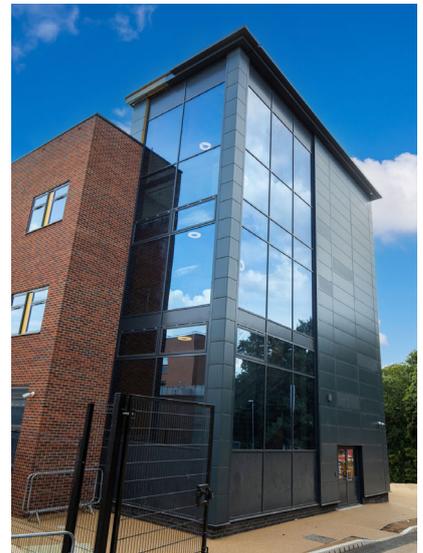


# Greater Norwich Infrastructure Plan

June 2025



Jobs, homes, prosperity for local people

# Greater Norwich Infrastructure Plan June 2025

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## 1. Introduction

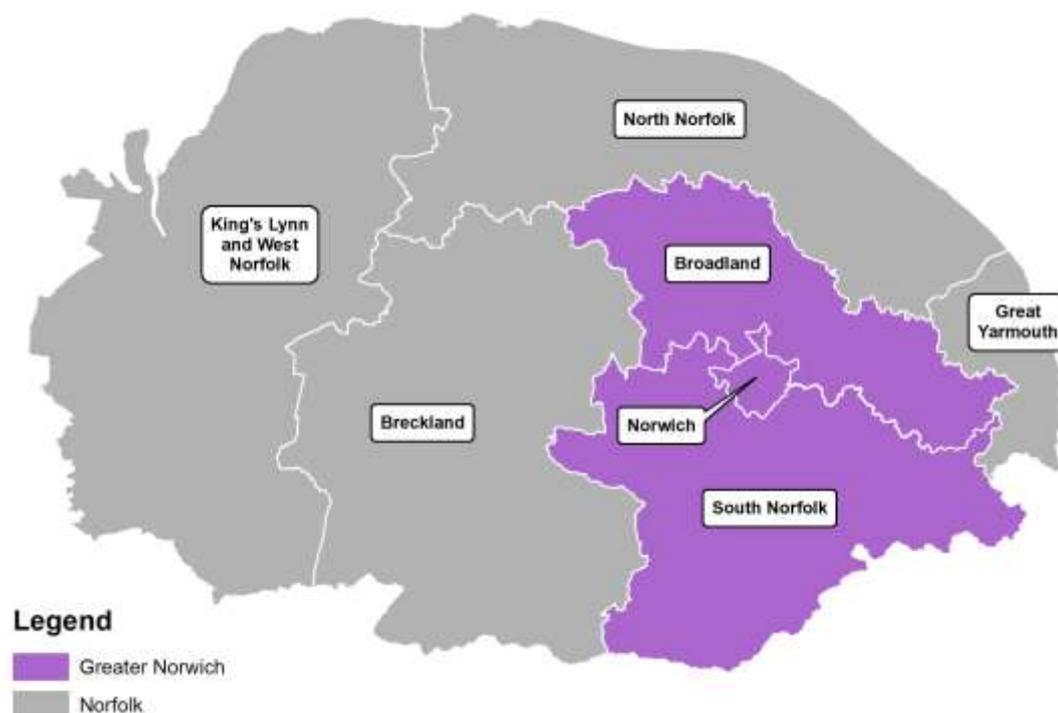
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Greater Norwich consists of the combined administrative areas of Broadland District Council, Norwich City Council and South Norfolk Council. Together they form one of the fastest growing parts of the country, delivering infrastructure under a unique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

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- 1.1. The Greater Norwich Infrastructure Plan (GNIP) provides a strategic, high-level summary of infrastructure development across the Greater Norwich area. It brings together information from across the partnership, to support coordinated planning and delivery, particularly in relation to growth.
- 1.2. Greater Norwich is overseen by two separate voluntary partnership boards. The [Greater Norwich Development Partnership \(GNDP\)](#) has responsibility for joint strategic planning and oversight of the development of the [Greater Norwich Local Plan \(GNLP\)](#). The [Greater Norwich Growth Board \(GNGB\)](#) monitors and drives forward the delivery of infrastructure which is required to support the growth that is agreed in the local plan.

Figure 1 - Map of Norfolk and Greater Norwich



- 1.3. The GNIP includes a wide range of infrastructure projects. Some are directly required to support planned housing and employment growth, while others are aspirational or intended to enhance quality of life, sustainability, and resilience.
- 1.4. The plan does not prioritise individual projects or assess their viability or deliverability. It provides a refreshed and up-to-date programme of infrastructure activity, helping to ensure the overall strategic programme remains current and fit for purpose.
- 1.5. Infrastructure is a broad and varied subject. To help structure this complexity, the GNIP groups infrastructure into broad categories referred to as ‘infrastructure themes’ within this Plan.
- 1.6. Four key infrastructure themes are eligible for funding through the GNGB’s **Infrastructure Investment Fund (IIF)**, which is sustained by pooled [Community Infrastructure Levy \(CIL\)](#) income collected from new development:
- Transport
  - Education
  - Green Infrastructure
  - Community facilities (Including Sport and Libraries).
- 1.7. These were prioritised when CIL was introduced in 2013 and agreed upon the adoption of the [Greater Norwich CIL charging policy](#). This Plan contains more information about these four thematic groups, to support of the GNGB’s decision making. Only projects from the above four thematic groups, that align with the strategic priorities in the Plan, and can demonstrate a clear link to growth, are eligible for funding.
- 1.8. The GNIP also includes wider infrastructure considerations—such as utilities, healthcare, emergency services, and commercial development—which, while not eligible for IIF funding, are important for supporting growth and quality of life.
- 1.9. Maps included within this plan are for illustrative purposes only, and do not demonstrate the precise boundaries of areas.
- 1.10. The GNIP is a large document, covering a wide range of topics which together set out how infrastructure is being delivered to support growth across Greater Norwich. It provides a comprehensive overview of the strategic context, funding mechanisms, and delivery progress, while highlighting the collaborative efforts of the Greater Norwich partners. The detail is split across 12 chapters, each serving a specific purpose in illustrating how infrastructure planning and investment are coordinated to meet the area’s long-term growth ambitions.
- 1.11. [Background to Greater Norwich \(2\)](#) - outlines the origins and structure of the Greater Norwich partnership. It introduces the two key partnership bodies: the Greater Norwich Development Partnership (GNDP) and the Greater Norwich Growth Board (GNGB). It also highlights the transition from the Joint Core Strategy to the current Greater Norwich Local Plan and showcases the partnership’s national recognition for its collaborative and innovative approach to planning and infrastructure delivery.

- 1.12. [Decarbonisation & Sustainability \(3\)](#) - provides an overview of how the Greater Norwich partners are working together to support decarbonisation and promote sustainable development. It outlines local commitments to achieving net zero carbon emissions, both through council operations and wider infrastructure planning.
- 1.13. [Greater Norwich Strategic Growth Area \(4\)](#) - introduces the key areas for planned growth in Greater Norwich, for both housing and commercial development up until 2038. It provides an update on major development, including sites in the Norwich Urban Area, the Cambridge Norwich Tech Corridor, and North-East Norwich.
- 1.14. [Infrastructure Funding \(5\)](#) - showcases the benefits of collaborative working by providing an overview of the broad range of funding streams which have been levered into the area to support our shared growth ambitions.
- 1.15. [Community Infrastructure Levy \(6\)](#) - explains the different types of Community Infrastructure Levy (CIL) and how they are used to support infrastructure delivery across Greater Norwich. It highlights the unique and award-winning working practices of the GNGB, particularly the innovative approach of pooling CIL contributions from new developments into a single, shared Infrastructure Investment Fund (IIF).
- 1.16. [Infrastructure Delivery \(7\)](#) - outlines the infrastructure required to support growth across the four thematic groups eligible for IIF funding: Green Infrastructure, Transport, Education, and Community Facilities. It provides a high-level overview of the current needs and strategic priorities within each theme, the detail of which is later used to support the decision-making process for the allocation of IIF funding.
- 1.17. [Additional Infrastructure Requirements \(8\)](#) - looks at a broader range of infrastructure beyond the four thematic groups eligible for IIF funding. This provides an annual update from infrastructure groups which were detailed within the adopted Greater Norwich Local Plan, some of which are beyond the partners delivery control but are still vital for supporting the planned growth.
- 1.18. [Forthcoming Infrastructure Projects \(9\)](#) - provides a detailed list of infrastructure projects across the four thematic groups eligible for IIF funding: Transport, Education, Green Infrastructure, and Community Facilities, focusing on projects that are currently programmed for delivery.
- 1.19. [Aspirational Infrastructure Projects \(10\)](#) - presents a long-term view of the infrastructure ambitions across the four thematic groups eligible for IIF funding. The projects have been identified as desirable or necessary to support future growth but are not yet programmed for delivery. The section helps to illustrate the scale of infrastructure need across Greater Norwich and provides a pipeline of potential future investment opportunities.
- 1.20. [Neighbourhood Plans \(11\)](#) - summarises the infrastructure priorities identified in adopted Neighbourhood Plans across Greater Norwich. It highlights locally driven projects and aspirations, such as improvements to community facilities, green spaces, transport links, and public realm enhancements.
- 1.21. [Neighbourhood CIL \(12\)](#) - this section presents a series of tables showing how much Neighbourhood Community Infrastructure Levy (CIL) funding has been received

annually by each parish or neighbourhood area across Greater Norwich. It provides a transparent record of how CIL income is distributed at the local level, helping to illustrate the scale and spread of funding available to support community-led infrastructure projects. The data highlights variations in funding over time and between areas, reflecting the pace and location of housing development.

## 2. Background to Greater Norwich

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**We have chosen to work together to accelerate the delivery of infrastructure within the wider Greater Norwich area because we understand the benefits that can be achieved by looking beyond individual administrative boundaries.**

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- 2.1. In December 2013, Broadland District Council, Norwich City Council, Norfolk County Council, and South Norfolk Council signed a [City Deal](#) with Central Government. The Greater Norwich Growth Board (GNGB) was then established to oversee and drive forward the delivery of infrastructure to support the planned growth.
- 2.2. The [Joint Core Strategy \(JCS\)](#), was our initial strategic local plan. Agreed by Government in 2011, with amendments in 2014, the JCS identified locations for the required housing and jobs growth until 2026.
- 2.3. The [Greater Norwich Local Plan \(GNLP\)](#) was adopted in March 2024. It supersedes the JCS, extending the planned period for a further 12 years to 2038. This essential strategic planning work is set to be further updated, with a commitment to review the GNLP by March 2029.
- 2.4. The voluntary partnership working arrangement of the Greater Norwich Development Partnership (GNDP) and GNGB are unlike any other in the UK. **We have chosen to work together to accelerate the delivery of infrastructure within the wider Greater Norwich area, because we understand the benefits that can be achieved by looking beyond individual administrative boundaries.** Together, the Greater Norwich partners:
  - Have published a joint [Physical Activity and Sport Strategy](#) in accordance with [Sport England's Strategic Outcome Planning Guidance](#).
  - Have published a joint [Green Infrastructure Strategy](#) aligning with the [Environment Act 2021](#) (which requires the delivery of biodiversity net gain), [Natural England's Green Infrastructure Framework](#) and the [Government's Environmental Improvement Plan 2023](#).
  - Worked in consultation with Norfolk County Council to adopt the [Transport for Norwich Strategy](#).
- 2.5. Each of these strategies provides the evidence of need for additional infrastructure to support the planned growth, whilst also paving the way towards a zero-carbon future. They provide a fuller picture of infrastructure need and

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

- 2.6.** Since the establishment of the GNGB in 2014, our partnership working practices have been considered an exemplary model of working, particularly the pooling arrangements of Community Infrastructure Levy (CIL) within the Infrastructure Investment Fund (IIF). The Planning Advisory Service has cited the partnership as **“pursuing ambitious growth agendas under strong strategic leadership through cross boundary collaboration”**. The GNGB won the Partnership Working category at the 2020 National Planning Awards, and the [GNLP was awarded second place and was highly commended in the Plan Making category](#) at the 2025 awards. This recognition highlights the success of Greater Norwich’s unique collaboration. Since then, the partnership has continued to develop, designing innovative ways to fund infrastructure and often leading the way on a national scale.
- 2.7.** To date, the GNGB has allocated approximately **£46m of IIF funding**, and **£54.5m of CIL supported borrowing**. This financial support has helped lever in at least an additional **£305m of match funding**, which has been instrumental in delivering infrastructure projects across the Greater Norwich area.

