and Ride system
- To promote enhancement of rail services, including improved journey time and reliability to London and Cambridge, and innovative use of the local rail network
- To provide the A140 Long Stratton Bypass
- To promote improvements to the A11 and A47
- To support the growth and regional significance of Norwich International Airport
- To concentrate on development close to essential services and facilities to encourage walking and cycling as the primary means of travel with public transport for wider access
- To protect of the function of strategic transport routes

- To continue to investigate and support for rail freight opportunities
  - To continue to improve public transport accessibility to and between main towns and key service centres
  - To promote local service delivery
- 10.1.5 The Norwich Area Transportation Strategy recognises that transport networks in the area are currently under strain and future development will add to this pressure. The [Norwich Area Transport Strategy Implementation Plan \(NATS IP\)](#) sets out proposals for making transport more reliable, practical, sustainable and accessible. Figure 5 (p49) shows the proposed implementation plan.
- 10.1.6 These transport plans for the future set out to cater for all of the transport needs of a vibrant and growing regional centre such as Norwich. They include all modes of transport, and aim to tackle existing problems prevent new ones from occurring and meet the pressures of planned growth.
- 10.1.7 The scale of planned growth and the delivery of non car based travel choices still require significant investment and enhancement of the existing infrastructure.
- 10.1.8 The proposals in the NATS implementation plan include:
- plans for improving transport and accessibility in the city centre
  - improving the cycling and walking network across Norwich
  - further improvements to rail and bus services building towards a Bus Rapid Transit system for the city.
  - developing a Northern Distributor Road
  - taking additional steps to improve traffic flows in the area
- Critical transport investments outside the remit of the LIPP**
- 10.1.9 These are vital to improve connectivity and economic success of the area but are not required to unlock specific locations for growth.
- A11 dualling at Elveden, programmed for 2013
  - A47 improvements to significant stretches that remain single carriageway
  - Improvement to rail services to London to reduce journey times and improve reliability
  - Further improvements to services on the Ely/ Cambridge line
  - The implementation of the east-west rail link to provide services to central, southern and western England.

Figure 5: Norwich Area Transportation Strategy – proposed implementation plan



- 10.1.9 The Northern Distributor Road is the largest single element of NATS and is necessary to address existing traffic issues and, in particular, is fundamental to the delivery of other key elements of the strategy including the delivery the infrastructure to support a bus rapid transit network. Its creation will provide the opportunity to deliver further public transport improvements within the city and surrounding areas and it has received strong public support in earlier consultations.
- 10.1.10 The NATS implementation plan continues to be developed and early projects either implemented or committed improve public transport corridors to the north east along Salhouse Road, the A11 and Dereham Road. These projects are early stages of building towards high quality public transport corridors that provide a real public transport alternative for the major growth locations.
- 10.1.11 Schemes are also being implemented across the city centre that will contribute to cross city public transport movements and improving walking cycling and the general public realm – improvements to St Andrew’s Plain and St Georges St, enhancing links to the Northern City Centre, for example.

## 10.2 Utilities

10.2.1 Work on utilities infrastructure and capacity constraints is ongoing. The paragraphs below summarise the current situation for each of the main utilities. Overall, the two most significant and urgent issues to be addressed relate to water and electricity supply to some of the key employment growth locations, in particular Broadland business park and the airport. The key areas for consideration under the heading of utilities are:

- Energy
- gas
- water
- telecoms

### **Energy**

- 10.2.2 To enable successful delivery of growth in Greater Norwich area attention is needed to ensure that energy and utility provision can cope with increasing demand. AECOM (formerly Faber Maunsell) have compiled the utilities assessment, investigating the electricity, gas, and water infrastructure requirements.
- 10.2.3 AECOM undertook a loading assessment based on the housing and employment projections provided in the “Key Assumptions Paper”. Once loadings were established, AECOM worked with the utility providers EDF Energy (electricity) and National Grid (gas), as well as the consultant working on Norfolk’s Water Cycle Study, Scott Wilson, to establish infrastructure requirements.

## **Electricity**

10.2.4 Electricity is currently provided via the “Norwich Main Supergrid station” at Dunston. This connects to grid substations at Earlham, Trowse and Thorpe and to a number of primary substations. Major reinforcement works are needed – this is likely to include:

- a new Grid Substation to the east of Norwich at a site on Green Lane
- up to three new primary substations and the upgrading of two existing substations
- upgrading the St Stephen’s sub-station costing £10.75 million
- ongoing staged improvements to the Earlham substation

## **Renewable & Decentralised Energy Sources**

10.2.5 Research demonstrates that renewable energy potential is ample for the planned new development in the area. It shows that dedicated renewable energy sources could serve all development, either directly or through offsetting, enabling low carbon and zero development. Medium scale on site renewable energy sources can both meet the energy needs of large scale new development and contribute to those of smaller scale development.

10.2.6 The joint core strategy therefore provides a selective approach for energy production for new development dependent its scale, as larger scale on site energy production is more cost effective, while on smaller developments it is technically difficult and extremely expensive to achieve carbon neutrality. Therefore smaller scale development can, after maximizing viable on site renewable energy sources, contribute to carbon neutrality through a carbon offset fund set up to offer grants to the occupiers of existing property to improve the energy efficiency of their property. This approach is in line with the suggested approach, yet to be clarified, from the Coalition government.

10.2.7 Renewable Energy can also play a significant role in meeting the energy needs of the western quadrant.

## **Gas**

10.2.8 Limited improvements to gas infrastructure are required across the growth area to serve the proposed dwelling growth. These are set out in appendix 7 of the JCS.

10.2.9 National Grid has identified areas where reinforcement work would be required to accommodate the proposed levels of growth. Due to the limited level of detail in relation to proposed development, the National Grid are unable at this stage to provide a meaningful estimate of cost.

## **Water**

10.2.10 The Water Cycle Study 2b highlights some key issues that need to be resolved. The GNDP, Anglia Water, Environment Agency and Natural England are looking at potential solutions.

- 10.2.11 Strategic Flood Risk Assessments and a Water Cycle Study (WCS) provide an evidence base for water issues locally.
- 10.2.12 In relation to flood risk, the great majority of development proposed in the JCS is located in areas with no fluvial/tidal flood risk. Any development proposed in areas of some flood risk (zone 2 under national policy in PPS25), will have to provide a flood risk assessment to show how flood risk can be mitigated. This will apply mainly to limited areas of the city centre.
- 10.2.13 The WCS has identified that significant investment will be required in water infrastructure to support growth and meet the requirements of the **Habitat Regulations**. Water quality is a crucial issue in this area, due to the number of protected sites relying on high water quality, including the Broads.
- 10.2.14 The GNDP area is an area of water stress and the WCS has shown that water extraction will need to be reduced to protect water quality and water resources. New development is required to be highly water efficient. Innovative measures to protect water quality are likely to be required
- 10.2.15 Growth in several parts of the area is dependent on investment at sewage treatment works. The WCS has also identified the need for investment in sewerage capacity to both the north and the south of Norwich and to serve the city centre. The timing of these investments will have an important effect on the phasing of development. The GNDP is working closely with Anglian Water to identify the best means of ensuring infrastructure is provided in a timely manner to serve development.

#### **Telecoms**

- 10.2.16 A high speed and reliable broadband infrastructure is a critical part of the sustainable economic development strategy for Greater Norwich. It is also a key component in tackling deprivation and improving access to services amongst disadvantaged communities.
- 10.2.17 The 'Broadband Strategy for Norfolk' highlights the importance of broadband and is being used to identify priorities and investment opportunities in Greater Norwich and Norfolk.
- 10.2.18 To enable businesses to grow, encourage investment in the area and reduce the digital divide, investment in broadband infrastructure is required - this is likely to include:
- Upgrading the current BT exchanges so that they are fibre enabled - BT has not included any Greater Norwich exchanges in its national plans, part of the reason is the higher levels of deprivation in urban exchanges, and lack of commercial return in rural areas. Anticipate market intervention will be required in short-to-medium term to rectify the issue in urban and rural areas. Fibre will also need to be run to street cabinets and eventually to premises and homes to enable businesses and communities to make full use of high-bandwidth services without any degradation in service experienced over copper.
  - Expansion of Virgin Media's current network from Norwich City Centre - Virgin Media is looking at opportunities to expand its footprint, however, relative high levels of deprivation in Norwich make a purely commercial

offer unviable. Market intervention is the best way to achieve broadband coverage in Norwich.

- Ensuring that ducts are built in from day one - a cost effective way of enabling fibre to be laid in new business parks and housing developments would be to require developers to install ducting during construction.

10.2.19 A number of private sector partners have shown an interest in investing in broadband infrastructure in Norfolk. The GNDP are working with partners to help with their plans to best meet the needs of existing businesses and residents and future plans.

### 10.3 Waste and recycling

10.3.1 Responsibility for waste disposal and planning across Norfolk lies with Norfolk County Council. As a Waste Disposal Authority, the County Council has responsibility for disposing and/or treating household municipal waste collected by the Waste Collection Authorities within the District and City Councils. In addition, the County Council has responsibility for providing Household Waste Recycling Centres.

10.3.2 As a Waste Planning Authority, the County Council also has to ensure that the waste facilities coming forward provide adequate capacity to dispose of and/or treat all other kinds of waste, including commercial and industrial, construction and demolition, and hazardous waste.

10.3.3 A combination of European and National Policy is intended to reduce the tonnage of domestic waste sent to landfill; with a focus on increasing levels of recycling and composting.

10.3.4 A Municipal Waste Strategy for Norfolk was first adopted and published in 2000 by the Norfolk Waste Management Partnership. The Strategy is influenced by a number of key national policies and legislation, in particular the national policy document Waste Strategy 2000.

10.3.5 The Joint Core Strategy encourages waste reduction, reuse, recycling, composting and safe energy recovery to minimise the contribution to climate change and address the impact of the strategy.

10.3.6 In 2008/09 43.1% of Norfolk's waste was recycled and composted. New initiatives are being introduced which will increase this performance further and figures show that Norfolk could be recycling and composting at least 55% of its rubbish by 2015.

10.3.7 Modern methods of waste treatment are now being investigated by Norfolk County Council; these methods recover more materials for recycling and use the remainder of the waste to generate heat and power.

#### **Infrastructure requirements and costs**

10.3.8 There are seven Household Waste Recycling Centres in the GNDP area. The total area of HWRC space in the GNDP area is 8390 sq m, serving a population in 2007 of 372,570.

10.3.9 There is demand arising within the GNDP for the equivalent of two additional HWRCs by 2026. Following a discussion with waste managers at Norfolk County Council the preferred locations for these facilities would be to locate a new facility as part of development in the Rackheath /Sprowston Growth Triangle, and to utilise opportunities to expand the existing facility at Wymondham.

## 10.4 Community infrastructure

10.4.1 Community infrastructure is critical for transforming physical developments into sustainable communities, and in the promotion of healthy, safe and fulfilling lifestyles. Services and facilities need to be made available in the right place and the right time.

10.4.2 In order to deliver thriving communities, tackle social deprivation and meet diverse needs across the area, a multi agency approach will be required to ensure that facilities and services are available as locally as possible, considering the potential for co-location, and are accessible on foot, by cycle and public transport.

10.4.3 Provision will be made to ensure equitable access to new and improved community halls, including new provision on major developments. This will provide facilities for use by a wide range of groups, including faith communities.

10.4.4 Expanded library provision will be made through new or expanded facilities in major growth locations.

## 10.5 Education

10.5.1 Provision will be made for sufficient, appropriate and accessible education opportunities for both resident and non-residents, including:

- Wider community use of schools, including through design.
- New primary and new or expanded secondary schools to serve the major growth locations.
- Promoting the 'learning city' role of Norwich by facilitating the continuing enhancement of tertiary education facilities including the University of East Anglia, the Norwich University College of the Arts, City College and Easton College.

## 10.6 Healthcare

10.6.1 Physical health requires facilities directly related to health care, and the infrastructure needed to promote healthy lifestyles. The growth planned for Greater Norwich over the next 15 – 20 years will require additional primary health care facilities in the form of general practitioners and dentists, as well as a range of beds covering acute, geriatric, maternity, mental health care and learning difficulty needs.

10.6.2 A healthy lifestyle requires access to recreation and community facilities capable of a wide range of uses and the promotion through design of walking and cycling as primary means of access to jobs and services. In many cases, the co-location or proximity of facilities such as community halls/libraries/primary health care/schools can help to create focal points, as well as bringing about economies in provision.

10.6.3 The Joint Core Strategy recognises the need to provide adequate and accessible health facilities across the GNDP area. The strategic health authority will assess the impact of net population change on the sub-regional requirements for hospital beds.

## 10.7 Emergency services

10.7.1 Community safety requires appropriate access by the emergency services. The Joint Core Strategy recognises emergency services are essential supporting infrastructure for the delivery of the housing growth targets.

10.7.2 For fire and ambulance services, response times are the most critical aspect and therefore new facilities may not be required within development areas. In contrast, access to police services through the presence of expanded Safer Neighbourhood Teams will require new local facilities, though there may be scope to co-locate these with other community facilities.

### **Police**

10.7.3 There are four police stations located across the GNDP area including one in the centre of Norwich and one strategically located for the Sprowston / Rackheath growth area.

10.7.4 In relation to the future provision of policing, discussions with Norfolk Constabulary have identified that this will be concentrated in population centres. Norfolk Constabulary has indicated that their preferred approach to policing within Norfolk is through the Safer Neighbourhood Teams.

10.7.5 New policing facilities will be provided to serve areas of major growth. Development will be well designed, to include safe and accessible space where crime and fear of crime are minimised.

### **Ambulance Services**

10.7.6 There is a single ambulance depot, in North Norwich. There are a number of hospitals which are located close to the growth location and many provide facilities for ambulance staff.