### 3. Decarbonisation and Sustainability

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

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- 3.1.** Decarbonisation is at the heart of the Government’s approach to growing the economy and delivering infrastructure whilst also cutting greenhouse gas emissions, most notably carbon dioxide. One of the key objectives of the [Environment Act 2021](#) is to clean up the country’s air. The [National Infrastructure Strategy 2020](#) plans to transform infrastructure and achieve net zero emissions by 2050, and the [Government’s Net Zero Strategy 2022](#) provides a long-term plan to end the UK’s domestic contribution to human-caused climate change. In addition, **all Greater Norwich Partners have made a commitment to reduce carbon emissions that arise from their own council’s operations to net zero by the earlier deadline of 2030.**
- 3.2.** Individually each of the authorities have adopted their own plans and strategies to address climate change within their own areas. However, at a county-wide level, climate change is being addressed through a partnership-based approach. The [Norfolk Climate Change Partnership \(NCCP\)](#) was established in January 2020. It has representation across all of Norfolk’s Local Authorities as well as other strategic partners including the Broads Authority, Norfolk & Waveney Integrated Care System and The Greater South-East NetZero Hub. The NCCP has the following agreed shared priorities:
- **Develop a sustainable energy plan** to decarbonise energy supply for Norfolk and improve distribution of energy to citizens.
  - **Reduce and conserve energy demand** on the system through retrofitting of buildings, behavioural change, and by prioritising energy efficiency in the design and development of buildings.
  - **Enable greener sustainable transport solutions** including a focus on behaviour change and, where appropriate, use of statutory powers.
- 3.3.** Through its [Norfolk NetZero Communities project](#), funded by Innovate UK, the NCCP has been able to commission research to understand what the non-technical barriers to why more residents are not choosing to move towards low emission lifestyles. A main focus of this project, and the broader work of the partnership, has been to understand why the community energy landscape in

Norfolk is significantly less developed than most other parts of the East of England. They have secured support from the Carbon Trust to develop a detailed action plan for advancing this initiative within the county. Additionally, they are collaborating with engagement specialists, Involve, to conduct a series of community engagement exercises aimed at understanding the future aspirations of communities regarding energy security.

- 3.4. In 2021, Norfolk County Council (NCC) commissioned Energy Systems Catapult to produce a [Local Energy Asset Representation \(LEAR\)](#) for Norfolk. Norfolk and Suffolk are developing a joint Whole Systems Energy plan in collaboration with partners, to ensure energy security and resilience, whilst also contributing to the decarbonisation ambitions. The plan's objectives are to gain a comprehensive understanding of the energy landscape and address areas needing immediate solutions to prevent growth inhibition. It also aims to influence regional plans and strategies, engage with the community, and identify projects that offer investment and funding opportunities.
- 3.5. For Greater Norwich, **creating infrastructure that is both sustainable and clean is a priority**. This approach is ingrained within a range of strategic documents, from the [Greater Norwich Local Plan \(GNLP\)](#) to specific strategies for infrastructure themes, such as Transport, Sport and Physical Activity, and Green Infrastructure.
- 3.6. **The GNLP has taken account of recent legislation to ensure that most development must deliver at least 10% biodiversity net gain**. This approach places a priority on avoiding or reducing harm caused to plant and animal life, as well as leaving the environment in an improved state once infrastructure has been built.
- 3.7. The GNLP embeds measures to address climate change in all its policies, rather than having one overarching policy. The [climate change statement of the GNLP](#) explains how these policies are embedded, ranging from strategically locating growth to reduce the need to travel, to setting standards for water efficiency. [Policy 2 of the GNLP](#), 'Sustainable Communities', covers 10 key social, economic, and environmental issues which all developments must address through their design. To ensure implementation, major developments are required to submit a Sustainability Statement on a site-by-site basis to show how the various aspects of the policy will be addressed in a proposed development.
- 3.7.1. The new [Greater Norwich Green Infrastructure Strategy](#) was published in March 2025. This strategy sets out ambitions for the improvement of existing green spaces and corridors in the Greater Norwich area and serves as a blueprint for the creation of new multi-functional spaces. It is designed to align with other key documents including the [GNLP](#), the [Norwich Biodiversity Strategy](#), the Norwich Parks and Open Spaces Regeneration Strategy, the emerging [Local Nature](#)

[Recovery Strategy \(LNRS\)](#), and the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy. Following its completion, the Greater Norwich Green Infrastructure Strategy will now be progressed through a process of formal adoption by each Local Authority as part of a Supplementary Planning Document to support [Policy 3, 'Environmental Protection and Enhancement' of the GNLP](#). See [7.5 - Green Infrastructure](#) for more information.

- 3.8.** The highest contributor to carbon emissions in Norfolk is the transport sector. The [Local Transport Plan](#), adopted by Norfolk County Council in 2022, sets the overarching policy for transport and a target of 2050 for reaching net zero carbon emissions from transport. Transport projects should leave an improved legacy going forward, keeping with the requirement to ensure biodiversity net gain. The decarbonisation of transport is being achieved in Greater Norwich through several ways, including electric vehicle improvements, electric public transport, and promoting active travel.
- 3.9.** [Norfolk County Council's Electric Vehicle \(EV\) Strategy](#) was adopted in 2021, to help identify areas of need within the county for EV charging infrastructure. As a result, Norwich City Council and Norfolk County Council, with prior input from UK Power Networks, have installed on-street EV charging points within the city to help increase the uptake of electric vehicles. In addition, since 2023, the County Council has secured over £7m from the Government's [Local Electric Vehicle Infrastructure \(LEVI\)](#) programme to help the rollout of EV charging infrastructure into rural communities.
- 3.10.** The [Norfolk Bus Service Improvement Plan](#) aims to improve bus services by having a green and sustainable transport network that customers will choose over other modes of transport. 70 new zero emission buses have been in operation in Norwich since March 2024, following funding from the [Zero Emission Buses Regional Area Scheme](#) and match funding from First Bus. See the [Bus Service Improvement Plan \(BSIP\)](#) for more information.
- 3.11.** In October 2022 the Greater Norwich [Physical Activity and Sport Strategy \(PASS\)](#) was published, of which a key element is encouraging Active Travel and championing investment in supporting infrastructure. This strategy aligns with the adopted [Greater Norwich Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#), the [Countywide LCWIP](#), the Broads emerging LCWIP, Norfolk's [Walking, Wheeling and Cycling Strategy](#), and the Government's [Gear Change Vision](#).
- 3.12.** Norfolk County Council partnered with Beryl in 2020 to launch a cycle hire scheme in Norwich. The scheme has been highly successful and was extended to Wymondham and Drayton in 2023. It also offers e-scooters for hire as part of the Government's e-scooter trials across England. To celebrate the fifth anniversary of the innovative shared transport scheme, 50 brand new, lightweight, and user-

friendly BBE2 e-bikes (see [Figure 2 – The new BBE2 e-bike in Greater Norwich](#) below) were introduced in March 2025. These e-bikes are now available for public use alongside Beryl’s existing fleet of bikes, e-bikes, and e-scooters.

**Figure 2 - The new BBE2 e-bike in Greater Norwich**



- 3.13.** Active Travel England published their [Local Authority Active Travel Capability Ratings](#) in March 2023, stating that Norfolk has “*Strong local leadership, with clear plans that form the basis of an emerging [Active Travel] network with a few elements already in place.*” The Greater Norwich partners are committed to increasing active travel by promoting the use of clean modes of transport such as walking, wheeling and cycling. This is being achieved through a range of measures including the creation and improvement of cycle paths, new crossings and pedestrian areas. A [Defra Air Quality Grant](#) funded project to create a [Norwich E-Cargo Bike Library](#) was launched in 2023. This scheme makes a fleet of nine e-cargo bikes and two trailers available for businesses to use in Norwich and has been well received.
- 3.14.** In March 2022 most of the Greater Norwich area was identified by Government as an area affected by [Nutrient Neutrality \(NN\)](#). This means that new development cannot proceed unless it can demonstrate that any increase in

levels of nutrients in local waterways will be mitigated. [Norfolk Environmental Credits Ltd \(NEC\)](#) has commenced trading NN credits in the Yare, Bure and Wensum catchment to provide nutrient offset to developers. Housing schemes which have purchased credits are now being granted planning permission in the respective districts. The Members of NEC are Broadland District Council, Breckland District Council, North Norfolk District Council, and South Norfolk Council. Norwich City Council has also resolved to join the company. See [8.15 - Nutrient Neutrality](#) for more information. **The Greater Norwich Growth Board has committed to using its joint skills, influence, and resource to help ensure that the impact of development can be mitigated.**

- 3.15.** In summary, there is a vast range of activity and investment underway within Greater Norwich. Together, these demonstrate how the partners are proactively working to make a significant contribution to solving the major environmental and economic challenges of the 21st century.

## 4. Greater Norwich Strategic Growth Area

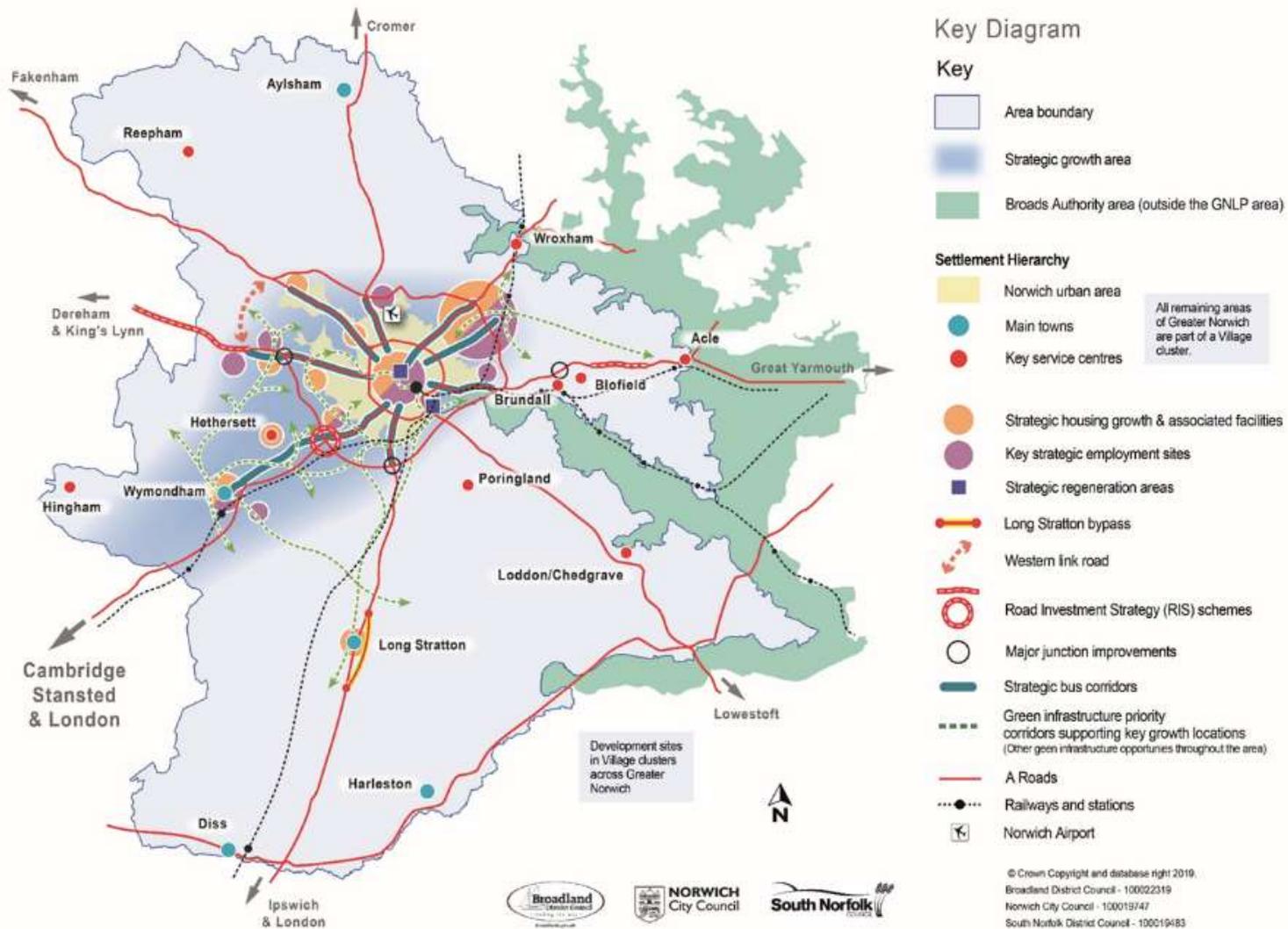
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The 'Greater Norwich Strategic Growth Area' is the area where the majority of Greater Norwich's economic power and potential for strategic growth is located. It has links to other regional and national growth areas, placing Greater Norwich firmly on the national stage, and increases potential access to external funding.

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- 4.1. In Greater Norwich, approximately 70% of housing growth and the majority of commercial growth to 2038 is proposed to be within the **Strategic Growth Area** (SGA). The extent of the SGA is shown in dark blue on the GNLP key diagram ([Figure 3 - GNLP Key Diagram](#), below).
- 4.2. The SGA encompasses the following areas:
- **The Cambridge Norwich Tech Corridor** - including Norwich Research Park, Food Enterprise Park, Hethel Technology Park, Browick Park, and the significant residential expansions of Easton, Cringleford, Hethersett, and Wymondham.
  - **The Norwich Urban Area** - including Central Norwich, the strategic regeneration areas at East Norwich and Anglia Square (North City Centre), and urban extensions at Costessey, Three Score (Bowthorpe), Hellesdon and Taverham.
  - **North-East Norwich** - including Norwich Airport, major commercial development along the A140, and the Broadland Growth Triangle, which includes major strategic housing developments (Beeston Park and North Rackheath), as well as key commercial areas (St Andrews Business Park, Broadland Gate, and Broadland Business Park).
  - The SGA covers all the strategic employment areas and strategic scale housing locations in Greater Norwich, with the exception of **Long Stratton**. It also includes the most suitable brownfield redevelopment opportunities. The area has high quality infrastructure for public and private transport, including walking, wheeling and cycling.

Figure 3 - GNLP Key Diagram



### 4.3. North-East Norwich

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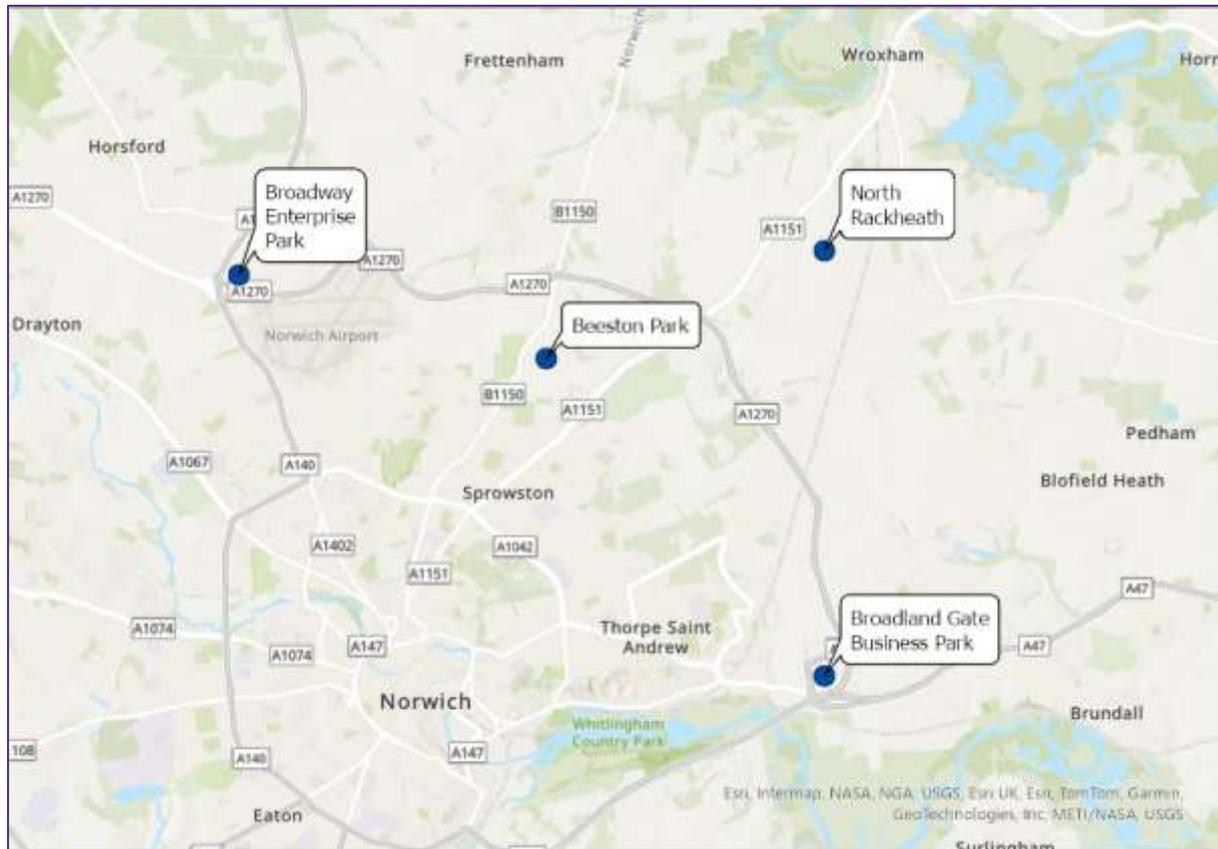
North-East Norwich is the largest area of growth across Greater Norwich, comprising strategic residential and employment development areas adjacent to the built-up area of Norwich. It sits between the A140 Holt/Cromer Road and the A47 at Postwick, alongside the Broadland Northway. This area includes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

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- 4.3.1.** As of 1 April 2023, there were identified sites for approximately 12,300 further dwellings and 270,000 m<sup>2</sup> of additional employment/commercial floorspace across North-East Norwich. Most residential development sites, and a significant number of the employment/commercial floorspace sites, have now secured outline or detailed planning permission.
- 4.3.2.** Given the scale of development planned across North-East Norwich, delivery will span a significant number of years. Progress on notable sites includes:
- **Broadland Gate Business Park** - Development is well underway with several commercial units completed or under construction, and only a few plots remaining to be built.
  - **Imperial Park and Broadway Enterprise Park** - Planning applications have been approved for an estimated 135,000 m<sup>2</sup> of employment/commercial floor space across these two strategic employment sites, which are adjacent to the A140 and Norwich Airport.
  - **Beeston Park** - A new urban village planned for 3,520 homes and over 25,000 m<sup>2</sup> of commercial floorspace. Beeston Park previously secured outline planning permission and during 2023 achieved the benchmark of being granted detailed permission for its phase one strategic infrastructure, along with the agreement of a nutrient neutrality mitigation scheme. The purchase of the site by a new developer and investment partner is anticipated once outstanding applications have been granted.
  - **North Rackheath** - A new settlement of about 4,000 homes, including an extension of Rackheath Industrial Estate and associated infrastructure. Two planning applications have now been submitted for this site. The first by Taylor Wimpey relates to the majority landholding of the site and would substantively deliver the planned new settlement. A separate application from Halsbury Homes for a smaller landholding within the new settlement site has a planning committee resolution to grant planning permission.

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

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



## 4.4. Norwich Urban Area

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

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

- **Three Score, Bowthorpe** - 755 dwellings with outline consent remaining from the originally approved 1000 homes. Phases one and two are already complete.
- **Marriotts Park, Taverham** - 1,530 homes and associated facilities are planned. A committee resolution to grant planning permission was made in December 2023.
- **Former Golf Course, Hellesdon** - Around a further 700 homes are still to be built on this phased development.
- **Land at Whitefriars** - The final 59 homes are due for completion during 2025.

Figure 5 - Norwich Urban Area



- 4.4.2.** The redevelopment of **Anglia Square** is Norwich City Council’s top regeneration priority for the city centre. Planning permission was granted to Weston Homes in April 2023 for the comprehensive redevelopment of the site, but the developer announced their withdrawal in early 2024 citing multiple viability concerns. The [Greater Norwich Local Plan \(GNLP\)](#) designates Anglia Square and its adjoining land (approximately 4.79 hectares) for a residential-led mixed-use development. This development aims to enhance and improve the large district centre, serving as a catalyst for broader investment and development, within the 'Northern City Centre Strategic Regeneration Area' as defined in the GNLP. In December 2024 Norwich City Council were awarded £34m from the Government’s Housing Infrastructure Fund. This funding enabled Norwich City Council to acquire the site and finance the demolition, remediation, and site infrastructure. It paved the way for the development of up to 1,100 new homes, as well as retail, commercial, and community spaces.
- 4.4.3.** Major growth is also planned for the **East Norwich** sites which form part of the Norwich Urban Area, further details are available in [4.6 - East Norwich](#).

## 4.5. East Norwich

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

- 4.5.1. Most of the East Norwich regeneration area is allocated in the [Greater Norwich Local Plan \(GNLP\)](#). The remainder of the regeneration area falls within the boundaries of the Broads Authority (BA). Major new housing and employment development within the East Norwich regeneration area is referred to as the **East Norwich Strategic Regeneration Area (ENSRA)**.

Figure 6 - Map of East Norwich



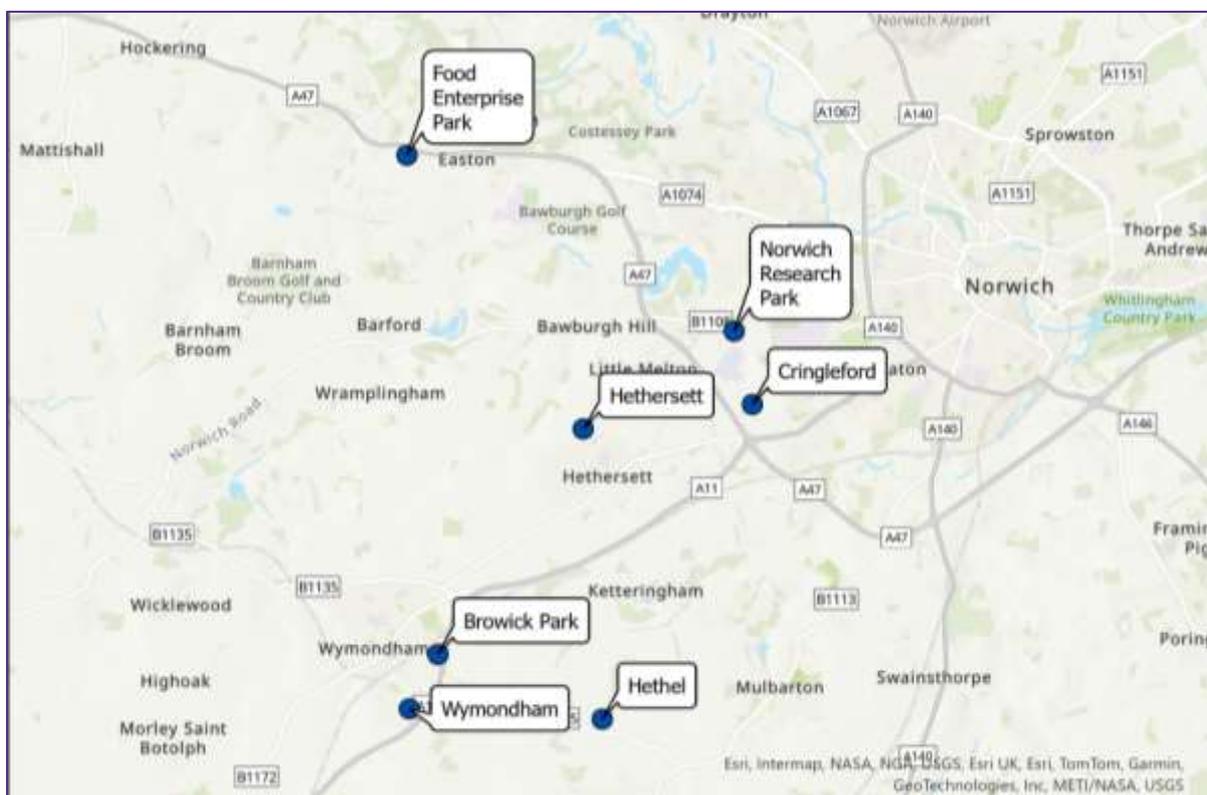
- 4.5.2.** The development has the potential to create a highly sustainable mixed-use quarter accommodating substantial housing growth and optimising economic benefits, as identified in [Policy 7.1 of the GNLP](#). The redevelopment of ENSRA will be directed by a comprehensive Supplementary Planning Document (SPD). This project has the potential to deliver a total of 3,362 homes, with 3,000 of these expected to be completed by 2038. The regeneration is set to create around 4,100 jobs.
- 4.5.3.** Several key infrastructure requirements that must be provided for each of the East Norwich sites are identified in the [site-specific policy STR.01](#). This includes infrastructure relating to movement and connectivity, access and the highway network, school and healthcare provision, neighbourhood shopping facilities and marinas and moorings.
- 4.5.4.** In addition to the sites identified in the GNLP, the adopted [Broads Local Plan policy NOR1](#) allocates the eastern part of the Utilities site for mixed use development which could include 120 dwellings. The Broads Local Plan is in the process of being reviewed and the emerging revised policy PONOR1, increases this to 271 dwellings on the Utilities site. Therefore, the overall housing capacity of the East Norwich sites is in the region of 3,630 dwellings.
- 4.5.5. The sustainable regeneration of these brownfield sites presents a major opportunity to provide new homes and employment opportunities to serve Greater Norwich. It will also open historically significant parts of the City and provide improved connections between the City and Broads.**
- 4.5.6.** The policy in the GNLP and emerging Broads Local Plan, reflects the masterplan for East Norwich commissioned by Norwich City Council on behalf of the East Norwich Partnership in early 2021. The Stage One masterplan was endorsed by Norwich City Council's Cabinet in November 2021 and the Stage Two masterplan in June 2022. A Stage Three study (2023) was funded by Homes England, which built on previous work and included potential delivery options and a financial model.
- 4.5.7.** The East Norwich Delivery Board was established in late 2022. It oversees the regeneration of the East Norwich sites as the project transitions from master planning to delivery. The Board's membership comprises principal public sector funders, approval and delivery bodies. These include Norwich City Council, Norfolk County Council, South Norfolk Council, Broadland District Council, the Broads Authority, and Homes England. Significant progress has been made so far. This includes efforts to identify the optimal route for delivering the East Norwich sites and conducting several studies to inform business case development, in partnership with Homes England.