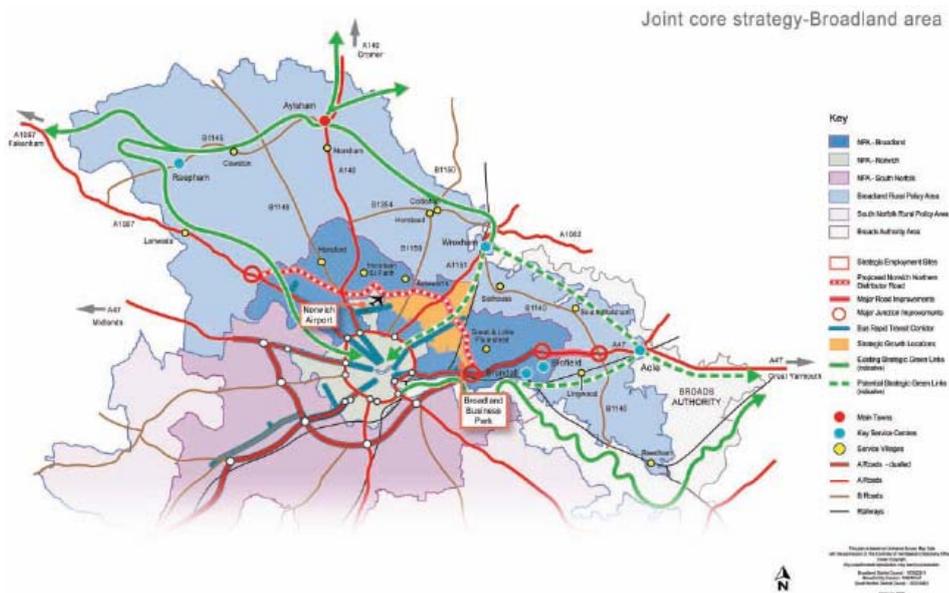
10.7.7 The ambulance requirements are based on the East of England Service NHS trust standard of an additional emergency call-out per 8 additional residents, which provides an indication of the potential impact on the local ambulance service.

### **Fire Service**

10.7.8 There are **six fire stations** located within the GNDP area, all of which are well placed to serve the proposed housing growth at the strategic growth locations.

- 10.7.9 The fire service requirements are based on the existing population per fire appliance (both front line and reserve pumps) across Broadland, South Norfolk and Norwich, which currently stands a 12,736 people per appliance (CLG).
- 10.7.10 Due to the nature of fire and ambulance provision, which serves a wide area, the requirements are calculated on a district level. Across the GNDP area the net population change is associated with 7 fire appliances and capacity to respond to an additional 11,600 ambulance calls (approximately 30 additional calls each 24 hour period).
- 10.7.11 Additional capacity requirements associated with the ambulance service, as the demand increases, could be met through a reorganisation of existing provision and the use of strategically located stand-points or facilities at hospitals. Ambulances may be based at these with limited impact on capital expenditure. Such a means of expanding the service will however have impacts on revenue spending.
- 10.7.12 Unlike ambulances, fire appliances must be based at stations for most of the time. The existing six fire stations across the GNDP area are well positioned in relation to the strategic growth locations and it may be possible to provide the necessary levels of service from these sites.
- 10.7.13 The spatial packages summarise the essential infrastructure, services and community facilities in each area.

# 11 Spatial package North East



- 11.1 The Joint Core Strategy identifies growth in the North-East as the urban extension formed by the Old Catton, Sprowston, Rackheath and Thorpe St Andrew growth triangle, and significant employment development at Broadland Business Park, Norwich International Airport, and Rackheath. Necessary infrastructure will include links with the surrounding countryside and the north eastern part of the Norwich urban area.
- 11.2 Broadland is considered to be one of the least deprived areas in England. However pockets of deprivation do exist. Most areas of deprivation tend to be found in the urban areas. However rural deprivation also exists: 2.2% of the population in Broadland is experiencing deprivation in rural areas.
- 11.3 The growth triangle, is the largest major growth location being promoted and will provide for 7000 dwellings by 2026, continuing to grow to around 10,000 dwellings eventually. This scale of growth has been proposed so the new development can provide for major infrastructure such as a secondary school, innovative approaches to water use and disposal, and local renewable energy generation. It is well located to provide sustainable links to employment areas nearby and in the city centre. Development in the rest of the area will be expected to reflect similar standards. The detailed form of the development will be determined through an Area Action Plan, but critical features are expected to include
- A small number of interconnected “quarters” with distinct identities
  - A district centre and local centre’s incorporating library education and health facilities
  - a full range of education facilities from pre-school to secondary and post sixteen

- retention of green areas important for landscape, biodiversity and historic reasons and the provision of extensive green infrastructure
  - Extensive provision for travel by non-car modes, including bus rapid transit connecting to Norwich
  - Local energy generation and recycling facilities.
- 11.4 A large part of the development at Rackheath is being promoted as a low-carbon development.
- 11.5 Employment at strategic locations in the north east will include:
- A new business park of around 30ha associated with the airport and focussed on uses benefiting from an airport location
  - An extension to Broadland Business Park of around 25ha
  - Around 25 hectares of new employment land at Rackheath.
- 11.6 The development of Broadland Business Park is a priority for the Greater Norwich Development Partnership. Growth in the eastern sector is constrained by the capacity of the existing transport infrastructure. The project would bring forward sustainable housing and employment growth, supported by an extended Park and Ride facility, on the eastern edge of Norwich by addressing an existing constraint at a 'key' Trunk Road Junction. Broadland District Council, in partnership with Barratt Homes and Building Partnership, are proposing to build a 4,150 home mixed use community at Rackheath. A vision has been developed to ensure that the low-carbon development at Rackheath will be an attractive, distinctive and exciting place, which will grow out of, and embrace, the existing community. A programme of delivery (PoD) has been written to support the first phase.
- 11.7 The vision for the low-carbon development at Rackheath has sustainability at its heart, both in terms of the nature of the development, and also in terms of the lifestyle of residents. It is also important that business can benefit and thrive, operating within improved environmental standards. A fundamental principle is that residents should be active in shaping and managing the community and its assets in the long term. The objectives in the Programme of Development embrace.
- Quality of place (identity and physical/social infrastructure)
  - Environmental (green infrastructure and links, and local energy generation)
  - Transport and movement (focusing on non car links, connectivity to Norwich, and across the northern distributor road to the remainder of the growth triangle)
  - Economic and employment (local employment opportunities, including the start up and incubation units, home working, a range of employment opportunities and links with local young people)
  - Social community and cultural (enriching the lives of local residents of all ages, and using social facilities to create a new focus for the

community, promoting local cultural heritage and community green space)

11.8 In early work, particular priority is being directed towards achieving water neutrality, and behavioral change, including personal carbon emissions allowances and a programme of retrofitting water efficiency measures within the existing housing stock.

11.9 A summary of the total investment required to support growth in the North East is set out below. Table x is derived from Appendix 7 of the Joint Core Strategy and includes projects that have been identified to support regeneration and growth. Table x shows housing projects, identified by the Greater Norwich Housing Partnership.

**Appendix 7 of the JCS is included in Appendix 3. Housing projects are identified in Appendix 4. Other tables continue to be developed.**

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**Table x: North East Spatial Package**

Ref	Scheme/ Project	Priority	Status	Promoter/ Delivery body	Total Cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<p><i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i></p>									
<b>Short-term</b>									
N/A	Catton Park Visitor Centre and Improvement Works			Norfolk County Council	.25	Committed	Growth Point	2011	
SP1	Connection to existing sewerage			Developer	TBA	0	Developer/ AW provision	2016	
T1	Norwich Northern Distributor Road			Norfolk County Council	106.2	38.7	DFT 67.5 / Growth Point / Developer Contributions	2016	
T2	Postwick Hub			Norfolk County Council	25	0	CIF / Growth Point 3.5	2012	
T10	Bus Rapid Transit via Yarmouth Road - Phase 1			Norfolk County Council	2.5	2.5	Norfolk County Council/ DfT / Growth Point/ Developer contributions	2011-2016	
T11	Bus Rapid Transit via Salhouse Road and Gurney Road - Phase 1			Norfolk County Council	1.8	0	1.8 Rackheath PoD	2011-2016	
T12	Bus Rapid Transit via Norwich International Airport A140 to City Centre - Phase 1			Norfolk County Council	2.5	2.5	Norfolk County Council/ DfT / Growth Point / Developer contributions	2011-2016	

Ref	Scheme/ Project	Priority	Status	Promoter/ Delivery body	Total Cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
T15	Development Link Broadland Business Park to Salhouse Road			Developer Lead	2.5	2.5	Developer contributions	2011-2016	
B1	Eco Education Centre			Broadland District Council	0.6	0	Rackheath Programme of Development	2010-2014	300+ sq m training/teaching facilities including food technology and eco-tech laboratory
B2	Rackheath commercial development			Broadland District Council	TBC	TBC	Rackheath Programme of Development / Developer contribution	2011-2016	
B3	Broadland Gate			Developer	TBC	TBC	Developer	2014	42,000sqm business park expansion
B4	Brook Farm			Developer	TBC	TBC		2014	14.6ha of employment land and 600 dwellings
CF1	Community facilities			Broadland District Council	0.5	0.5	Private companies / Developers / Local authorities	2011-2016	

Ref	Scheme/ Project	Priority	Status	Promoter/ Delivery body	Total Cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
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<b>Medium term</b>									
CF1	Community facilities			Broadland District Council	2	2	Private companies / Developers / Local authorities	2016-2021	
SP1	Connection to existing sewerage			Developer	TBA	0	Developer/ AW provision	2016-2021	
U3	New grid sub-station on existing sites (Norwich East)			EDF energy	17	£0	AMP	2016-2021	
T10	Bus Rapid Transit via Yarmouth Road - Phase 2			Norfolk County Council	5	5	Norfolk County Council / DfT / Growth Point / Developer contributions	2016-2021	
T11	Bus improvements via Salhouse Road and Gurney Road phase 2			Norfolk County Council	2.6	2.6	Growth Point / Developer contributions	2016 - 2021	
T12	Bus Rapid Transit via Norwich International Airport A140 to City Centre - Phase 2			Norfolk County Council	5	5	Norfolk County Council / DfT / Growth Point / Developer contributions	2016-2021	

Ref	Scheme/ Project	Priority	Status	Promoter/ Delivery body	Total Cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
T15	Development Link Broadland Business Park to Salhouse Road			Developer Lead	2.5	2.5	Developer contributions	2016-2021	
HC13*	Hospital bed requirements			Health Authority	10	0	Health Authority	2016	
ED1	60 place pre-school			Norfolk County Council	0.54	0.54	Developer contribution	2021	
ED1	60 place pre-school (co- location with community space)			Norfolk County Council	0.54	0.54	Developer contribution	2021	
ED1	2FE primary with integrated 60 place nursery			Norfolk County Council	5.14	5.14	Developer contribution	2021	
ED1	2FE primary with integrated 60 place nursery			Norfolk County Council	5.14	5.14	Developer contribution	2021	
ED9	1400 secondary school with 280 sixth form places co-located with 4 x indoor sports courts phase 1			Norfolk County Council	26	26	Developer contribution	2021	
HC13	Hospital bed requirements			Health Authority	6	0	Health Authority	2021	
HC4	Primary Care Centre (5 GPs and 4 Dentists)			Health Authority	3.35	0	Health Authority	2021	

Ref	Scheme/ Project	Priority	Status	Promoter/ Delivery body	Total Cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
GI 1-11*	Green infrastructure projects and open space			Various	tba		Local authorities / Developers contributions / Other funding sources to be identified	2021	
CI 12*	Fire Service			Norfolk County Council	TBA		Norfolk County Council	2016-2021	
CI 13*	Ambulance Service			Norfolk Ambulance Service	TBA		Norfolk Ambulance Service	2016-2021	
CI 1-11*	Police Safer Neighbourhood teams			Norfolk Constabulary	5.25	0	Norfolk Constabulary	2016-2021	
<b>Long term</b>									
SP1	Connection to existing sewerage			Developer	tba	0	Developer/ AW provision	2026	
U4	New primary substation on new site (Sprowston / Rackheath)			EDF energy	4.3	4.3	Developer contribution	2026	
T10	Bus Rapid Transit via Yarmouth Road - Phase 3			Norfolk County Council	2.5	2.5	Norfolk County Council / DfT / Growth Point / Developer contributions	2021-2026	
T11	Bus improvements via Salhouse Road and Gurney Road phase 3			Norfolk County Council	0.6	0.6	Growth Point / LTP / Developer contributions	2021 - 2026	

Ref	Scheme/ Project	Priority	Status	Promoter/ Delivery body	Total Cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
T12	Bus Rapid Transit via Norwich International Airport A140 to City Centre - Phase 3			Norfolk County Council	2.5	2.5	Norfolk County Council / DfT / Growth Point / Developer contributions	2021-2026	
GI 1-11*	Green infrastructure projects and open space			Various	TBA		Local authorities / Developers contributions / Other funding sources to be identified	2026	
CI 1-11*	Police Safer Neighbourhood teams			Norfolk Constabulary	5.25	0	Norfolk Constabulary	2021 - 2026	
ED2	60 place pre-school			Norfolk County Council	0.54	0.54	Developer contribution	2026	
ED2	2FE primary with integrated 60 place nursery			Norfolk County Council	5.14	5.14	Developer contribution	2026	
ED2	2FE primary with integrated 60 place nursery			Norfolk County Council	5.14	5.14	Developer contribution	2026	
ED9	1400 secondary school with 280 sixth form places co-located with 4 x indoor sports courts phase 2			Norfolk County Council	13	13	Developer contribution	2026	
HC5	Primary Care Centre (5 GPs and 4 Dentists)			Health Authority	3.35	0	Health Authority	2026	

Ref	Scheme/ Project	Priority	Status	Promoter/ Delivery body	Total Cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
HC13*	Hospital bed requirements			Health Authority	12	0	Health Authority	2026	
CF 1	Community facilities			Broadland District Council	2	2	Private companies / Developers / Local authorities	2021-2026	
CI 12	Fire Service			Norfolk County Council	TBA		Norfolk County Council	2021-2026	
CI 13	Ambulance Service			Norfolk Ambulance Service	TBA		Norfolk Ambulance Service	2021-2026	

\*These projects apply to the overall growth in the area

## 12. Spatial package

### Norwich city

- 12.1 Norwich is a dynamic, contemporary city that has retained its impressive historic heritage. It is a major regional service centre with a diverse business base, thriving knowledge economy and a strong record of attracting private and public investment. The city has a unique cultural and heritage offer, recognised as one of the UK's top visitor destinations, a top ten UK retail centre and provides the heart of the regional "Engine of Growth". However, alongside this prosperity, a large section of the city's population suffers high levels of socio-economic deprivation affecting income, employment and health.
- 12.2 It is generally recognised that the future of the UK economy lies in its knowledge based industries. Research has shown that firms in knowledge intensive sectors have a tendency to "cluster" in attractive urban environments and in doing so, will attract similar firms to locate in the area. Norwich's financial service sector cluster, the largest general insurance centre in the UK, is a prime example of this agglomeration effect.
- 12.3 Norwich is the most sustainable location in Norfolk in terms of public transport. However, to make best use of the City's amenities, Norwich requires investment in transport, education, employment and cultural infrastructure. This type of investment, particularly in the city centre, will serve the Greater Norwich area as a whole, attracting highly qualified people and stimulating innovation and new businesses that have the potential to drive the local economy forward.
- 12.4 Investment is also required in the high quality refurbishment of outdated office buildings in and around the city centre to attract and retain employment in sectors such as financial services, business and professional services and the creative industries. This concentration of employment supports the vibrancy of the city centre and will attract further private sector investment to expand the city's retail, leisure and cultural offer and create additional employment.
- 12.5 Significant investment is needed to address the significant levels of socio-economic deprivation in the city. Norwich is the second most deprived district in the region and is ranked 49<sup>th</sup> worst district in the country for the extent of deprivation. Educational attainment is very poor in particular neighbourhoods and many residents lack the basic skills needed for employment. This is a major contributor to the City's high levels of worklessness.
- 12.6 In the medium term, the renovation of older industrial estates, many of which are located in, or near, deprived communities, will safeguard existing employment and generate new jobs and business opportunities in a number of sectors including manufacturing. The industrial estates provide a sustainable local employment base that is easily accessible and which adds to a sense of community involvement at the neighbourhood level.

- 12.7 Infrastructure investment will play a major part in ensuring that there is effective co-ordination between employment areas and housing.
- 12.8 To enable this, high quality transport infrastructure, to be delivered through the LIPP transport package / NATS implementation plan, is required. A number of projects reinforce and grow out of the Transport package, for example city centre public transport, cycle / pedestrian and associated public realm improvements e.g. Westlegate,.
- 12.9 For growth to be sustainable it will also be important that investment in affordable housing, health, education, other public services and green space takes place to cater for population growth. These requirements are set out in the infrastructure dependencies table below and detailed further in table x.

### **Housing**

- 12.10 Over 9000 new houses will be provided in Norwich by 2026. Over 6,000 of these houses are allocated in the current Replacement Local Plan and many of these already have planning permission. A further 3,000 are allocated in the Joint Core Strategy and the location of this housing development will be established through the ongoing Site Allocation Plan, to be adopted in summer 2012. Housing delivery (see table x below) is expected to rise gradually in the short term, to peak at similar rates to those achieved in recent years at over 1000 per year in 2015/6. Housing delivery rates are then likely to fall in the longer term as the only major greenfield site in Norwich at Three Score is developed and many brownfield opportunities are taken up, leaving limited capacity for further housing development and in particular, affordable housing.
- 12.11 Therefore, in the medium to long term, opportunities to promote estate renewal will be sought. Improvements to secondary shopping areas are an important focus for improving suburbs and can help to raise densities in sustainable locations.

### **Jobs**

- 12.12 The Greater Norwich Economic Strategy 2009 -14 priorities are summarised in the Economy package.
- 12.13 It is important to maintain and enhance the strength of the city centre as an employment location because of its accessibility by public transport and the benefits which come from the vibrancy associated with an intense cluster of businesses.
- 12.14 The Economic Strategy identifies actions to support city centre priorities:
- The preparation of detailed delivery plans for the main areas of potential change in the city centre. The northern part of the city centre including Anglia Square and the southern fringe extending from Rose Lane through Rouen Road and Ber Street to St Stephens have particular potential and will be the subject of detailed Action Area Plans, Masterplans and Planning Briefs.
  - Developing the culture and heritage offer that is key to attracting knowledge workers and underpins Norwich's quality of place.

- Developing the range, depth and quality of visitor infrastructure to strengthen Norwich as a destination for both leisure and business tourism.
- Maintaining and enhancing the city centre focus on retail and leisure supported by sustainable transport infrastructure, with continued investment in the improvement of public transport and Park and Ride
- Extend usage of the City Centre ensuring that it is accessible and attractive to people of all ages both during the day and night time;
- Provision for creative industries needs to be focussed in the city centre.

### **Offices**

12.15 This strategy, and the Joint Core Strategy were informed by the Greater Norwich Employment Growth Study. The study concluded that Norwich City Centre and the wider central area should provide at least 100,000 square metres of additional office floorspace. It concluded that there is significant latent demand for city centre office space, but that this demand is for high quality offices. A significant proportion of existing offices is of poor quality and in need of policy protection against housing and retail uses and of upgrading. In the short term, demand could be met through the development of a north city employment hub, including the development at Whitefriars. There is a need for phasing of office development on business parks to avoid undermining existing city centre offices.

12.16 Table x therefore contains projects which support high quality office development. Rose Lane / Mountergate, identified in the Joint Core Strategy as an “Area of change”, with a focus on commercial development, is strategically located close to the railway station. Public investment in land acquisition and masterplanning will enable significant job creation. Further work on the St Stephens masterplan, including transport improvements, will also help to deliver modern office accommodation a highly sustainable location that presently houses poor quality, outdated and disused offices.

### **Industrial Estates**

12.17 The study concluded there is a shortage of readily available industrial space in the area. Norwich has a number of well located industrial estates, mainly around the outer ring road, which should be protected from other forms of development. However, many of the industrial areas are old and rather rundown. There is potential for selective modernisation and redevelopment to provide a better quality of workspace and environment and there would be benefit in planning effectively for the future of these industrial estates through detailed frameworks produced in partnership with site owners. There is a need to minimise environmental impacts and promote new developments seeking to exemplify good practice in sustainable, low carbon construction, access and public transport provision.

12.18 Industrial areas around Norwich International Airport have the potential for the growth of airport related businesses and businesses for which access to airport services is a key factor.

12.19 An industrial estates improvement package is therefore included, which will produce development frameworks and investment packages to make best use of available land and bring premises up to modern standards.

**Start up units**

12.20 Norwich has a lower proportion of small companies than at regional and national levels. There is a need for greater non-sector specific provision to be specifically targeted at business start-ups and new businesses. Projects are included to support this in both the south and the north of the city.

**The Knowledge Economy.**

12.21 The Enterprise centre at UEA will support the knowledge economy by capitalising on research and development based at UEA to promote new knowledge intensive businesses.

**Education and Training**

12.22 Norwich is a learning city, and as the location of University of East Anglia, City College Norwich and Norwich University College of the Arts, the city will support their needs and aspirations for expansion.

**Investment required to support growth in Norwich City**

12.23 A summary of the total investment required to support growth in Norwich City is set out below. Table x is derived from Appendix 7 of the Joint Core Strategy and includes projects that have been identified to support regeneration and growth. Table x shows housing projects, identified by the Greater Norwich Housing Partnership.

**Table x: City Centre Spatial Package**

Ref	Scheme/ Project	Priority	Status	Promoter/ Delivery body	Total Cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<p><i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i></p>									
<b>Short term</b>									
T7	Grapes Hill bus improvements		Complete	Norfolk County Council	0.18	0	Growth Point/ EEDA	Delivered	
T7	Bus improvements Newmarket Road		Complete	Norfolk County Council	0.4	0	Growth Point	Delivered	
	Lady Julian Bridge		Complete	Norwich City Council	2.58	0	Growth Point S106 / EEDA	Delivered	
N/A	Barrack Street – ring-road improvement works		Complete	Norfolk County Council	1.3	na	Growth Point	Delivered	
N/A	Wensum River Parkway – Phase 1		Complete	HEART/ Norwich City Council	0.07	0	Growth Point	Delivered	
N/A	Wooded ridge		Complete	Norwich City Council	0.04	0	Growth Point	Delivered	
U1	New Primary sub-station on existing site (Hurricane Way)	1		EDF Energy	5.5	1.65	70% AMP/ 30% Developer contribution	2011-2016	
T7	City Centre bus improvements phase 1	1		Norfolk County Council/ Norwich City Council	1	1	Norfolk County Council/ DfT / Growth Point / Developer contributions	2010-2016	

Ref	Scheme/ Project	Priority	Status	Promoter/ Delivery body	Total Cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
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T7	Bus improvements Newmarket Road	1		Norfolk County Council	0.4	0	Growth Point	Delivered	
T9	Bus Rapid Transit via Dereham Road - Phase 1	1		Norfolk County Council	1.25	0	Growth Point	2010	
N/A	St Augustine's Gyratory	1		Norfolk County Council	3.49	Committed	Growth point 2.42/ LTP 1.04/ S106 .03	2010	
C1	Rose Lane Area Development – Land Assembly			Norwich City Council/ Developer	1.15	1.15		2010-2015	
C2	St Stephen's Area masterplan and redevelopment			Norwich City Council/ Developer	TBA	TBA	TBA	2010-2025	
C3	Westlegate pedestrianisation			Norwich City Council/ Developer	1m	0.9m		2010-2012	
C5 a)	Hurricane Way (GBIC) Affordable managed workspace			Norwich City Council/ Developer	10.5m	3.8m		2010-2013	
C6	City centre employment / office premises improvement package			Norwich City Council/ Developer		??		2010-2013	
C7	Industrial estates improvement package			Norwich City Council/ Developer	5M	5M		2010-2013	
C8	Tombland and cathedral Quarter – public realm improvements			Norwich City Council	3M	3M		2010-2015	

Ref	Scheme/ Project	Priority	Status	Promoter/ Delivery body	Total Cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
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C9	City centre public realm package			Norwich City Council	2M	2M		2010-2015	St Benedict's Street pedestrian / cycle improvement King Street - south end improvement
C10	Halls Project			HEART	23.4m	22.01m		2010-2015	
C17	Airport to City centre cycle route and associated pedestrian / cycle improvements as proposed in the Northern City Centre AAP			Norwich City Council/ Developer		To be determined		2010-15	
C11	East Norwich regeneration			Norwich City Council/ Developer	To be determined			2010-2016	Facilitating delivery of homes and jobs on Deal Ground & Utilities Sites – Sustainable transportation through Connect 2 route including Wensum crossing LSE land Deal / Utilities rail halt

Ref	Scheme/ Project	Priority	Status	Promoter/ Delivery body	Total Cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
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C12	Three Score - new community			Norwich City Council/ Developer	TBC			2010-2021	
CF2	Community facilities	3		Norwich City Council	1	1	Private companies/ Developers/ Local authorities	2011-2016	
C4	Enterprise centre (UEA)			Norwich City Council/ UEA	21			2011-2016	
C13 a)	Anglia Square			Norwich City Council/ Developer	TBC			2011-2014	Facilitating major housing development, including affordable housing as part of mixed use regeneration schemes
C13 b)	Land in City Council ownership and disposal/ development options to be explored.			Norwich City Council/ Developer				2011-2014	Facilitating major housing development, including affordable housing as part of mixed use regeneration schemes

Ref	Scheme/ Project	Priority	Status	Promoter/ Delivery body	Total Cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
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C13 c)	Facilitating major housing development, including affordable housing as part of mixed use regeneration schemes			Norwich City Council/ Developer				2011-2014	
	Affordable housing- see detailed list in Table x			Norwich City Council/ Developer		20M		2011-2014	
C18	Decency in public sector stock			Norwich City Council/ Developer		10.67M		2011-14	
ED3	60 place pre-school	2		Norfolk County Council	0.54	0.54	Developers	2011	
HC1	GPs Surgery (3 GPs)	2		Health Authority	1.03	0	Health Authority	2011	
HC13	Hospital bed requirements	2		Health Authority	3.3	0	Health Authority	2016	
ED4	60 place pre-school	2		Norfolk County Council	0.54	0.54	Developers	2016	
HC2	Dentists surgery (4 Dentists)	2		Health Authority	1.25	0	Health Authority	2016	
GI 1-11*	Green infrastructure projects and open space	2		?	tba		Local authorities / Developers contributions / Other funding sources to be identified	2016	

Ref	Scheme/ Project	Priority	Status	Promoter/ Delivery body	Total Cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
C14	Estate renewal phase 1, comprising: - Identification of sites - Feasibility - Masterplanning  Phase 2 – implementation			Norwich City Council/ Developer	To be determin ed			2012-2015  2015-20	
<b>Medium term</b>									
C15	Knowledge City - Norwich University College of the Arts  Various projects inc Remodelling campus and student housing delivery			Norwich City Council/ Developer	To be determin ed			2016-2021	
C16	Knowledge City – City College redevelopment					To be determined		2016-2021	
C19	North City Affordable managed workspace			Norwich City Council/ Developer				2016-2021	
C19	South City Affordable managed workspace			Norwich City Council/ Developer				2016-2021	
U2	New primary substation on new site (Norwich International Airport north)	1		EDF energy	6.3	0	Developer contribution	2016 - 2021	