#### 4.6. Cambridge Norwich Tech Corridor

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

4.6.1. The [Cambridge Norwich Tech Corridor](#) is a partnership of public and private sector organisations with a shared ambition to make the Tech Corridor region a top-tier destination for technology businesses, talent, and investors from around the world. The 62-mile corridor between Greater Norwich and Cambridge connects the many strengths and assets of the area. It contains world leading universities and research institutes as well as businesses and networks to support innovation, commercialisation, and manufacturing. **The Cambridge Norwich Tech Corridor is home to people and businesses dedicated to designing innovative solutions to the significant challenges facing humanity, including climate change, food, energy, health, and mobility.**

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



**4.6.2.** The Cambridge Norwich Tech Corridor is a key growth location in Greater Norwich, containing a large proportion of the area's housing growth and employment sites. It is anticipated that over 3,110 homes will be delivered by 2038. Significant developments include:

- **Cringleford, land north of the A11** - 921 homes are planned to be delivered from the original allocation of 1,060. These homes will be built on the land between the A11 and the Norwich Research Park.
- **Hethersett, land north of Hethersett** - 619 homes remain to be delivered to the north of the village from the original allocation of 1,369.
- **Wymondham, land at south Wymondham** - 769 homes are planned at major sites in Wymondham from the original allocation of 1,230. These homes will be delivered to the south of the town alongside the A11.
- **Food Enterprise Park (40 Hectares)** - In Broadland, a [Local Development Order \(LDO\) for the Food Enterprise Zone](#) is in place which gives pre approval, making it easier and quicker for businesses to build and develop within this zone. It covers approximately 18 hectares including: [Broadland Food Innovation Centre](#), [Fischer Farms](#), and [Condimentum](#). Work is currently underway to establish a [LDO for the Food Enterprise Park](#) on land east of the Food Enterprise Zone in Easton. This Phase two development will cover the remaining 22 hectares, delivering an additional 37,000m<sup>2</sup> of development. This is expected to be in place by Autumn 2025. Mains power upgrades have been completed, and planning permission has been secured for a 40MW solar farm to supply occupiers with renewable energy. Planning permission is also secured for an improved access road between the Food Enterprise Park and the proposed A47 upgrade.
- **Browick Park (20 Hectares)** - Work is progressing to put in place a [LDO for Browick Park](#), this will help speed delivery of the 65,000m<sup>2</sup> of development, comprising of commercial units. This LDO is expected to be in place by the end of 2025.
- **Hethel Technology Park (20 Hectares)** - This is a key employment site in Greater Norwich, specialising in advanced engineering and technology, including Hethel Engineering Centre and Lotus Cars. Notable developments include planning applications for new infrastructure and units, participation in the Indus energy decarbonisation project, and Lotus Cars' Vision 80 strategy to produce zero-carbon electric sports cars.
- **Norwich Research Park (NRP) and NRP Enterprise Zone** - A revised five-year Site Development Plan has been created for the Enterprise Zone at NRP which will inform a revised masterplan. Completed works in 2024 include

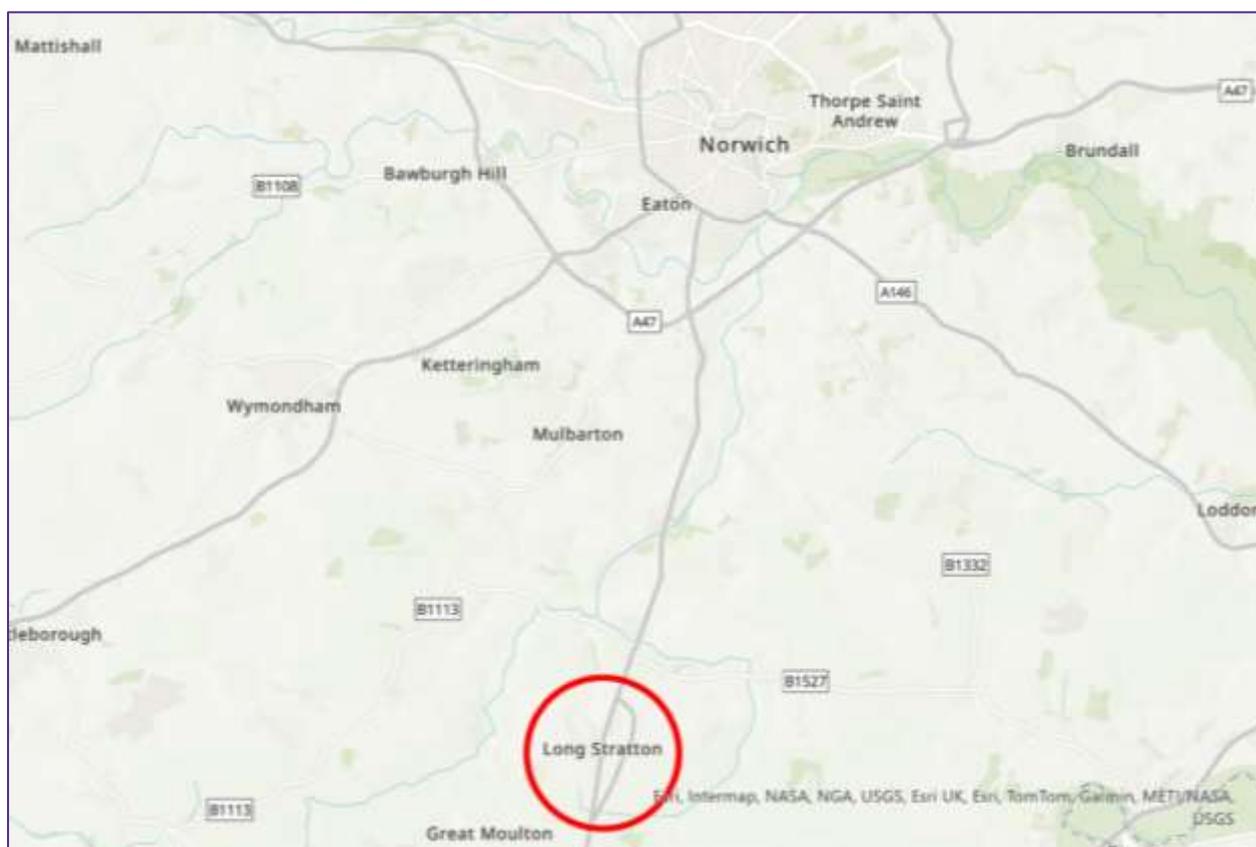
the completion of a Diagnostic Assessment Centre, enlarging Colney roundabout. Planned works include new 'grow-on' space for spinout businesses which are new businesses created from an existing business. This includes the construction of the John Innes data centre and combined heat and power system plus the start of the John Innes Centre 'next generation infrastructure' project. Additionally, the cycle links between Wymondham and Hethersett will be improved.

## 4.7. Long Stratton

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

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

Figure 8 - Map showing Long Stratton and Norwich



**4.7.2.** There has been a long-standing need for a bypass to:

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

**4.7.3.** A significant milestone was achieved in September 2023 with planning permission being issued for two applications that will deliver the planned housing and employment growth. The planning applications approved by South Norfolk Council were as follows.

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

**4.7.4.** [Figure 9 - Map of Long Stratton Bypass](#) (below), shows the route of the bypass. It will be a single carriageway road that will provide a new junction at Church Lane to the north. From this junction, it will extend on the east side of Long Stratton southwards for approximately 2.4 miles, where it will re-join the existing A140 just south of Oakside Farm.

**4.7.5.** Norfolk County Council (NCC) has been successful in getting the bypass recognised as a regional priority and securing funding through government's MRN funding programme. Government approved the final business case in spring 2024.

**4.7.6.** The overall cost is £46.9m. Funding has been secured from the following sources:

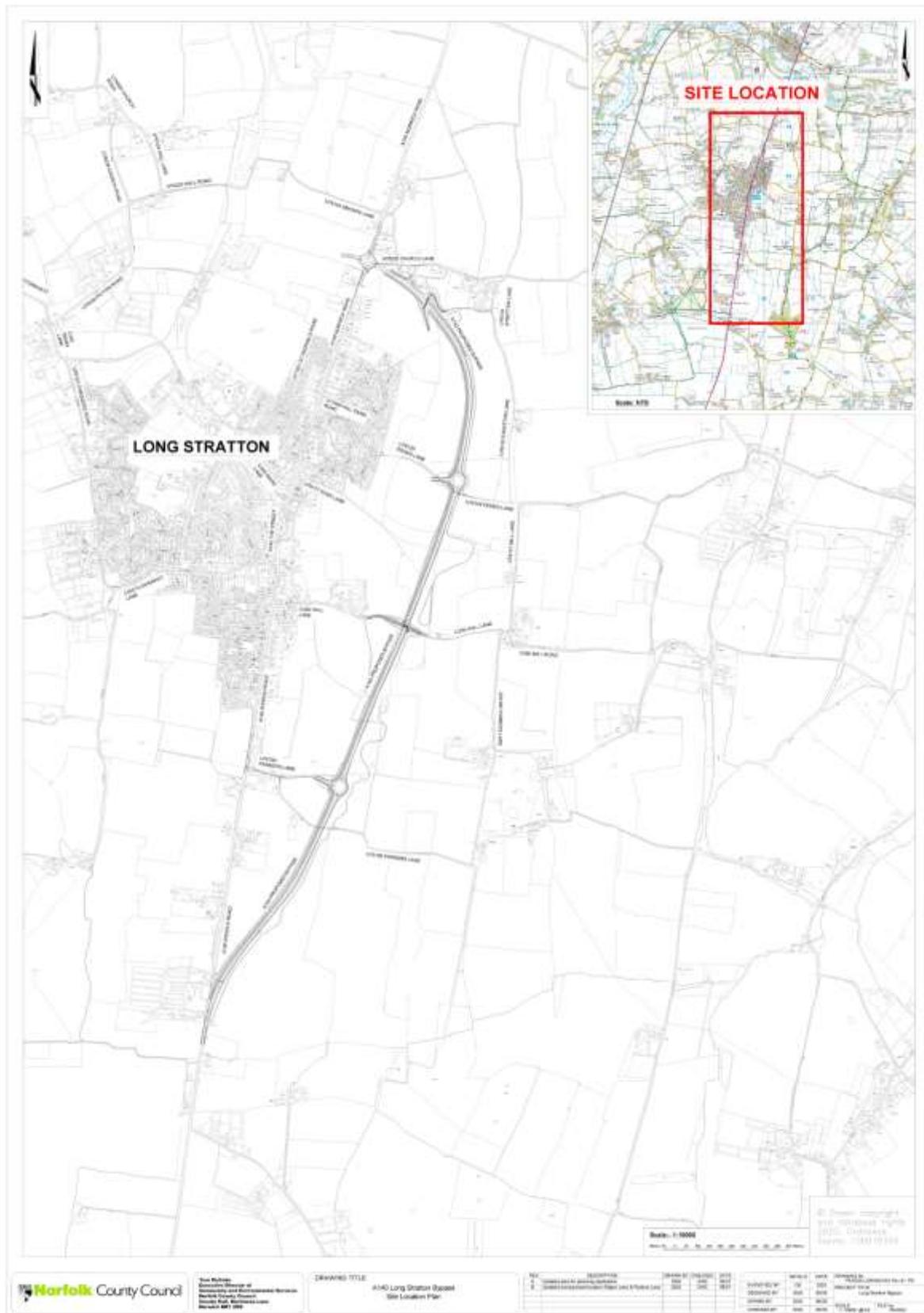
- £26.2m from Department for Transport.
- £10m from Greater Norwich Growth Board (GNGB) Community Infrastructure Levy (CIL) supported borrowing.
- £4.5m Developer Contribution.
- £0.25m from Pooled Business Rates and NCC's Highways Capital Programme.
- £2m from South Norfolk Council.
- £2m from NCC.
- £2m from GNGB's Match Funding allocation.