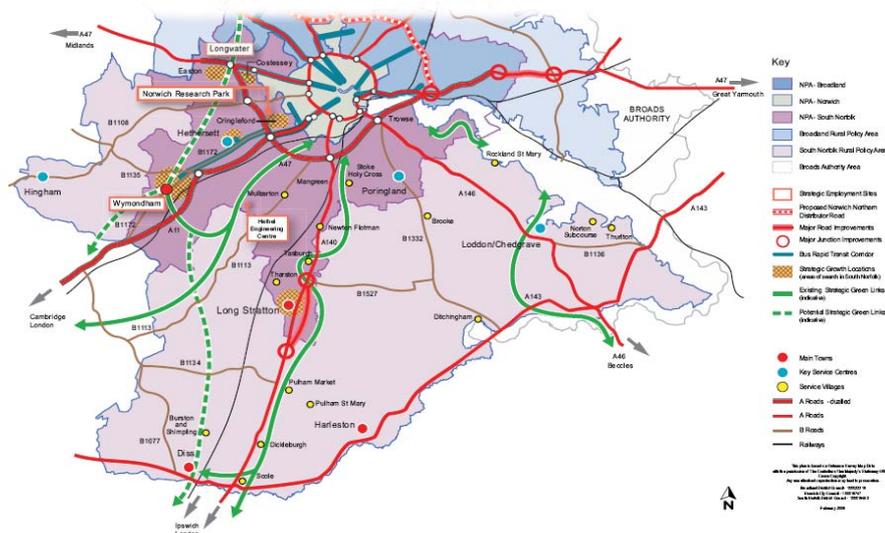
Ref	Scheme/ Project	Priority	Status	Promoter/ Delivery body	Total Cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
T7	City Centre bus improvements phase 1	1		Norfolk County Council	2.6	2.6	Growth Point / LTP / Developer contributions	2016 - 2021	
T7	Bus priority - approach to Harford Junction	1		Norfolk County Council	2	2	Developer contributions	2016 - 2021	
T7	City Centre bus improvements phase 2	1		Norfolk County Council/ Norwich City Council	6	6	Growth Point / LTP / Developer contributions	2016 - 2021	
T9	Bus rapid transit route via Dereham Road Phase 2	1		Norfolk County Council	2.6	2.6	Growth point/ Developer contributions	2016 - 2021	
ED5	2FE primary with integrated 60 place nursery	2		Norfolk County Council	5.14	5.14	Developer contribution / Norfolk County Council	2016 - 2021	
HC3	Expansion of existing facilities (6 GPs and 5 Dentists)	2		Health Authority	4.5		Health Authority	2016 - 2021	
HC11	Expansion of existing facilities (1 GP and 1 Dentist)	2		Health Authority	0.55	0	Health Authority	2016 - 2021	
GI 1-11*	Green infrastructure projects and open space	2		?	tba		Local authorities/ Developers contribution/ Other funding sources to be identified	2016 - 2021	

Ref	Scheme/ Project	Priority	Status	Promoter/ Delivery body	Total Cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
CF2	Community facilities	3		Norwich City Council	3.05	3.05	Private companies/ Developers /Local authorities	2016-2021	
CI 12*	Fire Service	3		Norfolk County Council	TBA		Norfolk County Council	2016-2021	
CI 12*	Ambulance Service	3		Norfolk Ambulance Service	TBA		Norfolk Ambulance Service	2016-2021	
CI 1-11*	Police Safer Neighbourhood teams	3		Norfolk Constabulary	5.25	0	Norfolk Constabulary	2016-2021	
<b>Long term</b>									
CF2	Community Facilities	3		District councils	3.5	3.5	Private companies/ Developers/ Local authorities	2021-2026	
CI 12*	Fire Service	3		Norfolk County Council	TBA		Norfolk County Council	2021-2026	
CI 12*	Ambulance Service	3		Norfolk Ambulance Service	TBA		Norfolk Ambulance Service	2021-2026	

Ref	Scheme/ Project	Priority	Status	Promoter/ Delivery body	Total Cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
CI 1-11*	Police Safer Neighbourhood teams	3		Norfolk Constabulary	1.75	0	Norfolk Constabulary	2021-2026	
T7	City Centre bus improvements phase 3	1		Norfolk County Council/ Norwich City Council	6	6	Norfolk County Council / DfT / Growth Point / Developer contributions	2021-2026	
T9	Bus rapid transit route via Dereham Road Phase 2	1		Norfolk County Council	2.6	2.6	Growth point/ Developer contributions	2021-2026	
ED6	60 place pre-school co-located with 600sqm combined community centre and library	2		Norfolk County Council	0.54	0.54	Developer contribution / Norfolk County Council	2021-2026	
HC13*	Hospital bed requirements	2		PCT	10	0	PCT	2021-2026	
GI 1-11	Green infrastructure projects and open space	2		?	TBA		Local authorities / Developers contributions / Other funding sources to be identified	2021-2026	

\*These projects apply to the overall growth in the area

## 13. Spatial package South-west



- 13.1 South Norfolk is a mainly rural area providing an excellent quality of life, with an important rich natural environment, a diverse geology and historic heritage. It includes parts of the developed area of Norwich plus a wide range of attractive villages and market towns. It is also home to part of the Norfolk & Suffolk Broads Britain's largest wetland and a highly sensitive environment of international importance. There are also numerous sites of special scientific interest, local nature reserves, conservation areas and many listed buildings.
- 13.2 While many South Norfolk residents work in Norwich, the district includes the important strategic employment locations of the Norwich Research Park (NRP) and the Hethel Engineering Centre, plus locally important employment areas in its major settlements. The NRP provides world-leading research expertise in the fields of health, life sciences and environmental technologies. The Hethel Engineering Centre provides employment growth opportunities as an EEDA supported Enterprise Hub. Both areas are promoted by the Greater Norwich Economic Strategy 2009-2014 which also seeks to diversify and strengthen the economies of the local market towns.
- 13.3 The Joint Core Strategy provides for major growth locations at Wymondham, Hethersett and Cringleford, which are located along the A11 corridor, and Easton/ Costessey, which are also closely interrelated. All of these settlements have easy access to wide ranges of services and facilities, and good opportunities for access to local and strategic employment growth locations and Norwich.
- 13.4 The South West Package therefore covers all the strategic employment area and major growth locations in South Norfolk promoted in the Joint Core Strategy (other than Long Stratton which is provided for by a separate package shown in the following section). The South West package area has been extended to include the potential presented by the emerging opportunities at Hethel due to its proximity to Wymondham and other potential growth locations in the Norwich Policy Area. This package is intended to unlock development potential at two

regionally significant employment locations and to significantly enhance the sustainable development of the western and south western part of the Greater Norwich area.

13.5 The main growth provisions for the South West package area are:

### **Housing**

- Wymondham: At least 2200 dwellings located in a number of sites providing easy access to jobs, services and facilities, while maintaining the strategic gap to the north and north east and the historic setting of the town and abbey
- Hethersett: at least 1,000 dwellings located to maintain the strategic gap between to the north and South West including expansion of existing village services.
- Cringleford: at least 1,200 dwellings including expansion of existing services nearby.
- Easton/Costessey: at least 1,000 dwellings and enhanced local services and village centre in Easton.

### **Employment**

- Wymondham: new general employment opportunities including a new allocation of around 15ha.
- Expansion of activity at Hethel including a technology park of around 20ha managed to focus on advanced engineering and the growth of technology capabilities.
- Significant expansion of health, higher education and, in particular science park activity at the University of East Anglia/Norwich Research Park. A first phase of around 55ha will provide for uses limited to those appropriate for the science park with further phases dependent on the achievement of this vision.
- Consolidation of activity at Longwater through intensification and completion of the existing allocation.

### **The Growth Locations**

#### **Wymondham/ Hethersett/ Cringleford**

13.6 Wymondham is a successful market town with good links to Norwich and Cambridge by rail and road. Its existing bus link to Norwich already benefits from significant bus priority and performs well as part of a public transport corridor. Wymondham has a historic town centre, a range of shops, services, facilities and local employment opportunities. Its outstanding housing commitment and the allocation for 2,200 new homes will create the largest growth location in South Norfolk.

13.7 The nearby Hethel Engineering Centre and the release of further employment land as part of the LDF process could help Wymondham become more self sufficient. However additional development above the strategy provisions would make this increasingly difficult to achieve. Much of the town's attraction is based on its historic centre, but the demands of the proposed growth for shops and services cannot be wholly accommodated within it. It is essential that the town's

attraction and local distinctiveness should be complemented, and not diminished, by the provisions for growth.

- 13.8 Hethersett has long functioned as a commuter village serving Norwich but has retained a historic core. The village has a wide range of facilities and services, including a modern village hall/community centre plus small-scale local employment opportunities. However its shops and local employment facilities are under represented for a settlement of this size due to its easy access to Norwich, Wymondham, the NRP and UEA. The village shares the same public transport corridor as the growth locations at Wymondham and Cringleford.
- 13.9 Cringleford is a large, village located south of Norwich, either side of the A11, separated from the Norwich city boundary by the Yare Valley which forms the eastern limit to the village built-up area. The attractive village centre is designated as a Conservation Area. The village includes a range of services and local employment, and additional facilities are proposed within the new Roundhouse Park development. The village is close to major shopping provision at the nearby Eaton Centre, and to large scale research, health and education opportunities at the NRP, Norfolk and Norwich University Hospital and the University of East Anglia. There are good public transport and cycle links to Norwich city centre and the above facilities.
- 13.10 Whilst they are 3 distinct settlements and growth locations, Wymondham, Cringleford and Hethersett have functional relationships and growth will rely on some key infrastructure dependencies summarised below.
- The growth provisions are highly dependent upon the provision of key infrastructure to provide for water supply, sewerage, road junction improvements, sustainable transport improvements and electricity supply reinforcements. Without these improvements, the overall growth cannot occur. Other infrastructure provisions will also be required, but these are less critical to the commencement of development.
  - The supply of water is available in principle, but growth in Wymondham, Hethersett and Cringleford is dependent upon the improvement of local water supply connections.
  - Development at Wymondham, Hethersett and Cringleford also requires the provision of Bus Rapid Transit links via the B1172 to the NRP and Norwich city centre, plus improvements to the A47 Norwich southern bypass Thickthorn junction to include bus priority and Park and Ride provisions. These are critical to provide for high standard sustainable transport links in accordance with the Norwich Area Transportation Strategy (NATS), while ensuring that the capacity of the A47 Norwich southern bypass Thickthorn Junction does not become a constraint on proposed growth imposed by the Highways Agency.
  - Other significant infrastructure requirements include new pre-school and primary school facilities, gas connection reinforcement, additional healthcare, policing, community facilities and green infrastructure. Improved public transport and cycle links are required from Wymondham to Hethel, and improved cycle routes are required from Hethersett and Cringleford to Wymondham, Hethel, the NRP and Norwich city centre.

## **Easton/Costessey**

- 13.11 Costessey is situated west of Norwich in the valleys of the Rivers Wensum and Tud. The parish includes the three main residential areas of Old Costessey, which developed along The Street south of a loop in the Wensum; New Costessey, which is a densely built up area of 20th century housing contiguous with the built up area of Norwich; and Queens Hills, which is currently under construction in a former minerals extraction/processing site. The latter is to the north of the River Tud and the Longwater Employment Area which is located on both sides of the A47 trunk road at its junction with the A1074. Old and New Costessey have a range of local services and facilities, while all areas have access to the Long Water Employment Area and its adjacent Norfolk Retail Park which provides a range of large scale food and non-food retailing.
- 13.12 Easton originated as a 'street village' with development along the main road; more recent estate scale development has taken place south of the old A47. The village has developed on a 'plateau' with the open landscape to the north and south falling away to the Tud and Yare Valleys respectively. Although the village has a limited range of local services, it has access to the adjacent Norfolk Retail Park and other services in New Costessey on the opposite side of the adjacent A47 Norwich southern bypass. The village has good links via the A47 bypass and a Park and Ride site, and is also home to the Royal Norfolk Showground and Easton College. The college is a major further education facility specialising in agriculture-related courses while providing conference facilities and local sport and recreation opportunities.

### **Key Infrastructure challenges and dependencies**

- 13.13 The growth provisions are highly dependent upon the provision of water supply, sewerage, road junction improvements and sustainable transport improvements. Without these improvements, the overall growth cannot occur. Other infrastructure provisions will also be required, but these are less critical to the commencement of development.
- 13.14 A sufficient supply of water is available but the proposed growth is dependent upon the improvement of local water supply connections. The local waste water treatment works (WwTW) and sewer capacities are too limited to accommodate the additional waste water, including a strategic sewer downstream in the Cringleford area which is at capacity. The proposed growth at Easton/Costessey will therefore require the construction of a new strategic Interceptor Sewer connection to the Whitlingham WwTW which has spare capacity. Without this, up to 500 only of the combined minimum of 1000 new dwellings proposed for the area could possibly be served by attenuation on a site by site basis.
- 13.15 Development at Easton/Costessey also requires the provision of Bus Rapid Transit links to Norwich city centre via the A1074 Dereham Road, plus major improvements to the A47 Norwich southern bypass Longwater junction including bus priority provisions. These are critical to provide for high standard sustainable transport links in accordance with the Norwich Area Transportation Strategy (NATS), while ensuring that the capacity of the junction does not become a constraint on proposed growth. However the current shortfall in the funding required to provide for the improvement of the junction to serve local existing development commitments and to enhance access to the Longwater employment area needs to be overcome before the consideration of the needs of the JCS proposed new development. This could result in limits to the location

of the proposed housing growth at the Site Specific Policies Development Plan Document production stage and the need for local traffic diversions to alleviate traffic pressures on the Longwater junction.

- 13.16 Other significant infrastructure requirements include new pre-school and primary school facilities, gas connection reinforcement, additional healthcare, policing, community facilities, green infrastructure and locally improved pedestrian and cycle links to Longwater and Bowthorpe. Significant green infrastructure will include locally improved countryside access and the formation of a country park at Bawburgh Lakes.

#### **The Norwich Research Park (NRP)**

- 13.17 The NRP is located at Colney to the south of the B1108 Watton Road and to the east of the A47 Norwich southern bypass. It is a strategic employment area employing over 9,000 people that provides world-leading research expertise in the fields of health, life sciences and environmental technologies, through a combination of the Norfolk and Norwich University Hospital (NNUH), the University of East Anglia and four independent research institutions. The expansion of the NRP is a fundamental part of the local economic strategy. Future potential includes land to the north of the Watton Road and a first phase of some 55ha as the start of a “Next Generation” science park.

#### **Key infrastructure challenges and dependencies**

- 13.18 The NRP has benefited from improved bus links from the NNUH and the UEA to Norwich city centre and locations elsewhere including the rural areas, and improved junctions between local access roads and the B1108. However there remains a need for improved road links to serve the proposed growth which will be considered within the context of an adopted Master Plan. Future access improvements will require the improvement of the B1108 in both directions from the NRP and provisions for additional foot and cycle ways and pedestrian crossings.

#### **Investment required to support growth in the South West**

- 13.19 A summary of the total investment required to support growth in the South West is set out below. Table x is derived from Appendix 7 of the Joint Core Strategy and includes projects that have been identified to support regeneration and growth. Table x shows housing projects, identified by the Greater Norwich Housing Partnership.

**Appendix 7 of the JCS is included in Appendix 3. Housing projects are identified in Appendix 4. Other tables continue to be developed.**

Table x: South West Spatial Package

Ref	Scheme/ project	Priority	Status	Promoter/ Delivery Body	Total cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<p><i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i></p>									
<b>Short term</b>									
N/A *	Whitlingham Country Park Access Improvements			Norfolk County Council	0.12	N/A	Growth Point	Delivered	
N/A *	Norwich Research Park - TGAC							Delivered	
N/A *	Norwich Research Park – Innovation Centre							Delivered	
SW1	Advanced Engineering Centre, Hethel			Norfolk County Council	8.25	6	Developer/ ERDF/ Norfolk County Council/ EEDA	2011-2012	150 high skilled jobs, 6 start-up, or expanding businesses, 50 business supported
SW2	Lotus Technology Park			Norfolk County Council	2.5	2.5		2011 - 2016	Creating 1500 high skilled jobs + Lotus increased job creation – whole site (100 acres) generates 4000 high skilled jobs
SW3	Norwich Research Park			South Norfolk Council	0.29	0.29	Developers/ HCA	2011 - 2012	
SW4	Wymondham, Ayton Road (Employment Land)			South Norfolk Council	0.25	0.25	Developers/ HCA	2011 - 2014	

Ref	Scheme/ project	Priority	Status	Promoter/ Delivery Body	Total cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
SW5	Wymondham, Station Approach (Employment Land)			South Norfolk Council	TBC	TBC	Developers/ HCA	2011-2013	
T4 & T17	Thickthorn junction improvement including bus priority and park and ride improvements			Norfolk County Council/ Highways Agency	45	45	Developer contributions (includes 16m contingency)	2011-2016	
T5	Longwater junction improvements			Norfolk County Council/ Highways Agency	20	20	Norfolk County Council / DfT / Growth Point / Developer contributions	2011-2016	
T6	Norwich Research Park transport infrastructure phase 1			Norfolk County Council/ Highways Agency	5	5	Growth Point / Developer contributions	2011-2016	
T13	Bus priority route via Hethersett Lane/ Hospital/ Norwich Research Park/ University of East Anglia/ City Centre			Norfolk County Council	2.7	2.7	Norfolk County Council / DfT / Growth Point / Developer contributions	2011 - 2016	
T14	Bus priority route via B1172 phase 1			Norfolk County Council	1.7	1.7	Norfolk County Council / DfT / Growth Point / Developer contribution	2011 - 2016	
T14	Bus priority route via B1172 phase 2			Norfolk County Council	0.6	0.6	Norfolk County Council / DfT / Growth Point / Developer contributions	2011 - 2016	

Ref	Scheme/ project	Priority	Status	Promoter/ Delivery Body	Total cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
T18	Pedestrian / Cycle links to Longwater			Norfolk County Council	1.5	1.5	Norfolk County Council / DfT / Growth Point / Developer contributions	2011-2016	
HC13	Hospital bed requirements			Health Authority	10	0	Health Authority	2011-2016	
GI 1-11*	Green infrastructure projects and open space			Various	tba		Local authorities / Developers contributions / Other funding sources to be identified	2011-2016	
CF3-5	Community facilities			South Norfolk Council	4	4	Private companies / Developers / Local authorities	2011-2016	
<b>Medium term</b>									
CF3-5	Community facilities			South Norfolk Council	3.1	3.1	Private companies / Developers / Local authorities	2016 - 2021	
CI 12*	Fire Service			Norfolk County Council	TBA		Norfolk County Council	2016-2021	
CI 12*	Ambulance Service			Norfolk Ambulance Service	TBA		Norfolk Ambulance Service	2016-2021	

Ref	Scheme/ project	Priority	Status	Promoter/ Delivery Body	Total cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
CI 1-11*	Police Safer Neighbourhood teams			Norfolk Constabulary	5.25	0	Norfolk Constabulary	2016-2021	
	Lotus Technology Park				2.5	2.5	Norfolk County Council/ EEDA	2016-2021	Creating 1500 high skilled jobs + Lotus increased job creation – whole site (100 acres) generates 4000 high skilled jobs
T6	Norwich Research Park transport infrastructure phase 2			Norfolk County Council/ Highways Agency	8	8	Growth Point / Developer contributions	2016-2021	
ED7	30 place pre-school			Norfolk County Council	0.285	0.285	Developer contribution	2016-2021	
ED7	2FE primary with integrated 60 place nursery			Norfolk County Council	5.14	5.14	Developer contribution	2016-2021	
ED7	60 place pre-school			Norfolk County Council	0.54	0.54	Developer contribution	2016-2021	
<b>ED7</b>	<b>60 place pre-school</b>			<b>Norfolk County Council</b>	<b>0.54</b>	<b>0.54</b>	<b>Developer contribution</b>	2016-2021	

Ref	Scheme/ project	Priority	Status	Promoter/ Delivery Body	Total cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
	1200 (tbc) place secondary school			Norfolk County Council	tbc	tbc	Developer contribution	2016-2021	
HC13*	Hospital bed requirements			Health Authority	6	0	Health Authority	2016-2021	
HC7	Expansion of existing facilities (3 GPs and 2 Dentists)			Health Authority	1.8	0	Health Authority	2016-2021	
HC9	Expansion of existing facilities (1 GP and 1 Dentist)			Health Authority	0.55	0	Health Authority	2016-2021	
HC11	Expansion of existing facilities (1 GP and 1 Dentist)			Health Authority	0.55	0	Health Authority	2016-2021	
GI 1-11*	Green infrastructure projects and open space			Various	tba		Local authorities / Developers contributions / Other funding sources to be identified	2016-2021	
<b>Long term</b>									
ED8	60 place pre-school			Norfolk County Council	0.54	0.285	Developer contribution	2021-2026	
ED8	2FE place primary			Norfolk County Council	2.3	2.3	Developer contribution	2021-2026	
ED8	1 FE place primary			Norfolk County Council	2.3	2.3	Developer contribution	2021-2026	

Ref	Scheme/ project	Priority	Status	Promoter/ Delivery Body	Total cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
ED8	60 place pre-school			Norfolk County Council	0.54	0.54	Developer contribution	2021-2026	
ED8	60 place pre-school			Norfolk County Council	0.54	0.54	Developer contribution	2021-2026	
ED8	1FE primary			Norfolk County Council	2.5	2.5	Developer contribution	2021-2026	
	Expanded secondary school provision			Norfolk County Council	tbc	tbc	Developer contribution	2021-2026	
HC10	Expansion of existing facilities (1 GP and 1 Dentists)			Health Authority	0.55	0	Health Authority	2021-2026	
GI 1- 11*	Green infrastructure projects and open space			Various	TBA		Local authorities / Developers contributions / Other funding sources to be identified	2021-2026	
CF 3-5	Community facilities			South Norfolk Council	3.1	3.1	Private companies / Developers / Local authorities	2021-2026	
CI 12*	Fire Service			Norfolk County Council	TBA		Norfolk County Council	2021-2026	
CI 13*	Ambulance Service			Norfolk Ambulance Service	TBA		Norfolk Ambulance Service	2021-2026	

Ref	Scheme/ project	Priority	Status	Promoter/ Delivery Body	Total cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
CI 1-11*	Police Safer Neighbourhood teams			Norfolk Constabulary	5.25	0	Norfolk Constabulary	2021-2026	
SP2	Interceptor sewer			Developer	tba	0	Developer/ AW provision	2021-2026	
U6	Replacement of transformers and switchgear in existing site (Wymondham)			EDF energy	2.53	0.826	67% AMP / 33% Developer contributions	2021-2026	
T9	Bus improvements Dereham Road phase 3			Norfolk County Council	2.6	2.6	Growth Point / LTP / Developer contributions	2021-2026	

\*These projects apply to the overall growth in the area

## 14. Spatial package

### Long Stratton

#### Introduction

- 14.1 The main growth provisions for the South Area package area are for at least 1,800 dwellings to be phased depending on overcoming the known sewerage constraints.
- 14.2 Long Stratton is a large village located some 16km (10 miles) south of Norwich on the A140 Norwich - Ipswich road. The village was originally a linear settlement that has developed mainly to the west of the A140, with relatively little housing development to the east. The village has an attractive centre containing many listed buildings which is also defined by a conservation area. However the attractions are diminished by significant daytime traffic flows through the village.
- 14.3 The village has a wide range of shops, services and facilities serving a small rural catchment. The village functions as a key service centre with a range of facilities not far below those expected in a small market town. It has a relatively good employment base that includes local employment areas, South Norfolk Council offices and a housing trust headquarters. The village is also well connected by road and has regular bus services to Norwich and major places to the south.

#### Key infrastructure challenges and dependencies

- 14.4 The growth provisions are highly dependent upon the provision of water supply, sewerage, improved electricity supply, a new bypass and sustainable transport improvements, without which the overall growth could not occur. Other infrastructure provisions will also be required, but these are less critical to the commencement of development.
- 14.5 A sufficient supply of water is available but the proposed growth is dependent upon the improvement of local water supply connections. The local waste water treatment works (WwTW) has spare capacity for 1400 of the proposed 1800 new homes, but the balance will require “innovative solutions” for its waste water treatment to be investigated on a site specific basis. The WwTW will also require a new strategic sewer connection to accommodate the growth. The growth is also dependent upon the replacement of electricity transformers and switchgear at the Hapton Primary Sub-station.
- 14.6 The main road through the village can be constrained by turning movements at the Swan Lane junction in particular. This can cause significant through traffic congestion with adverse impacts on the environment and air quality. The need for a bypass has long been a priority and is therefore considered to be a prerequisite to provide for village centre enhancements and the needs of the proposed growth. While the village has good bus links to Norwich, these require improvement by the provisions for bus priority measures on the A140 approaches to the A140/A47 Harford junction.
- 14.7 Other significant infrastructure requirements include new pre-school and primary school facilities, gas connection reinforcement, additional healthcare, policing, community facilities and a strategic green infrastructure corridor reflecting and conserving the ancient landscape to the east of the village.

### **Investment required to support growth in Long Stratton**

12.24

A summary of the total investment required to support growth in Long Stratton is set out below. Table x is derived from Appendix 7 of the Joint Core Strategy and includes projects that have been identified to support regeneration and growth.. Table x shows housing projects, identified by the Greater Norwich Housing Partnership.

**Appendix 7 of the JCS is included in Appendix 3. Housing projects are identified in Appendix 4. Other tables continue to be developed.**

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**Table x: Long Stratton Spatial Package**

Ref	Scheme/ project	Priority	Status	Promoter/ Delivery Body	Total cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
<b>Short term</b>									
LS1	Long Stratton Swan Lane (public realm)			Norfolk County Council	0.75	0.75	HCA	2011-2013	
T16	Bus priority - approach to Harford Junction			Norfolk County Council/ Highways Agency	2	2	Norfolk County Council / DfT / Growth Point / Developer contributions	2011-2016	
<b>Medium term</b>									
T3	Long Stratton bypass A140 including improvement at Hemprall crossroads			Norfolk County Council	20	20	Developer contributions	2016-2021	
<b>Long term</b>									
U5	Replacement of transformers and switchgear in existing site (Hapton)			EDF energy	2.53	0.43	83% AMP / 17% Developer contributions	2026	
ED8	60 place pre-school			Norfolk County Council	0.54	0.54	Developer contribution	2026	
ED8	2FE primary with integrated 60 place pre-school co-located with combined community centre and library			Norfolk County Council	5.14	5.86	Developer contribution	2026	
HC8	Combined surgery (2 GPs and 2 Dentists)			Health Authority	1.5	0	Health Authority	2026	

## 15: Broadland and South Norfolk Elsewhere

- 15.1 A significant quantum of growth needs to be delivered outside the major concentrations in Broadland and South Norfolk in a range of urban and rural locations. This includes:
- Residential allocations to deliver the smaller sites allowance in the Norwich Policy Area
  - Residential allocations to meet the scale of development identified for specific towns and villages outside the Norwich Policy Area
- 15.2 This growth will be supported by the delivery of employment opportunities, services and infrastructure, albeit generally on a smaller scale than in the major growth locations. The area will deliver green infrastructure, including that contributing to strategic priorities.
- Residential allocations in the rest of the Norwich Policy Area**
- 15.3 The JCS requires the delivery of 3,800 dwellings on smaller allocations with 2,000 of these in Broadland and 1,800 in South Norfolk. Although not explicitly specified, the implication is that this provision will be on sites smaller than 1,000 dwellings. Evidence from the SHLAA indicates that a wide range of scale of sites is likely to be available including some quite substantial sites providing several hundred dwellings. Allocations will be made in accordance with the settlement hierarchy and may include sites in the suburban parishes of the Norwich urban area, additional allocations associated with the larger growth locations, and development in selected NPA villages.
- 15.4 While the locations for the majority of this element of growth remain to be identified, the JCS does provide for indicative minimum scales of growth for selected NPA villages, namely:
- Blofield 50 dwellings
  - Brundall 50 dwellings
  - Poringland/Framingham Earl 100-200 dwellings
  - Service Villages with 10-20 dwellings each (total 150-300 dwellings)
- Residential allocations outside the Norwich Policy Area**
- 15.5 The JCS requires the delivery of between 1,730 and 2,660 dwellings outside the NPA allocated as follows:
- Aylsham 300 dwellings
  - Diss 300 dwellings
  - Harleston 200-300 dwellings
  - Acle 100-200 dwellings
  - Hingham 100 dwellings
  - Loddon/Chedgrave 100-200 dwellings

- Reepham 100-200 dwellings
- Wroxham 100-200 dwellings

15.6 There are 43 Service Villages with 10-20 dwellings each (total 430-860 dwellings).

### **Employment**

15.7 The JCS requires the encouragement of employment and service opportunities at all levels of the hierarchy. There are a number of existing employment allocations in town and villages across the area. Many of these sites include readily available land or premises, but there are some allocated sites that have failed to come forward.