**4.7.7.** Since submission of the final business case, the GNGB have forward funded the developer contribution for the Long Stratton Bypass, borrowing a £4.5m loan from the Public Works Loan Board and onward loaning it to South Norfolk Council.

**4.7.8.** Construction of the bypass began in May 2024 and is due to open to traffic in Autumn 2025.

**4.7.9.** Work is also being progressed to update the Public Realm feasibility study, to inform improvements to Long Stratton high street.

Figure 9 - Map of Long Stratton Bypass



## 4.8. Outside the Strategic Growth Area

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

**4.8.2.** In addition to the growth planned at Long Stratton (for more information, see [4.8 – Long Stratton](#)), there are significant sites in the region of 200-600 dwellings planned for market towns and larger villages outside of the SGA, including:

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

**4.8.3.** Progress of note includes:

- **Acle** - Development beginning on sites for over 180 dwellings in total, including the 137-dwelling Repton Homes development on Norwich Road.
- **Aylsham** – Hybrid application, including an application for full permission for 242 homes on Burgh Road in Aylsham on the [Greater Norwich Local Plan \(GNLP\)](#) allocation site. An application for phased development of 252 dwellings and a 90-unit care home on Norwich Road is also under consideration.
- **Reepham** - A resolution to grant permission being given for the 140-dwelling Lovell development.
- **Harleston** - Full permission granted for 354 dwellings, plus 107 care units, allotments and 1.61ha of land for community use on the GNLP allocation at Briar Farm, Harleston.
- **Chedgrave** - Outline permission granted for 76 dwellings on the GNLP allocation East of Langley Road, Chedgrave.
- [Diss and District Neighbourhood Plan \(DDNP\)](#) – A highly ambitious Neighbourhood Plan covering the Market Town of Diss and six neighbouring parishes in both South Norfolk and Mid-Suffolk, received final approval on 16 October 2023. The DDNP allocates 345 homes in Diss and 125 homes over the Village Cluster Parishes of Roydon, Burston

and Shimpling, and Scole. Planning Permission has been granted for more than 200 homes on DDNP sites in Diss.

- [South Norfolk Village Clusters Housing Allocation Plan \(VCHAP\)](#) - A further consultation on alternative sites was conducted to advance the VCHAP towards submission. Alongside village cluster allocations within Neighbourhood Plans, the VCHAP will provide for a minimum of 1,200 homes across smaller villages in South Norfolk.

## 5. Infrastructure Funding

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Delivering infrastructure requires securing substantial capital funding from a wide range of sources, such as Central Government grants, Council budgets, and development contributions. The Greater Norwich partners collaborate voluntarily across political boundaries to lever in additional funding and accelerate project delivery.

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- 5.1. Income received from new developments, such as Community Infrastructure Levy (CIL) and Section 106 contributions are vital, but the **primary source of infrastructure funding comes from Central Government**. This externally sourced funding can be uncertain in timing and value. It often involves a competitive application process which takes time to secure, and successful applications are dependent on the availability of staff resource.
- 5.2. The events of the last five years, most notably the impacts of Brexit, the Covid-19 outbreak, and the rising cost of living, have led to many changes to Central Government funding streams. More recently, the formation of a new Government will see funding streams being replaced by a new structure of funding prioritisation and allocation.
- 5.3. These periods of change present challenges for the authorities, but because we have **well established partnership working practices, Greater Norwich has continued to deliver infrastructure, and external funding has been secured**.
- 5.4. This chapter provides an overview of the breadth of different funding streams which have been used to deliver infrastructure across Greater Norwich.
- 5.5. **Devolution**
  - 5.5.1. Following last year's general election, central government changed its approach to devolution by establishing a [national Devolution Priority Programme](#). Norfolk, along with Suffolk, has been accepted into this programme and is currently engaging with central government to potentially establish a Mayoral Combined County Authority (MCCA) across both areas. A Central Government consultation was held from March – April 2025. Once the outcome of this is known and further details for the MCCA are developed, provided there is a decision to proceed, mayoral elections would be held in May 2026.

## 5.6. Local Government Reorganisation

**5.6.1.** In February 2025, Minister for Local Government and English Devolution, Jim McMahon, wrote to Norfolk councils explaining the government's plan for Local Government Reorganisation. Norfolk District and County Councils developed interim plans to meet the 21 March 2025 deadline and are currently developing final proposals to submit to Central Government for review by the 26 September 2025 deadline. Government will then confirm its preferred approach, and the councils will work collaboratively to implement LGR in Norfolk.

## 5.7. The Levelling Up Fund

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

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

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

**5.7.4.** In November 2023 Norwich City Council were provisionally awarded £7,583,515 in round three of the LUF, the award was formalised with a signed Memorandum of Understanding in December 2024. The funding will support a regeneration project at Sloughbottom Park and the nearby walking and cycling connection along Dolphin Path. The Greater Norwich Growth Board also committed £850,000 from the Infrastructure Investment Fund to support the project. The scheme aims to provide inclusive public infrastructure that will allow local communities to participate in physical activity and ultimately lead to better health, wellbeing and economic outcomes for the local population. The project is due to be completed by 2027.

## 5.8. UK Shared Prosperity Fund

**5.8.1.** [The UK Shared Prosperity Fund \(SPF\)](#) is a Central Government fund, aimed at levelling up the economy with a focus on three Investment Priorities: Communities and Place, Supporting Local Business, and People and Skills. District Councils received Government approval for their local investment plans, securing their share of the £2.6 billion three-year fund from 2022 to 2025.

- 5.8.2.** An example of how SPF funding facilitated project delivery was the £9,500 granted for a feasibility study at Stoke Holy Cross Pavilion. This study was crucial for the Parish Council’s successful application to South Norfolk Council’s Co-Investment Grant Fund, which secured the funding gap. As a result, the £950,000 Pavilion was completed and officially opened in February 2025, benefiting the Stoke Holy Cross community.
- 5.8.3.** The fund has since been extended for 2025/26 at a reduced level. See [Table 1 - Shared Prosperity Fund Allocations in Greater Norwich](#), for the individual allocations.

**Table 1 - Shared Prosperity Fund Allocations in Greater Norwich**

District	Shared Prosperity Fund Monies (2022 – 2025)	Shared Prosperity Fund Monies (2025 – 2026)
<b>Broadland</b>	£1,312,931	£429,520
<b>Norwich</b>	£1,586,556	£751,768
<b>South Norfolk</b>	£1,570,485	£513,778

- 5.8.4.** [South Norfolk and Broadland District Councils SPF work programme](#) was launched in Autumn 2022 and will continue to support these key initiatives with the 2025/26 SPF allocation:

- **Supporting Communities** - The ‘Pride in Place’ workstream offers grants to eligible organisations to support the development of new or existing community facilities. This initiative aims to enhance community engagement and better understand local needs to create appropriate and effective community spaces.
- **Supporting Businesses** - The ‘Business Builder’ programme, provides grants to local businesses to enable them to grow and prosper.
- **Supporting People** - Launched in February 2024, this investment aims to reduce barriers for small businesses in hiring apprentices and to enhance skills within the local economy and community.

- 5.8.5.** Norwich City Council's 2025/26 SPF allocation will build on the success of their previously funded initiatives. These 14 carefully selected projects align with the latest UKSPF priorities, focusing on a comprehensive programme of support across all themes. These initiatives are designed to have a significant impact on Norwich residents, including:

- **Continuation of Community-Led Projects** - For example, the Brighter Futures Programme initiative continues to support residents facing barriers

to employment. Providing holistic wraparound support, it aims to address the root causes of these barriers and help individuals secure employment.

- **Enterprise Start-Up Advice and Support** - This programme, delivered by [MENTA](#) in conjunction with [FUSE](#), provides start-up advice, training, and mentoring for businesses, social enterprises, and entrepreneurs in Norwich. It supports them to launch and grow their ventures.
- **Support Services** - The SPF will enhance a diverse range of support services, making it easier for residents to access the assistance they need. This includes early intervention, tenancy support, and mediation services for young people at risk of homelessness. It also provides financial aid for individuals in severe financial circumstances who are at risk of homelessness.
- **City and Neighbourhood Improvements** - Additional resources will be allocated to enhance the cleanliness of the city and its neighbourhoods. This initiative encompasses infrastructure upgrades to estates and an increased capacity to address anti-social behaviour and respond to safety concerns.

## 5.9. Housing Infrastructure Fund

**5.9.1.** The [Housing Infrastructure Fund \(HIF\)](#) is a Government capital grant programme designed to support new housing development by providing essential infrastructure and unlocking land in high-demand areas. Over £4bn has been allocated to local authorities for infrastructure projects designed to unlock housing development. This funding aims to support the creation of up to 324,000 new homes by providing essential infrastructure, including roads, utilities, and community facilities.

**5.9.2.** The fund is divided into two main streams:

- **Marginal Viability Funding:** Available to all single and lower-tier Local Authorities in England, this stream provides the final piece of infrastructure funding needed to get additional sites allocated or existing sites unblocked quickly.
- **Forward Funding:** Available to the uppermost tier of Local Authorities in England, this stream supports a small number of strategic and high-impact infrastructure projects.

**5.9.3.** In the original round of bids, Norwich City Council was awarded £15m from the HIF under the marginal viability category to regenerate Anglia Square however, the project faced delays. In December 2024, Norwich City Council sought additional funding from the HIF and was subsequently awarded a total of £34m to finance the demolition, remediation and site infrastructure enabling works.

## 5.10. The Swimming Pool Support Fund

**5.10.1.** The [Swimming Pool Support Fund \(SPSF\)](#) is a Government initiative, administered by Sport England, designed to provide financial assistance to public leisure facilities with swimming pools across England. The SPSF aims to reduce the energy consumption and carbon output of funded facilities. This supports the leisure sector's transition to environmental and financial sustainability plus the Government's Net Zero by 2050 objectives. It also seeks to minimise swimming pool closures, particularly in areas of greatest socio-economic need.

**5.10.2.** Launched with a total allocation of £80m, the SPSF is divided into two phases:

- **Phase I - Revenue Support:** This phase allocated £20m, to help facilities manage increased operational costs, thereby preventing closures or significant reductions in services.
- **Phase II - Capital Investment:** With a focus on long-term sustainability, this phase provided £60m, for capital improvements aimed at enhancing energy efficiency and reducing carbon emissions. Projects funded under this phase include the installation of solar panels, LED lighting, and improved insulation.

**5.10.3.** Norwich City Council successfully secured £520,000 from the Capital Investment phase of the SPSF. This funding, combined with the £375,000 committed by Norwich City Council, was used to install over 600 solar panels on newly built car ports covering the car park, and on the roof of Riverside Leisure Centre. By producing renewable energy on-site, the project is expected to reduce the centre's electricity bills by 33% and cut 75 tonnes of carbon emissions annually. These financial and carbon savings will help secure the future operation of this popular leisure centre and support the council's efforts to reach net zero.