15.8 A specific new allocation will be required in Diss to ensure the provision of a total around 15ha of employment land. Taking account of existing land availability this will need a new allocation of something in the order of 8-10ha.

15.9 The LIPP process will support the delivery of job opportunities across the area, for example, by overcoming constraints on specific sites and directly supporting the provision of business units.

### **General policy requirements**

15.10 Many of the policies of the JCS apply equally to the smaller scale suburban and rural developments in the remainder of the area. The approach to sustainable development requires support for services, jobs and green infrastructure. The policy imperative for high quality design and this wide ranging approach to sustainable development provides the opportunity for delivery to promote and seek innovative solutions to suburban and rural needs.

### **Infrastructure requirements**

15.11 The strategic infrastructure requirements from Appendix 7 of the JCS for these areas are picked up under the spatial packages for the major growth locations and are not shown separately. Package specific schemes and projects are shown in **table x** below.

**Table x: Broadland and South Norfolk elsewhere spatial package.**

Ref	Scheme/ project	Priority	Status	Promoter/ Delivery Body	Total cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
<b>Short term</b>									
To be completed	Diss Town Centre/ Park Road								
T8	Bus Rapid Transit via Fakenham Road - A1067 - Phase 1			Norfolk County Council	2.5	2.5	Norfolk County Council / DfT / Growth Point / Developer contributions	2011-2016	
HC6	Expansion of existing facilities (2 GPs and 2 Dentists)	Health Authority		Health Authority	0.9	0	Health Authority	2016	
HC12	Expansion of existing facilities (7 GPs and 7 Dentists)			Health Authority	3.5	0	Health Authority	2016	
<b>Medium term</b>									
T8	Bus Rapid Transit via Fakenham Road - A1067 - Phase 2			Norfolk County Council	5	5	Norfolk County Council / DfT / Growth Point / Developer contributions	2016-2021	
<b>Long term</b>									
T8	Bus Rapid Transit via Fakenham Road - A1067 - Phase 3			Norfolk County Council	2.5	2.5	Norfolk County Council / DfT / Growth Point / Developer contributions	2021-2026	

Ref	Scheme/ project	Priority	Status	Promoter/ Delivery Body	Total cost £m	Remaining balance	Funding sources	Estimated delivery dates by	Output
<i>These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Autumn 2010</i>									
HC2	Expansion of existing facilities	Health Authority		Health Authority	0.6	0	Health Authority	2021-2026	
HC10	Expansion of existing facilities (1 GP and 1 Dentists)			Health Authority	0.55	0	Health Authority	2021-2026	
HC12	Expansion of existing facilities (1 GP )			Health Authority	0.6	0	Health Authority	2021-2026	

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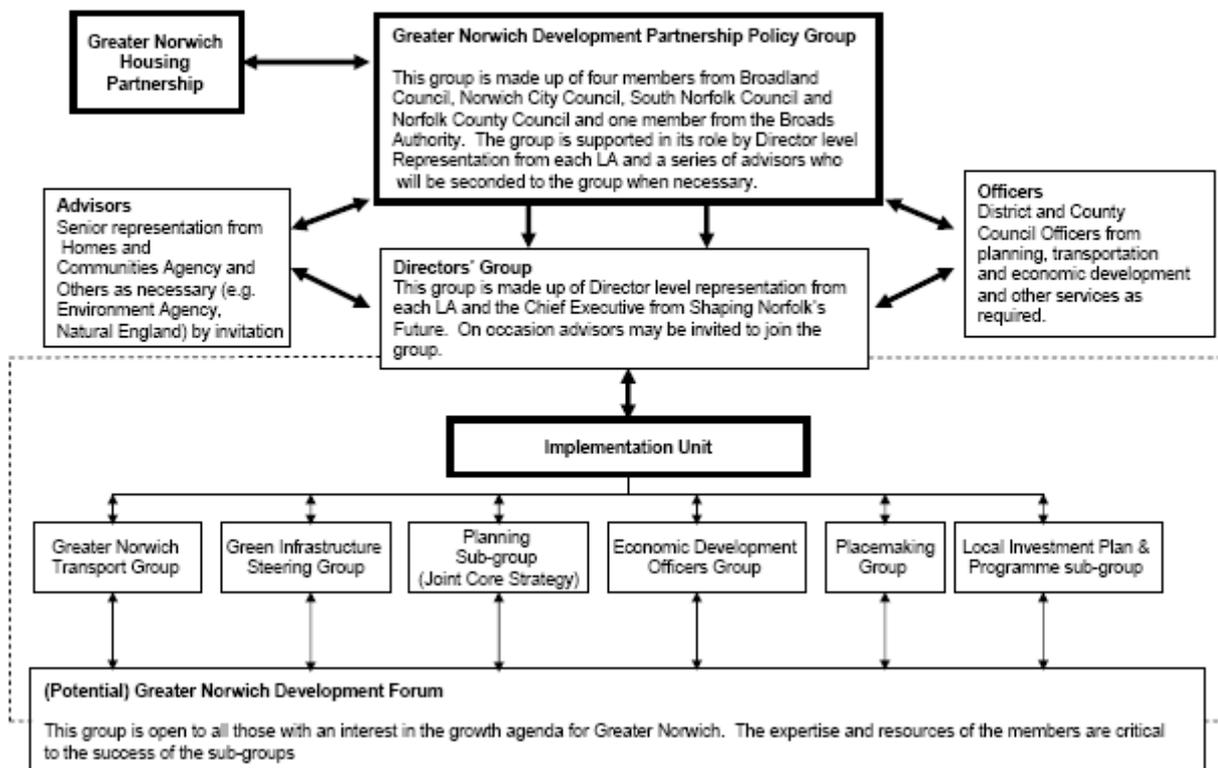
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# Appendix 1: Terms of Reference of the Greater Norwich Development Partnership

## Greater Norwich Development Partnership

### Governance and Support Arrangements

#### Greater Norwich Development Partnership



#### The Greater Norwich Development Partnership Policy Group<sup>1</sup>

The Greater Norwich Development Partnership Policy Group will exercise political Leadership of the Greater Norwich Development Partnership (GNDP). This group is made up of four members from Broadland, Norwich City Council, South Norfolk Council, Norfolk County Council and a member from the Broads Authority. The group is supported in its role by the Director level representation from each Local Authority and a series of advisors who will be seconded into the group when necessary.

Jobs, homes, prosperity for local people



<sup>1</sup> The GNDP and the Greater Norwich Housing Partnership have a mostly common membership.

## **The Greater Norwich Development Partnership Director's Group**

The Directors are responsible for directing the GNDP Programme on behalf of the Authorities and ensuring it meets the objectives.

## **The Greater Norwich Development Partnership Implementation Unit**

Delivery of the projects within the Growth Programme will be coordinated through the Implementation Unit with strong links into all four Local Authorities.

## **Membership of the GNDP Policy Group – see annex one**

Broadland District Council	}	up to four members from each Council
Norwich City Council		
South Norfolk Council		
Norfolk County Council		
Broads Authority		one member

**Substitutes:** Members may submit substitutes when unable to attend themselves in agreement with the chair

**Frequency:** Meetings are held quarterly or more frequently as required. Joint meetings will be held with Great Norwich Housing Partnership (GNHP) Policy Group when required.

## **Responsibilities**

- To oversee the work of the Greater Norwich Development Partnership and associate bodies and ensure all bodies work effectively
- To prepare and monitor a joint Local Development Framework (LDF) Core Strategy for the three district local planning authority areas of Broadland, City of Norwich and South Norfolk, to include integrated land-use and transport policies.
- To make recommendations to the Councils and Broads Authority on any regional planning matter affecting the Broadland, City of Norwich and South Norfolk administrative areas.
- To make recommendations to Norfolk County Council (in its role as a Section 4.4 advisor to EERA) on the development of regional planning policies affecting the Broadland, City of Norwich and South Norfolk administrative areas.
- To advise on the development of the Local Transport Plan (LTP) implementation strategies and on future reviews of the LTP relevant to the area, including the Norwich Area Transportation strategy (NATS).
- To facilitate joint working between the local planning and authorities and the local transportation authority on matters of common interest and benefit
- To prepare and monitor a joint Economic Development Strategy for the three local authority areas of Broadland, Norwich and South Norfolk, including the Broads Authority area within those Districts, in partnership with Shaping Norfolk's Future.
- To prepare an Integrated Development Plan for the Partnership.

## **Membership of the GNDP Director's Group**

Broadland District Council	Phil Kirby
Norwich City Council	Jerry Massey
South Norfolk Council	Andrew Gregory
Norfolk County Council	Mike Jackson
Broads Authority	Andrea Long
Shaping Norfolk's Future	Chris Starkie

**Substitutes:** Director's may submit substitutes when unable to attend themselves

**In attendance at Board meetings**

Mark Allison	EEDA
Michael Hargreaves	Go-East
Mike Goulding	Homes and Communities Agency
Sandra Eastaugh	Partnership Manager
Amy Baxter	Interim Partnership Assistant

**By invitation representatives from the sub-groups:**

Greater Norwich Transport Group  
Planning Sub-Group  
Economic Development Officer Group  
Placemaking Group  
Integrated Development Programme Group

**Responsibilities**

The GNDP Director's Group has a critical role in the co-ordination and delivery of the Programme. This is the key forum where issues will be discussed and proposals assessed, ensuring that informed recommendations are escalated to the GNDP Policy Group.

The Group's responsibilities are as follows:

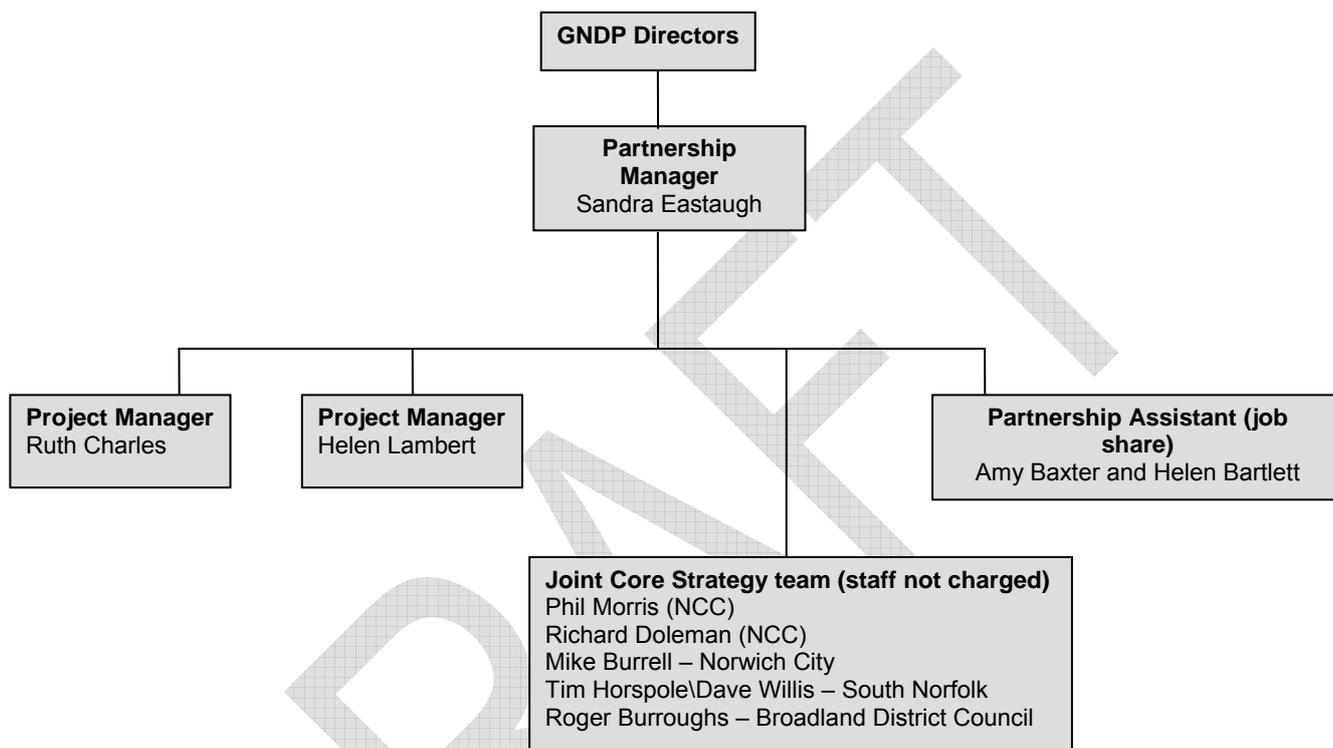
- To manage the GNDP Programme reporting to and taking direction from the GNDP Policy Group
- To provide advice and support to the GNDP Policy Group looking ahead to identify future opportunities for the Programme.
- To identify and approve all bids/funding requests prior to going through to GNDP Policy Group
- To own and champion the vision for the GNDP and provide the leadership to make it happen, supporting the GND Partnership Manager and the Project leads as required
- Ensure advisors/representatives from external bodies are fully involved in the GNDP Programme e.g. Go-East, EEDA
- Ensure the links are maintained between the GNDP Programme and the joint strategic direction of the Regional Spatial Strategy and the joint core strategy
- Define key programme activities to achieve targets and ensure achievable plans are in place for their delivery
- To agree the scope of the projects within the GNDP Programme and sign-off projects for implementation
- To ensure links are made between the GNDP Programme and the sub-groups i.e. Greater Norwich Housing Partnership, GNDP Transport Group, GNDP Norfolk Planning Officers Group, Economic Development Officer Group, Natural and Built Environment Group
- Monitor the achievement of the Programme's objectives
- Ensure that sufficient resources are secured to deliver the Programme
- Communicate with all stakeholders as required within the framework of the Programme Communication Plan
- Identify and advise on the handling of Programme risks and issues and take responsibility for managing these where required
- Receive and make reports regarding progress of the GNDP Programme

**Frequency:** Meetings are held monthly, on the first Friday of the month

### Implementation Unit

The Implementation Unit will work closely with the GNDP Director's group and the project leads for each of the projects in the GNDP Programme. The project leads will have a critical role in the co-ordination, implementation and delivery of the project elements of the Programme.

#### Implementation Unit - structure



### Responsibilities

The Implementation Unit's responsibilities are as follows:

- To take direction from and report to the GNDP Director's Group
- To manage the GNDP structure ensuring the projects are delivered within the constraints of time and cost
- To manage bids/funding requests on behalf of GNDP Director's Group
- Co-ordinate the activities of the GNDP including the adoption of a joint core strategy
- To ensure links are maintained with the advisors/representatives from external bodies e.g. Go-East, EEDA,
- To produce a GNDP Programme of projects/activities ensuring achievable plans are in place for each of the project leads setting out the timetable of delivery for each one
- Identify resources required for each project in order to deliver the Programme
- Report progress on the projects to the Director's Group, ensuring project leads prepare Highlight Reports for each of the projects
- Report on the overall Programme Budget, identifying any areas that require action and/or change ensuring these are discussed fully with Go-East, DCLG and EEDA as appropriate
- Identify and manage project risks and issues escalating areas of concern to the Director's group where required
- To manage the preparation of agendas and papers for the GNDP Director's Group

- To deliver the Communications Plan as required within the framework of the Programme Communication Plan

### **GNDP Project Leads**

Work with the Partnership Manager to co-ordinate the projects under the direction of the GNDP Director's Group

The Project Lead's Responsibilities are as follows:

- Plan and manage the individual projects within the GNDP Programme – in accordance with individual project governance arrangements e.g. Client Commissioning Group who oversee the deliver of the Green Infrastructure Strategy for Greater Norwich
- Prepare funding papers for the Director's Group prior to going through to the GNDP Policy Group as required by external agencies e.g. EEDA, Go-East
- Prepare project plans
- Identify resources required for the project
- Manage project risks and issues
- Report on progress by preparing Highlight Reports for each of the projects for project Boards and the Partnership Manager identifying items to be referred to the GNDP Directors for action.

## Appendix 2: Definition of the Norwich Policy Area

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 Broadland District Council – 100022319  
 Norwich City Council – 100019747  
 South Norfolk District Council – 100019483  
 September 2009



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## Appendix 3 Supporting Infrastructure

Derived from Appendix 7 of the Joint Core Strategy for Broadland, Norwich and South Norfolk

### Infrastructure Framework: Priority 1 projects 2008 -2016

The base date for the Strategy is 2008. This table includes projects from 2008 - 2011 (the adoption of the Strategy) and 2011 - 2016 (the first 5 years of delivery post adoption)

#### Water

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 1 are Transport and Utilities. All potable water improvements are delivered through the AMP process and are not included in this table.

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
SP1	Connection to existing sewerage	Developer	TBA	0	Developer/ AW provision	2016	Rackheath

#### Electricity

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 1 are Transport and Utilities. The Infrastructure Needs and Funding Study 2009 assumes electricity and power supply will be 70% funded by service providers.

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
U1	New primary sub-station on existing site (Hurricane Way)	EDF energy	5.5	1.65	70% AMP • 30% Developer contributions	2016	Expansion of the employment area - airport business park

#### Transportation

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 1 are Transport and Utilities

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
T1	Norwich Northern Distributor Road	Norfolk County Council	106.2	38.7	DFT £67.5m • Growth Point • Developer Contributions • Norfolk County Council	2016	Overall scale of growth in particular Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle • Broadland: Smaller sites in the NPA (2000 dwellings) • Norwich Area Transportation Strategy including delivery of BRT • Broadland Business Park • Airport employment allocation
T2	Postwick Hub	Norfolk County Council	25	0	CIF • Growth Point £3.5m	2012	Overall Scale of Growth. Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle • Broadland: Smaller sites in the NPA (2000 dwellings) • Norwich Area Transportation Strategy including delivery of BRT • Broadland Business Park • Airport employment allocation
T4 & T17	Thickthorn junction improvement including bus priority and park and ride improvements	Norfolk County Council/ Highways Agency	45	45	Developer contributions (includes £16m contingency)	2016	Wymondham, Hethersett and Cringleford Growth Locations
T5	Longwater junction improvements	Norfolk County Council/ Highways Agency	20	20	Norfolk County Council • DfT • Growth Point • Developer contributions	2016	West Growth Location
T6	Norwich Research Park transport infrastructure phase 1	Norfolk County Council/ Highways Agency	5	5	Growth Point • Developer contributions	2016	Norwich Research Park
T7	Grapes Hill bus improvements	Norfolk County Council	0.18	0	Growth Point/ EEDA	Delivered	Overall Growth

T7	Bus improvements Newmarket Road	Norfolk County Council	0.4	0	Growth Point	Delivered	Wymondham, Hethersett and Cringleford • Norwich Area Transportation Strategy including delivery of BRT
T7	City Centre bus improvements phase 1	Norfolk County Council/ Norwich City Council	1	1	Norfolk County Council • DfT • Growth Point • Developer contributions	2010 - 2016	Overall Growth
T8	Bus Rapid Transit via Fakenham Road - A1067 - Phase 1	Norfolk County Council	2.5	2.5	Norfolk County Council • DfT • Growth Point • Developer contributions	2011-2016	Broadland Fringe Growth
T9	Bus Rapid Transit via Dereham Road - Phase 1	Norfolk County Council	1.25	0	Growth Point	2010	West Growth Location
T10	Bus Rapid Transit via Yarmouth Road - Phase 1	Norfolk County Council	2.5	2.5	Norfolk County Council • DfT • Growth Point • Developer contributions	2011-2016	Broadland Business Park Expansion
T11	Bus Rapid Transit via Salhouse Road and Gurney Road - Phase 1	Norfolk County Council	1.8	0	£1.8m Eco- community PoD	2011 - 2016	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle
T12	Bus Rapid Transit via Norwich airport A140 to City Centre - Phase 1	Norfolk County Council	2.5	2.5	Norfolk County Council • DfT • Growth Point • Developer contributions	2011-2016	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle
T13	Bus priority route via Hethersett Lane/ Hospital/ Norwich Research Park/ University of East Anglia/ City Centre	Norfolk County Council	2.7	2.7	Norfolk County Council • DfT • Growth Point • Developer contributions	2011 - 2016	Wymondham, Hethersett and Cringleford Growth Location & NRP

T14	Bus priority route via B1172 phase 1	Norfolk County Council	1.7	1.7	Norfolk County Council • DfT • Growth Point • Developer contributions	2011 - 2016	Wymondham, Hethersett Growth Location
T15	Development Link Broadland Business Park to Salhouse Road	Developer Lead	2.5	2.5	Developer contributions	2011-2016	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle
T16	Bus priority - approach to Harford Junction	Norfolk County Council/ Highways Agency	2	2	Norfolk County Council • DfT • Growth Point • Developer contributions	2011-2016	Long Stratton Growth Location
T18	Pedestrian / Cycle links to Longwater	Norfolk County Council	1.5	1.5	Norfolk County Council • DfT • Growth Point • Developer contributions	2016	West Growth Locations
N/A	Lady Julian Bridge	Norwich City Council	2.58	0	Growth Point • S106 • EEDA	Delivered	NATS • City Centre
N/A	Barrack Street ring-road improvement works	Norfolk County Council	1.3	0	Growth Point	Delivered	Overall Growth
N/A	St Augustine's Gyratory	Norfolk County Council	3.49	0	Growth point £2.42m • LTP £1.04m • S106 £.03m	Committed	Norwich Area Transportation Strategy including delivery of BRT • City Centre bus enhancements
<b>Totals</b>			<b>236.60</b>	<b>129.25</b>			

## Infrastructure Framework: Priority 1 projects 2016 -2021

The base date for the Strategy is 2008. This table includes projects from 2008 - 2011 (the adoption of the Strategy) and 2011 - 2016 (the first 5 years of delivery post adoption)

### Water

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 1 are Transport and Utilities. All potable water improvements are delivered through the AMP process and are not included in this table.

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
SP1	Connection to existing sewerage	Developer	TBA	0	Developer/ AW provision	2021	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle
SP2	Interceptor sewer	Developer	TBA	0	Developer/ AW provision	2021	Hethersett, Cringleford, Easton/ Costessey

### Electricity

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 1 are Transport and Utilities. The Infrastructure Needs and Funding Study 2009 assumes electricity and power supply will be 70% funded by service providers unless highlighted otherwise.

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
U2	New primary substation on new site (Norwich Airport north)	EDF energy	6.3	£0	AMP / Developer contributions	2021	Expansion of the employment area - airport business park
U3	New grid sub-station on existing sites (Norwich East)	EDF energy	17	£0	100% AMP	2021	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle

### Transportation

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 1 are Transport and Utilities.

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
T3	Long Stratton bypass A140 including improvement at Hempnall cross-roads	Norfolk County Council	20	20	Developer contributions	2021	Long Stratton Growth Locations
T6	Norwich Research Park transport infrastructure phase 2	Norfolk County Council/ Highways Agency	8	8	Growth Point • Developer contributions	2016 - 2021	Norwich Research Park
T7	Bus priority - approach to Harford Junction	Norfolk County Council	2	2	Developer contributions	2021	Overall Growth
T7	City Centre bus improvements phase 1	Norfolk County Council	2.6	2.6	Growth Point • LTP • Developer contributions	2016 - 2021	Overall Growth
T7	City Centre bus improvements phase 2	Norfolk County Council/ Norwich City Council	6	6	Growth Point • LTP • Developer contributions	2016 - 2021	Overall Growth
T8	Bus Rapid Transit via Fakenham Road - A1067 - Phase 2	Norfolk County Council	5	5	Norfolk County Council • DfT • Growth Point • Developer contributions	2016-2021	Broadland Fringe Growth
T9	Bus improvements Dereham Road phase 2	Norfolk County Council	2.6	2.6	Growth Point • Developer contributions	2016 - 2021	West Growth Locations
T10	Bus Rapid Transit via Yarmouth Road - Phase 2	Norfolk County Council	5	5	Norfolk County Council • DfT • Growth Point • Developer contributions	2016-2021	Broadland Business Park Expansion
T11	Bus improvements via Salhouse Road and Gurney Road phase 2	Norfolk County Council	2.6	2.6	Growth Point • Developer contributions	2016 - 2021	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle
T12	Bus Rapid Transit via Norwich airport A140 to City Centre - Phase 2	Norfolk County Council	5	5	Norfolk County Council • DfT • Growth Point • Developer contributions	2016-2021	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle

T15	Development Link Broadland Business Park to Salhouse Road	Developer Lead	2.5	2.5	Developer contributions	2016-2021	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle
<b>Totals</b>			<b>84.60</b>	<b>61.30</b>			

### Infrastructure Framework: Priority 1 projects 2021 -2026

*The base date for the Strategy is 2008. This table includes projects from 2008 - 2011 (the adoption of the Strategy) and 2011 - 2016 (the first 5 years of delivery post adoption)*

#### Water

*The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 1 are Transport and Utilities. All potable water improvements are delivered through the AMP process and are not included in this table.*

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
SP1	Connection to existing sewerage	Developer	tba	0	Developer/ AW provision	2026	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle
SP2	Interceptor sewer	Developer	tba	0	Developer/ AW provision	2026	Hethersett, Cringleford, Easton/ Costessey

#### Electricity

*The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 1 are Transport and Utilities. The Infrastructure Needs and Funding Study 2009 assumes electricity and power supply will be 70% funded by service providers unless highlighted otherwise.*

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
U4	New primary substation on new site (Sprowston / Rackheath)	EDF energy	4.3	4.3	Developer contribution	2026	Old Catton, Sprowston, Rackheath, and Thorpe St Andrews growth triangle

U5	Replacement of transformers and switchgear in existing site (Hapton)	EDF energy	2.53	0.43	83% AMP • 17% Developer contributions	2026	Long Stratton
U6	Replacement of transformers and switchgear in existing site (Wymondham)	EDF energy	2.53	0.826	67% AMP • 33% Developer contributions	2026	SW Growth location

## Transportation

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 1 are Transport and Utilities

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
T7	City Centre bus improvements phase 3	Norfolk County Council/ Norwich City Council	6	6	Norfolk County Council • DfT • Growth Point • Developer contributions	2021 - 2026	Overall Growth
T8	Bus Rapid Transit via Fakenham Road - A1067 - Phase 3	Norfolk County Council	2.5	2.5	Norfolk County Council • DfT • Growth Point • Developer contributions	2021-2026	Broadland Fringe Growth
T9	Bus improvements Dereham Road phase 3	Norfolk County Council	2.6	2.6	Growth Point • LTP • Developer contributions	2021 - 2026	West Growth Location
T10	Bus Rapid Transit via Yarmouth Road - Phase 3	Norfolk County Council	2.5	2.5	Norfolk County Council • DfT • Growth Point • Developer contributions	2021-2026	Broadland Business Park Expansion

T11	Bus improvements via Salhouse Road and Gurney Road phase 3	Norfolk County Council	0.6	0.6	Growth Point • LTP • Developer contributions	2021 - 2026	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle
T12	Bus Rapid Transit via Norwich airport A140 to City Centre - Phase 3	Norfolk County Council	2.5	2.5	Norfolk County Council • DfT • Growth Point • Developer contributions	2021-2026	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle
<b>Totals</b>			<b>26.06</b>	<b>22.26</b>			

### Infrastructure Framework: Priority 2 projects 2008-2016

#### Education

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
ED3	60 place pre-school	Norfolk County Council	0.54	0.54	Developers	2011	Norwich City
ED4	60 place pre-school	Norfolk County Council	0.54	0.54	Developers	2016	Norwich City

#### Healthcare

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure. The Health Authority will take a flexible approach to the provision of hospital beds. Locations will be determined by the Health Authority at a later date. It is presumed funding will come through the AMP.