**5.10.4.** South Norfolk Council received £67,214 from the SPSF. This contributed to the installation of Photovoltaic (PV) panels and a new learner pool cover at Wymondham Leisure Centre for £57,007, as well as a new main pool cover at Diss Swim Centre for £10,207. South Norfolk Council allocated a further £350,000 in capital funding for the PV installation at Wymondham Leisure Centre. The new pool cover at Diss Swim Centre was part of a broader £4m investment and improvement programme completed at the facility.

## 5.11. Towns Fund

**5.11.1.** The Government launched the [Towns Fund prospectus](#) in November 2019. Towns were invited to bid for up to £25m to drive forward long term economic and productivity growth, via the development of a Town Deals Investment Plan.

**5.11.2.** Following the submission of a bid in July 2020, Norwich City Council successfully secured £25m from the Towns Fund to support the delivery of eight projects. These projects, part of [The Norwich Town Deal](#), have a strong focus on economic development, urban regeneration, and city centre vitality. Projects that have recently completed or are in the later stages of delivery, are listed below. For a full list of projects see the [Town Deal Projects](#) webpage:

- **The Revolving Fund** - Established to unlock stalled brownfield sites to deliver energy efficient, modern homes and workspaces. This project is scheduled to complete at the end of the Towns Fund Programme, March 2026.
- **The Digital Hub** - Refurbishment of the Townshend House building in Norwich to develop a new “start-up and grow-on” space for digital businesses. This project completed 31 March 2025.
- **Public Realm** - Improvements to Hay Hill. This project completed 31 March 2025.
- **Norwich Make Space at The Halls** - Development of a state-of-the-art space for collaboration and partnerships between culture, digital and tech. Works began in 2024 with completion expected towards the end of 2025.

## 5.12. One Public Estate Funding

**5.12.1.** [One Public Estate \(OPE\)](#) is a national programme designed to encourage a strategic approach to managing public sector assets. It encourages collaboration between the emergency services, local councils, and Government departments by sharing sites and creating public-sector 'hubs' where services are delivered in one location. The programme supports the enhancement of public service delivery, fostering local job creation, and unlocking surplus land for housing and regeneration.

**5.12.2.** The programme is about getting more from collective assets, driving major service transformation, unlocking land for new homes and commercial space, and creating new opportunities to save on running costs or generate income. It has three core objectives:

- Creating economic growth through new homes and jobs.
- Delivering more integrated, customer-focused services.
- Generating efficiencies, through capital receipts and reduced running costs.

**5.12.3.** In Greater Norwich, OPE funding is being used to deliver the **Taverham Health Hub**. This project, led by Broadland District Council, will create a new health and community hub in Taverham set for completion by April 2028. It will bring

together a range of public and voluntary sector partners to develop a central hub of public service delivery within the Marriott's Park development scheme, for at least 1,400 homes.

**5.12.4.** The Taverham Health and Community Hub will:

- Deliver a new GP surgery to meet the projected population demand.
- Address all forms of wellbeing by becoming a space that will enable and promote interaction between residents of all ages and background.
- Become a one-stop shop for public health services to relieve pressure upon existing facilities.

### **5.13. The Growing Places Fund**

**5.13.1.** [The Growing Places Fund](#) was a Government-backed initiative, administered by Local Enterprise Partnerships (LEPs). It was designed to support key infrastructure projects across England and launched with an initial investment of £730m nationally. The fund aimed to support wider economic growth, create jobs, and build houses. It provided LEPs and Local Authorities with the financial resources needed to address immediate infrastructure and site constraints, promoting the delivery of essential developments.

**5.13.2.** As of April 2024, Government funding for LEPs ceased, and LEP activities were integrated into Local Authorities. This meant that the administration and deployment of the Growing Places Fund for Norfolk was transferred to Norfolk County Council (NCC).

**5.13.3.** NCC utilised the Growing Places Fund in December 2024, to loan £1m to Building Partnerships Limited. The loan is currently supporting the construction of a new building at Broadway Enterprise Park, which will enhance the business environment in the area. The project aims to attract new businesses, create employment opportunities, and contribute to the overall economic vitality of Norfolk.

### **5.14. School Rebuilding Programme**

**5.14.1.** The [School Rebuilding Programme \(SRP\)](#), initiated by the Department for Education in 2021, focuses on major rebuilding and refurbishment projects for schools and sixth-form colleges, prioritising buildings based on their condition. Nationally, there are 518 projects in the programme. The [SRP webpage](#) contains a list of projects which have been provisionally allocated a place in the programme, subject to further due diligence. It is anticipated that these projects will commence delivery at a rate of approximately 50 per year.

**5.14.2.** In Greater Norwich, there have been three projects which have been recipients of this funding. Of which two received funding in the most recent round 2022, The Hewett Academy and Angel Road Infant School.

**5.14.3.** In July 2022, The Hewett Academy in Norwich was announced as part of the School Rebuilding Programme. Kier was appointed as the contractor for the project in March 2025. Initial works have begun, including the demolition of buildings in the east wing and preparation for new structures. The redevelopments plans, that were designed by [LSI Architects](#), include:

- A two-storey extension for new teaching and sports facilities.
- Refurbishment of the central building, and the existing pool building.
- Preserving the iconic clocktower.
- Refurbishing the Walter Roy Theatre.

**5.14.4.** This redevelopment aims to provide a state-of-the-art learning environment for current and future students, while honouring its historical legacy.

## **5.15. Pooled Business Rates**

**5.15.1.** [Pooled Business Rates](#) is a system where Local Authorities voluntarily combine the business rates they collect. This pooling allows them to manage and distribute the revenue collectively, which can help to generate additional growth and reduce volatility.

**5.15.2.** Since 2013/14, all the Norfolk Local Authorities (District and Borough Councils) have participated in a Business Rate Pool to secure funding.

**5.15.3.** In Greater Norwich, several transport projects have benefitted from the pooling of business rates. This includes funding for development of the Norwich Western Link, which is currently delayed through the planning process, and the Long Stratton Bypass, which is now in construction and should be opened in Autumn 2025. A series of [market town network improvements strategies](#) have been written, including those for Wymondham and Aylsham. Pooled Business Rates have also provided contributions of £600k towards Broadland Country Park, and £290k towards Beeston Park.

**5.15.4.** Norfolk's Leaders agreed to pool again for 2025/26, with the fund being split as follows:

- 50% will be allocated to Norfolk County Council.
- The remaining 50% will be split among the Pool's remaining authorities (Norfolk Districts) based on business rates growth. This will be achieved by splitting the remaining 50% in proportion to the actual levy payment of the councils, had they acted individually.

## 5.16. Local Transport Funding

- 5.16.1.** Norfolk County Council receives annual grants for local transport funding. These comprise the Local Transport Plan Integrated Transport Block and Maintenance Block. The integrated transport block element is for capital improvement schemes such as cycleways or road crossings. Countywide, the allocation for 2025/26 is £4.173m.
- 5.16.2.** Work is underway to develop a future pipeline of projects. This will ensure that feasibility and prioritisation are appropriately addressed, positioning the organisation optimally to respond to new funding opportunities. This will consider unfunded schemes from previous external funding rounds, as well as schemes outlined in [the Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#) for Greater Norwich, plus feedback from Councillors, District Council partners, businesses, general public and our wider stakeholders.
- 5.16.3.** The bulk of funding for transport comes from other sources, often competitive funding bids. These are summarised below:

## 5.17. Transforming Cities Fund

- 5.17.1.** The [Transforming Cities Fund \(TCF\)](#) is a capital grant fund for transport, aimed at driving up productivity through investments in public and sustainable transport across England. Norfolk County Council (NCC) has received two allocations of funding from the TCF, the first for £6.1m and the second for £32.3m.
- 5.17.2.** The TCF applications were based around the vision of investing in clean transport, creating a healthy environment, increasing social mobility, and boosting productivity through enhanced access to employment and learning.
- 5.17.3.** Recent highways improvement schemes delivered include:
- **City Centre Improvements** - Improved bus stop infrastructure, pedestrian, and public realm facilities through the busy heart of the city centre.
  - **Thorpe Road Bus and Cycle Improvements** - A new contraflow bus and cycle lane on Thorpe Road that has provided a more direct route into the city centre for buses and cycling.
  - **St Stephens Road and Ipswich Road** - Improved environment for walking, wheeling and cycling at the busy Grove Road junction on the route from the city centre to City College, and the provision of segregated cycle lanes on Ipswich Road.
  - **Wayfinding** - Provision of new and transformative wayfinding infrastructure in the form of on-street totems across the city centre showing local maps

and nearby places of interest that can be accessed by walking, wheeling and cycling.

- **Newmarket Road** - Provision of new crossings for those walking, wheeling and cycling, and amendments to the outer ring road junction to reduce delays to buses and help general traffic flow.
- **Heartsease Fiveways Junction** - A substantial redesign of the junction to address a very poor safety record and provide significant benefits for those walking, wheeling and cycling.
- **Norwich Bus Station Mobility Hub** - Improved pedestrian access to Norwich Bus Station from Queens Road and bus priority measures to improve bus access to the bus station.
- **Dereham Road** - A number of schemes aimed at improving the environment for walking, wheeling and cycling, as well as new sections of bus and cycle lane, and a new transport hub at Bowthorpe.

5.17.4. [A list of all the recently completed projects funded through the TCF is available on the NCC website.](#)

5.17.5. Schemes that have approval for construction during 2025/26 include:

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

5.17.6. Schemes that remain in development include:

- **Sprowston Road** - Improvements to support walking, wheeling, cycling and public transport.
- **Norfolk and Norwich University Hospital** - Improved bus access and interchange facilities.
- **Wymondham Rail Station** - Improved platform access.

## 5.18. Local Electric Vehicle Infrastructure Capability Fund

5.18.1. The [Local Electric Vehicle Infrastructure \(LEVI\) Capability Fund](#) supports Local Authorities by providing resources to plan and deliver Electric Vehicle (EV) charging infrastructure, particularly for residents without off-street parking. The fund aims to ensure equitable access to EV charging and provide strategic local provision ahead of demand.

5.18.2. In February 2022, Norfolk County Council was awarded £1.1m from the Department for Transport fund to install EV charging points across Norfolk. A

further £7.1m was awarded in March 2024, which will be used to install charging infrastructure in areas that are less commercially viable, that wouldn't otherwise be picked up by charge point operators. There is now an ongoing programme of installation across Norfolk, working with Parish and District Council partners and private businesses. In Norwich, there is a partnership with Blink to install around 66 new charging points in streets where there is limited off-road parking. Roll out of these charge points is progressing well and will continue during 2025.

## 5.19. Air Quality Grant

**5.19.1.** The Norwich E-cargo Bike Library is an initiative funded by the Department for Environment, Food & Rural Affairs through the annual [Air Quality Grant](#). Norfolk County Council (NCC) secured £171,545 to create this service, which aims to help local businesses reduce operating costs and lower their emissions by providing access to e-cargo bikes.

**5.19.2.** The initiative, which is run by Outspoken Cycles, targets small businesses located in Norwich that deliver goods and services using a van or car, providing them with access to nine e-cargo bikes and two trailers. This allows businesses to replace fossil-fuelled vehicles and cut air pollution. The bikes are equipped with technology to measure precise emissions savings, which helps in quantifying the impact on air quality.

**5.19.3.** The pilot scheme, which was funded for just over two years until September 2025, will enable NCC to gather data on the effectiveness of e-cargo bikes in reducing nitrogen dioxide and carbon emissions. This data will be used to estimate the air quality impacts of future interventions across the county. The project not only benefits the environment but also promotes better health through increased exercise for users and cleaner air for residents and visitors.

## 5.20. Zero Emission Buses Regional Area Scheme

**5.20.1.** The [Zero Emission Bus Regional Areas \(ZEBRA\) Scheme](#) provides funding to Local Transport Authorities to support the introduction of zero emission buses and the necessary infrastructure. The scheme aims to reduce emissions, improve air quality, and promote sustainable public transport by facilitating the transition to cleaner bus technologies.

**5.20.2.** Norfolk was one of 12 areas in England to receive grants from this scheme, to deliver zero emission buses, as well as charging or fuelling infrastructure.

**5.20.3.** Norfolk County Council (NCC) received £14.7m from the Department for Transport, along with £21m from First Bus. This funding enabled the delivery of 70 new zero emission buses, which have been operational in Norwich since

March 2024. In addition, 57 fast chargers were installed at the First Bus depot in Norwich, which made it the first fully electric bus depot in the East of England.