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates	Dependencies
HC1	GPs Surgery (3 GPs)	Health Authority	1.03	0	Health Authority	2011	Norwich City
HC2	Dentists surgery (4 Dentists)	Health Authority	1.25	0	Health Authority	2016	Norwich City

HC6	Expansion of existing facilities (2 GPs and 2 Dentists)	Health Authority	0.9	0	Health Authority	2016	Broadland Elsewhere
HC12	Expansion of existing facilities (7 GPs and 7 Dentists)	Health Authority	3.5	0	Health Authority	2016	South Norfolk Elsewhere
HC13	Hospital bed requirements	Health Authority	10	0	Health Authority	2016	Overall scale of growth

### Green infrastructure

*The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure. Green infrastructure projects are being assessed following completion of the Green Infrastructure Delivery Plan. Open space will be planned in relation to each growth location and planned in line with development.*

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
N/A	Wensum River Parkway	HEART/ Norwich City Council	0.07	0	Growth Point	Delivered	Overall scale of growth
N/A	Catton Park visitor centre and park improvements	Catton Park Trust/ Norfolk County Council	0.25	0	Growth Point	Delivered	Overall scale of growth
N/A	Whitlingham Country Park Access Improvements	Norfolk County Council	0.12	0	Growth Point	Delivered	Overall scale of growth
N/A	Wooded ridge	Norwich City Council	0.04	0	Growth Point	Delivered	Overall scale of growth
GI 1-11	Green infrastructure projects and open space	Various	tba		Local authorities • Developers contributions • Other funding sources to be identified	2016	Overall scale of growth
<b>Totals</b>			<b>18.24</b>	<b>1.08</b>			

## Infrastructure Framework: Priority 2 projects 2016-2021

### Education

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
ED1	60 place pre-school	Norfolk County Council	0.54	0.54	Developer contribution	2021	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle
ED1	60 place pre-school (co-location with community space)	Norfolk County Council	0.54	0.54	Developer contribution	2021	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle
ED1	2FE primary with integrated 60 place nursery	Norfolk County Council	5.14	5.14	Developer contribution	2021	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle
ED1	2FE primary with integrated 60 place nursery	Norfolk County Council	5.14	5.14	Developer contribution	2021	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle
ED5	2FE primary with integrated 60 place nursery	Norfolk County Council	5.14	5.14	Developer contribution	2021	Norwich City
ED5	2FE primary with integrated 60 place nursery	Norfolk County Council	5.14	5.14	Developer contribution	2021	Norwich City
ED7	30 place pre-school	Norfolk County Council	0.285	0.285	Developer contribution	2021	Wymondham
ED7	2FE primary with integrated 60 place nursery	Norfolk County Council	5.14	5.14	Developer contribution	2021	Wymondham
ED7	60 place pre-school	Norfolk County Council	0.54	0.54	Developer contribution	2021	Hethersett
ED7	60 place pre-school	Norfolk County Council	0.54	0.54	Developer contribution	2021	Easton

ED9	1400 secondary school with 280 sixth form places co-located with 4 x indoor sports courts phase 1	Norfolk County Council	26	26	Developer contribution	2021	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle
ED10	1200 place Secondary school	Norfolk County Council	10	10	Developer contribution	2021	Wymondham, Hetherset, Cringleford, Costessey / Easton

## Healthcare

*The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure. The Health Authority will take a flexible approach to the provision of hospital beds. Locations will be determined by the Health Authority at a later date. It is presumed funding will come through the AMP.*

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
HC3	Expansion of existing facilities (6 GPs and 5 Dentists)	Health Authority	4.5	0	Health Authority	2021	Norwich City
HC4	Primary Care Centre (5 GPs and 4 Dentists)	Health Authority	3.35	0	Health Authority	2021	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle
HC7	Expansion of existing facilities (3 GPs and 2 Dentists)	Health Authority	1.8	0	Health Authority	2021	Wymondham
HC9	Expansion of existing facilities (1 GP and 1 Dentist)	Health Authority	0.55	0	Health Authority	2021	Hetherset
HC11	Expansion of existing facilities (1 GP and 1 Dentist)	Health Authority	0.55	0	Health Authority	2021	Easton / Costessey
HC13	Hospital bed requirements	Health Authority	6	0	Health Authority	2021	Overall scale of growth

## Green infrastructure

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure. Green infrastructure projects are being assessed following completion of the Green Infrastructure Delivery Plan. Open space will be planned in relation to each growth location and planned in line with development.

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
GI 1-11	Green infrastructure projects and open space	Various	tba		Local authorities • Developers contributions • Other funding sources to be identified	2021	Overall scale of growth
<b>Totals</b>			<b>80.90</b>	<b>64.15</b>			

## Infrastructure Framework: Priority 2 projects 2021-2026

### Education

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure.

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates	Dependencies
ED2	60 place pre-school	Norfolk County Council	0.54	0.54	Developer contribution	2026	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle
ED2	2FE primary with integrated 60 place nursery	Norfolk County Council	5.14	5.14	Developer contribution	2026	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle

ED2	2FE primary with integrated 60 place nursery	Norfolk County Council	5.14	5.14	Developer contribution	2026	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle
ED6	60 place pre-school co-located with 600sqm combined community centre and library	Norfolk County Council	0.54	0.54	Developer contribution	2026	Norwich City
ED8	60 place pre-school	Norfolk County Council	0.54	0.285	Developer contribution	2026	Wymondham
ED8	2FE place primary	Norfolk County Council	2.3	2.3	Developer contribution	2026	Cringleford
ED8	1 FE place primary	Norfolk County Council	2.3	2.3	Developer contribution	2026	Hethersett
ED8	60 place pre-school	Norfolk County Council	0.54	0.54	Developer contribution	2026	Long Stratton
ED9	1400 secondary school with 280 sixth form places co-located with 4 x indoor sports courts phase 2	Norfolk County Council	13	13	Developer contribution	2026	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle
ED8	2FE primary with integrated 60 place pre-school co-located with combined community centre and library	Norfolk County Council	5.14	5.14	Developer contribution	2026	Long Stratton
ED8	60 place pre-school	Norfolk County Council	0.54	0.54	Developer contribution	2026	Cringleford
ED8	1FE primary	Norfolk County Council	2.5	2.5	Developer contribution	2026	Easton
ED10	Expanded secondary school provision	Norfolk County Council	10	10	Developer contribution	2026	Wymondham, Hethersett, Cringleford, Costessey / Easton, Long Stratton, rest of South Norfolk NPA

## Healthcare

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure. The Health Authority will take a flexible approach to the provision of hospital beds. Locations will be determined by the Health Authority at a later date. It is presumed funding will come through the AMP.

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
HC5	Primary Care Centre (5 GPs and 4 Dentists)	Health Authority	3.35	0	Health Authority	2026	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle
HC8	Combined surgery (2 GPs and 2 Dentists)	Health Authority	1.5	0	Health Authority	2026	Long Stratton
HC10	Expansion of existing facilities (1 GP and 1 Dentists)	Health Authority	0.55	0	Health Authority	2021 - 2026	Cringleford
HC12	Expansion of existing facilities (1 GP )	Health Authority	0.6	0	Health Authority	2026	South Norfolk Elsewhere
HC13	Hospital bed requirements	Health Authority	12	0	Health Authority	2026	Overall scale of growth

## Green infrastructure

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 1 are Education, Healthcare and Green Infrastructure. Green infrastructure projects are being assessed following completion of the Green Infrastructure Delivery Plan. Open space will be planned in relation to each growth location and planned in line with development.

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
GI 1-11	Green infrastructure projects and open space	Various	TBA		Local authorities • Developers contributions • Other funding sources to be identified	2026	Overall scale of growth
<b>Totals</b>			<b>66.22</b>	<b>47.97</b>			

## Infrastructure Framework: Priority 3 projects 2008-2016

### Community facilities

The table below lists the Priority 3 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 3 are Community facilities and Community services.

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
CF1	Community facilities	Broadland District Council	0.5	0.5	Private companies • Developers • Local authorities	2011-16	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle
CF2	Community facilities	Norwich City Council	1	1	Private companies • Developers • Local authorities	2011-16	Norwich
CF3-5	Community facilities	South Norfolk Council	4	4	Private companies • Developers • Local authorities	2011-16	South Norfolk
<b>Totals</b>			<b>5.50</b>	<b>5.50</b>			

## Infrastructure Framework: Priority 3 projects 2016-2021

### Community facilities

The table below lists the Priority 3 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 3 are Community facilities and Community services.

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
CF1	Community facilities	Broadland District Council	2	2	Private companies • Developers • Local authorities	2016 - 2021	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle
CF2	Community facilities	Norwich City Council	3.05	3.05	Private companies • Developers • Local authorities	2016 - 2021	Norwich

CF3-5	Community facilities	South Norfolk Council	3.1	3.1	Private companies • Developers • Local authorities	2016 - 2021	South Norfolk
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### Community services

The table below lists the Priority 3 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 3 are Community facilities and Community services.

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
CI 12	Fire Service	Norfolk County Council	TBA		Norfolk County Council	2016-2021	Overall scale of growth
CI13	Ambulance Service	Norfolk Ambulance Service	TBA		Norfolk Ambulance Service	2016-2021	Overall scale of growth
CI 1-11	Police Safer Neighbourhood teams	Norfolk Constabulary	5.25	0	Norfolk Constabulary	2016-2021	Broadland (36 officers) • Norwich (44 officers) • South Norfolk (64 officers)
<b>Totals</b>			<b>13.4</b>	<b>8.15</b>			

### Infrastructure Framework: Priority 3 projects 2021-2026

#### Community facilities

The table below lists the Priority 3 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 3 are Community facilities and Community services.

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
CF 1	Community facilities	Broadland District Council	2	2	Private companies • Developers • Local authorities	2021-2026	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle

CF 2	Community facilities	Norwich City Council	3.05	3.05	Private companies • Developers • Local authorities	2021-2026	Norwich
CF 3-5	Community facilities	South Norfolk Council	3.1	3.1	Private companies • Developers • Local authorities	2021-2026	South Norfolk

### Community services

The table below lists the Priority 3 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 3 are Community facilities and Community services.

Ref	Scheme	Promoter/ Delivery body	Total Cost £m	Remaining balance £m	Funding sources	Estimated delivery dates by	Dependencies
CI 12	Fire Service	Norfolk County Council	TBA		Norfolk County Council	2021-2026	Overall scale of growth
CI 13	Ambulance Service	Norfolk Ambulance Service	TBA		Norfolk Ambulance Service	2021-2026	Overall scale of growth
CI 1-11	Police Safer Neighbourhood teams	Norfolk Constabulary	5.25	0	Norfolk Constabulary	2021 - 2026	Broadland (36 officers) • Norwich (44 officers) • South Norfolk (64 officers)
<b>Totals</b>			<b>13.4</b>	<b>8.15</b>			

## Appendix: Cultural, Art and Leisure facilities within the Greater Norwich area

### Cultural

- Independent shops, bars and cafes in the Norwich Lanes.
- Riverside villages, including Loddon, Wroxham/Hoveton
- Village greens e.g. Mulbarton
- Iconic buildings e.g. Forum, The Assembly House
- Historic buildings e.g. Norwich castle, cathedrals, guildhall, Wymondham Abbey, wind pumps/windmills, water mills, city walls, Dragon Hall, St Faiths priory,
- Country houses e.g. Blickling Hall
- Building form and materials e.g. shaped gables, reed thatch, clay lump
- Sites with key archaeological history for example Caistor St Edmund Roman Town and Horsford Castle
- Museums including the Castle Museum and Art Gallery, the Royal Norfolk Regimental Museum and the City of Norwich Aviation Museum, Sainsbury Centre
- Famous residents for example Ann Boleyn, Anna Sewell, Elizabeth Fry, Mr. Pastry
- Ketts rebellion/ Ketts oak
- Historic events e.g. 1953 flood, Baedeker raids
- The French and Continental Market that is a regular visitor to Norwich City Centre
- Gardens and open space including: Plantation Garden, Castle gardens, Bishop's Garden at Norwich Cathedral, Strangers Hall Garden, Coltishall Parks and garden.

### Art

- Water-based Sculpture Trail at key mooring points in the Southern Broads
- Art Alive which links churches and arts and crafts of all kinds from stone and wood carving
- Norwich City's diverse arts venues, including The Theatre Royal, Cinema City Norwich Playhouse, Norwich Puppet Theatre, Sewell Barns, Maddermarket Theatre and Sainsbury Centre for Visual Arts.
- Bandstand concerts in parks across the city
- Norwich University of the arts
- The Norwich Open-Air Shakespeare Festival
- International Literary Festival
- Norfolk and Norwich International Arts Festival
- Norwich City Ice Sculpture Trail

## **Leisure**

- Norwich City FC
- Variety of cricket clubs
- Leisure centres including, ski club, sports park, ice rink
- National cycle network
- Long distance walks including Boudica's Way and Tas Valley Way
- Sailing on broads
- Whitlingham Country Park
- Young people - Future Projects, The Garage, NORCA and Open
- Wymondham Music Festival
- Lord Mayors Celebrations
- Norwich Beer Festival (now in its 32nd year)
- Norfolk food festival

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