**5.20.4.** Early indications suggest that the introduction of these buses has helped to significantly reduce harmful emissions in Norwich City centre. NCC and bus operators will continue to work together to identify opportunities to increase the number of zero/low emission buses in Norwich and Norfolk.

## **5.21. Bus Service Improvement Plan**

**5.21.1.** In March 2022 the Government introduced a new National Bus Strategy called [Bus Back Better](#), which aims to transform bus services through ambitious reforms and significant investment.

**5.21.2.** To qualify for funding, Local Transport Authorities had to publish a [Bus Service Improvement Plan \(BSIP\)](#), which is a strategic document developed by Local Transport Authorities in collaboration with bus operators and local communities. It outlines the vision, objectives, and actions needed to enhance bus services in a specific area.

**5.21.3.** Through the BSIP, Norfolk was allocated £49.5m over three years to March 2025, with £30.9m designated for capital funding and £18.6m for revenue. A further £14.86m was awarded for the 2025/26 financial year, split approximately equally between capital and revenue.

**5.21.4.** The BSIP identifies four key priorities to improve bus services:

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

**5.21.5.** During 2023/24 and 2024/25, 42 enhancements were made to bus services, which meant that 53% of Norfolk's population benefitted from more regular bus services, particularly during the evenings and at weekends. Additionally, fare discounts were introduced on all weekly, monthly and group day tickets, with single fares capped at £1.50 in King's Lynn, Thetford and Great Yarmouth. A reduced fare structure was implemented on the Norwich Park and Ride.

**5.21.6.** In Greater Norwich, bus service enhancements have been made from Diss and Aylsham, as well as on the pink, purple, yellow, green, red, and charcoal routes operated by First Bus. Additionally, new services have been introduced, including routes from The Nest near Norwich Airport to Norwich Rail Station, from

Hellesdon to the Norfolk and Norwich University Hospital, and a more direct service from Rackheath to Norwich City centre.

- 5.21.7.** New bus priority schemes in Norwich have recently been delivered along Dereham Road, Ipswich Road and Angel Road using the BSIP capital funding and improved bus and pedestrian access to Norwich Bus Station has been completed. Works along Yarmouth Road to reduce congestion and improve bus journey times by redesigning the road layout and parking provision will take place during Summer 2025.

## **5.22. Active Travel Fund**

- 5.22.1.** In May 2020, the Government announced the [Active Travel Fund](#) to support Local Transport Authorities to develop and construct walking, wheeling, and cycling infrastructure. It aims to promote active travel, reduce congestion, and improve public health by encouraging more people to choose sustainable modes of transport.
- 5.22.2.** In June 2020, Norfolk County Council (NCC) received £295,000 from tranche one of the Active Travel Fund, to deliver immediate active travel network improvements, such as widening footways and closing roads, during the Covid-19 pandemic. In November 2020, NCC was awarded a further £1.5m, including £300,000 of revenue funding, to deliver more significant active travel improvements.
- 5.22.3.** Through tranche three, NCC was awarded £955,000 to deliver three schemes across Norfolk, including improvements on Mile Cross Road in Greater Norwich. This scheme is still under development.
- 5.22.4.** In May 2023, NCC secured an additional £1.975m through tranche four to support eight active travel schemes across Norfolk, including two in Greater Norwich, specifically in Hethersett and Thorpe St Andrew.
- 5.22.5.** In May 2023, an additional £739,000 was received to support the delivery of tranche three schemes, along with £100,000 in revenue funding to promote active travel initiatives. In March 2024, NCC was awarded an additional £1.04m in capital funding to support future initiatives. The revenue funding has allowed, amongst other things, [Local Cycling and Walking Infrastructure Plans \(LCWIPs\)](#) to be developed.
- 5.22.6.** Recent improvement schemes delivered include the provision of new mandatory cycle lanes on Heartsease Lane, St Williams Way and Ipswich Road and a new crossing in Hethersett. New cycle lanes in Thorpe St Andrew will be delivered in Summer 2025.

## 5.23. Capability Fund

- 5.23.1. [The Active Travel Capability Fund](#) provides financial support to Local Transport Authorities to develop infrastructure plans and community engagement initiatives. This fund aims to enhance walking, wheeling, and cycling facilities, promote active travel, and support behaviour change activities.
- 5.23.2. Norfolk County Council (NCC) secured an initial allocation of £300,000 from this fund and used this to deliver a [Countywide Local Cycle and Walking Infrastructure Plan \(LCWIP\)](#). This covered the largest 20 market towns in Norfolk and was formally adopted in 2024.
- 5.23.3. NCC was awarded £656,244 of revenue funding in 2024, to support two areas of delivery:
- **Capability raising activities** – Funding is being used to upskill staff to ensure that NCC and partner Local Authorities in Norfolk is best placed to secure funding and deliver excellent active travel programmes.
  - **Active travel projects** – Funding is being used to deliver activities that encourage children to get active during school holidays and supporting schools to encourage active travel to and from school.

## 5.24. Major Road Network

- 5.24.1. In 2018, the government announced the creation of a [Major Road Network \(MRN\)](#) and a funding programme to support its improvement. The MRN comprises strategically important roads managed by Local Transport Authorities. These roads form a middle tier of the Country's busiest and most economically significant Local Authority 'A' roads, positioned between the national Strategic Road Network (trunk roads) and the rest of the local road network. The MRN does not include trunk roads such as the A11 and A47, which are managed by National Highways.
- 5.24.2. The Government also published the guidance [Major Road Network and Large Local Majors Programmes: programme investment planning](#) in 2018. In that year's budget, Government announced the National Roads Fund would be £28.8bn between 2020-2025, £3.5bn of which is expected to be spent on local roads. Announcements about the programme post 2025 are currently awaited.
- 5.24.3. The objectives for the MRN programme are to:
- Reduce congestion.
  - Support economic growth and rebalancing.
  - Support housing delivery.
  - Support all road users.

- Support the Strategic Road Network.

**5.24.4.** In Greater Norwich, the Long Stratton Bypass is benefitting from funding from this stream. See [4.8 – Long Stratton](#) for more information.

## **5.25. Large Local Major (Road) Scheme Programme**

**5.25.1.** Road schemes over £50m are eligible for funding through this programme. As the programme is funded through the National Roads Fund, only road schemes are eligible. The Norwich Western link has Outline Business Case approval from the Department for Transport (DfT) for the majority of its funding. However, the planning delay and the need to review the project is ongoing with the DfT and further details are being developed in discussion with them. Details of the Government's spending review will also inform future funding.

## **5.26. Roads Investment Fund**

**5.26.1.** In 2014, Government reformed the way that England's strategic (trunk) roads were funded. Five-year funding settlements were set out in Roads Investment Strategies. The first Roads Investment Strategy (RIS1), covering the period from 2015 to 2020, included the following trunk road improvements, which also form part of the [National Highways A47 corridor improvement programme](#). These improvements are significant for Greater Norwich and are currently under construction:

- **A47 Improvements** - Government committed to a series of improvements to the A47, to be delivered by National Highways. These include dualling schemes either side of Norwich, from Blofield to North Burlingham and from Easton to Tuddenham.
- **Thickthorn Junction** - A major improvement at the Thickthorn junction to address existing and future congestion problems.

**5.26.2.** RIS3 was set to start in April 2025, following the conclusion of RIS2. However, it has been postponed to April 2026 to give the Department for Transport (DfT) time to review the Strategic Road Network (SRN) and capital expenditure. The new timeline for RIS3 is from 2026 to 2031.

**5.26.3.** With the delay of RIS3, the DfT has published an interim settlement. This interim plan outlines an investment of £4.842bn in the SRN from April 2025 to March 2026. The settlement includes statutory directions and guidance, strategic aims, performance specifications, and a detailed investment plan. No further improvement schemes in the Greater Norwich area are included in this one-year programme.

## 6. Community Infrastructure Levy

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The Community Infrastructure Levy (CIL) is a charge which can be levied by Local Authorities on new developments in their area. It provides a vital source of funding for the infrastructure needed to support growth.

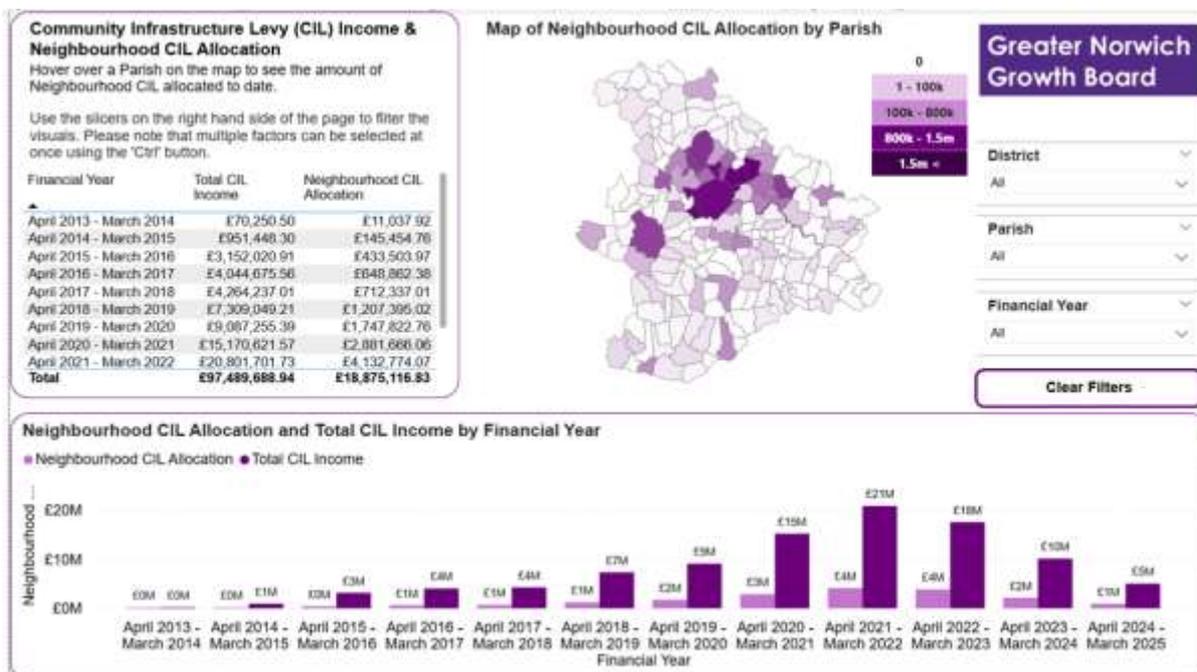
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- 6.1. The CIL income received by the District planning authorities falls into three categories:
- **Neighbourhood CIL** - 15-25% is allocated as [Neighbourhood CIL](#) back to the local area where the housing growth was delivered.
  - **Administration and Management contribution** - 5% is retained by the Local Authority to manage CIL collection and distribution.
  - **Strategic CIL** - 70-80% is used to support delivery of broader infrastructure requirements.
- 6.2. The three Greater Norwich District Authorities pool their strategic CIL income into a shared Infrastructure Investment Fund (IIF), which is then allocated to support infrastructure development across the Greater Norwich area.
- 6.3. To March 2025, over £71m had been received into the IIF, with a further £33m forecast to be received over the next five years.
- 6.4. Allocations from the IIF are currently restricted to the four thematic groups as agreed within the Greater Norwich adopted CIL charging policy. These are Community (which includes libraries and sport), Education, Green Infrastructure and Transport.
- 6.5. When CIL was initially adopted, local authorities were required to report a Regulation 123 list confirming the infrastructure thematic groups which were considered within their CIL charging calculations and therefore the groups to which CIL can be reallocated to. The need for this list was withdrawn by legislation from September 2019, but this does not automatically allow other groups to apply to the IIF because the Greater Norwich authorities are still adhering to their locally adopted CIL charging policy.
- 6.6. The Greater Norwich Growth Board (GNGB) understand the funding pressures that all infrastructure thematic groups are experiencing and were planning to undertake a review of CIL alongside the development of the [Greater Norwich Local Plan](#). However, this was put on hold following the publication of the [Planning For The Future - White Paper](#) in August 2020, which proposed the discontinuance of CIL in favour of a new Infrastructure Levy (IL). This change was

reconfirmed over subsequent years and a framework for its implementation was included within the [Levelling up and Regeneration Act](#).

- 6.7. More recently, the new Labour Government’s [National Planning Policy Framework \(Dec 2024\)](#) made it clear that it will not be implementing the new IL, but the Government are yet to release any further details. The Greater Norwich partners will work together to carefully consider the timing and approach for conducting a CIL review, but until this is complete **the GNGB are required to proceed with their existing adopted CIL charging policy**.
- 6.8. Initial estimates for the total amount of CIL expected to be collected by the end of the Joint Core Strategy period (March 2026) have reduced over previous years. This is due in part to the increase in number of development categories which are exempt from paying CIL. Officers have also gained a greater understanding of the complex nature of CIL and developed ways to ensure that the calculated forecast is more robust.
- 6.9. The distribution of CIL income across Greater Norwich can be viewed using the [Community Infrastructure Levy Dashboard](#). Please note the dashboard reports total CIL received, of which only a portion is allocated to the IIF. This means that the total figures displayed on the dashboard exceed the actual amount received into the IIF.

Figure 10 - Community Infrastructure Levy Dashboard



## 6.10. Neighbourhood CIL

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

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- 6.11.** Broadland District Council and South Norfolk Council engage with Parishes about the delivery of infrastructure, including how this relates to the development and implementation of Neighbourhood Plans. Both Councils have introduced a [Community Infrastructure Fund \(CIF\)](#), which allows Parish or Town Councils to borrow money from the District in advance of their CIL payments being received. This money can be used to fund community infrastructure projects that address the demands of growth in their area. Subsequent CIL receipts will then be used to repay the loaned money to the District.
- 6.12.** Since 2017, Broadland District Council's CIF has supported five projects, including improvements to Old Catton Park, the extension and refurbishment of the sports pavilion in Rackheath, and enhancements to play equipment in Drayton. In the past year applications were approved to support the development of a multi-use community hub in Sprowston and delivery of a new sports hub in Brundall (see [Figure 16 – Brundall Sports Hub](#)). The establishment of the South Norfolk CIF was agreed by the Council in February 2022 and so far, has not awarded funding to any projects.
- 6.13.** In the Norwich City Council area there are no parishes, so the council consults directly with communities to allocate the neighbourhood element of CIL income. Norwich has one designated neighbourhood forum for the [Norwich Over the Wensum](#) neighbourhood area that is currently preparing a neighbourhood plan. The council uses multiple ways in which to encourage applications into this fund:
- **Community Match Funding** - There is a yearly allocation to [Pledge Norwich](#) which is set up to be an open match fund for community driven and delivered projects. It will fund up to 50% of a project cost (to a maximum of £5,000). These applications are assessed for suitability against the requirements of the Neighbourhood CIL legislation, and then scored and weighted based on local priorities. Areas of higher deprivation receive a more heavily weighted score. Examples of projects funded through Pledge Norwich this year include improvements to a community centre to bring

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

- **Bids and Suggestions** - Other Neighbourhood CIL allocations in Norwich are based on bids and suggestions received during the year. Shortlisted applicants are invited to submit a full application which is scored against selection criteria, to ensure it is best value for money and addresses locally identified priorities. Funded projects this year include the provision of two new minibuses for Norwich Door to Door to provide accessible transport for Norwich residents with significant mobility issues. Additionally, a new Voluntary, Community and Social Enterprise (VCSE) hub at Carrow House will be created, run by Norwich Unity Hub and home to a number of VCSEs supporting Norwich residents.
- **Community Engagement** - Norwich City Council actively engages with the community to identify potential projects for Neighbourhood CIL funding. This includes funding feasibility studies to prepare applications for the GNGB's separate strategic CIL fund. The website [Get Talking Norwich](#) has been set up as an online engagement platform to gather local intelligence and to help determine priorities. Insights are also fed in from [community conversations](#) held in parts of Norwich which give details of the assets, opportunities and challenges in those neighbourhoods.

## 7. Infrastructure Delivery

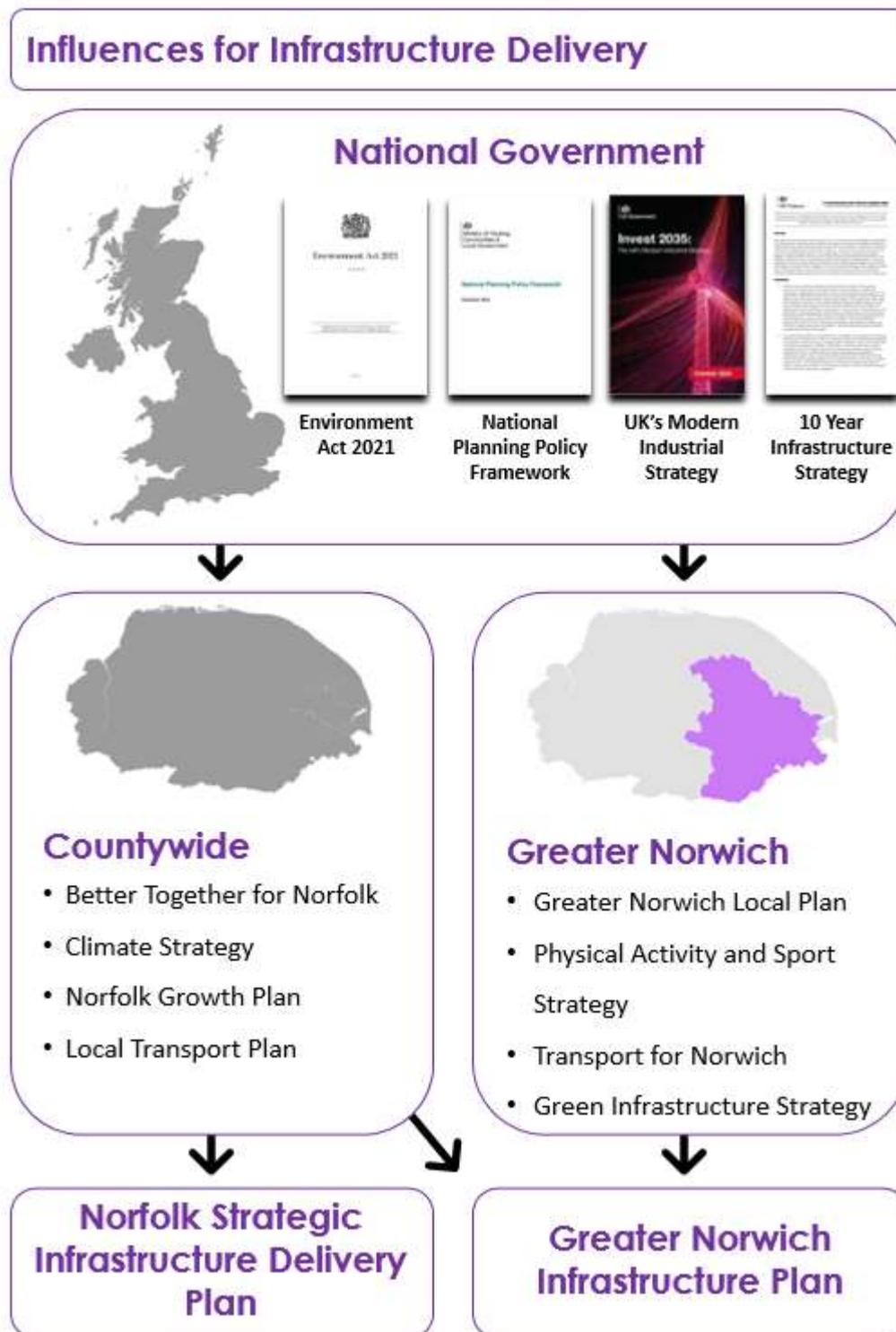
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The term ‘infrastructure’ includes a very wide range of services and systems, ranging from the delivery of new schools, hospitals, and roads, to the installation of new footpaths and signage. Infrastructure provision is informed by various strategies and plans, which may apply at national or regional levels. This can make it difficult for the public to have a clear understanding of who is responsible or what is being done to drive forward delivery.

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- 7.1.** At a national level, the Greater Norwich Authorities are directed by Government strategy, which is supported by legislation such as the [Environment Act 2021](#). This requires alignment with existing strategies and policy, as well as those that are new and emerging. The latter includes, but is not limited to; the [National Planning Policy Framework](#), [UK’s Modern Industrial Strategy](#) and [10 Year Infrastructure Strategy](#).
- 7.2.** At a regional level, the partners collaborate with all Norfolk District Authorities through the collective endorsement of the [Norfolk Strategic Infrastructure Delivery Plan \(NSIDP\)](#). The NSIDP outlines Norfolk’s high-level priorities for the next 10 years to deliver sustainable economic growth. It encompasses the most significant strategic-level projects that the Norfolk partners are actively advancing, with established routes to delivery. An online map showing all the projects in the NSIDP and key information can be found in the [Norfolk Strategic Infrastructure Plan Map](#). The partners also work with [Transport East](#) as the Sub-national Transport Body for the area encompassing Norfolk, Suffolk, Essex, Thurrock, and Southend-on-Sea.
- 7.3.** This Greater Norwich Infrastructure Plan provides strategic context, and a high-level summary of the infrastructure projects needed to support growth across the three Local Authority areas. It brings together a list of aspirational projects that range from major strategic priorities to smaller more localised projects. It does not undertake an assessment of viability or deliverability of these projects.
- 7.4.** There are many external factors that can affect the delivery of infrastructure, meaning publications can quickly become out of date. This chapter provides a snapshot update of infrastructure delivery for the four thematic groups: Green Infrastructure, Transport, Education and Communities (Including Sport). [Section 8 - Additional Infrastructure Requirements](#) covers a wider range of other infrastructure types.

Figure 11 - Policies Influencing Infrastructure Delivery in Greater Norwich



## 7.5. Transport

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

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- 7.5.1.** Norfolk County Council (NCC) is responsible for the management and maintenance of the road network, except for the A11 and A47 trunk roads, which are managed by National Highways on behalf of Government. Network Rail manage rail infrastructure. Private companies run train, bus, taxi, and other transport services largely on a commercial basis, which means the councils do not control where these services operate, or their frequencies. The Government is currently in the process of bringing Greater Anglia under public ownership. Greater Anglia operates all services in Greater Norwich, except for the Norwich to Liverpool service. It will return to public ownership in Autumn 2025.
- 7.5.2.** Local Authorities have an important role in both providing infrastructure and exerting influence over what is provided, and where. NCC have developed several strategies and plans which guide delivery of transport infrastructure, including:
- [Local Transport Plan \(LTP\)](#) - Covering the period from 2021 to 2036, it was adopted in July 2022 and places carbon reduction at its core. It aims to reduce car travel, increase active travel and public transport, and promote cleaner/electric vehicles.
  - [Transport for Norwich Strategy \(TfN\)](#) - Provides a detailed view of the transport needs across the Strategic Growth Area in Greater Norwich. It was reviewed and adopted by NCC in December 2021.
  - [Walking, Wheeling, and Cycling Strategy](#) - Adopted in April 2024, (wheeling is using a wheelchair or mobility aid). It outlines the high-level vision to create a healthier and greener Norfolk by encouraging people to walk, wheel, and cycle more frequently. The aim is to make these activities the natural choice for shorter journeys or as part of longer trips. This supports the Government's target for 50% of the journeys in towns and cities to be completed by walking, wheeling, and cycling by 2030.
  - [Norfolk Local Cycling and Walking Infrastructure Plan](#) - Considers the infrastructure that is required across Norfolk to support the delivery of the Walking, Wheeling, and Cycling strategy and the ambitions set out in the Government's Gear Change vision. The intention is to enable increased levels of these activities, by creating a modern, well-connected transport network that gives people the choice to travel actively.

- [Greater Norwich Local Cycling and Walking Infrastructure Plan](#) - Adopted in May 2022. It identifies and prioritises a range of schemes across the Greater Norwich area which will enable more people to consider cycling and walking as safe, direct, and attractive forms of transport.
- [Norfolk Access Improvement Plan](#) - Sets out priorities for increasing public use and enjoyment of Norfolk's public rights of way network.
- [Electric Vehicle Strategy](#) - Adopted in October 2021, is part of the "Together for Norfolk" initiative aimed at reducing carbon emissions and supporting the transition to electric vehicles. The strategy details how NCC plans to encourage the adoption of electric vehicles by enhancing infrastructure. This includes installing more charging points to meet the needs of travellers both now and in the future.
- [Norfolk Rail Prospectus](#) - Adopted in March 2025, it sets out NCC's priorities for improving rail services across the county to better meet the needs of passengers and support economic growth. The prospectus identifies key infrastructure upgrades and service improvements that will enhance connectivity, reliability, and capacity on the rail network. This will help to deliver planned housing and job growth across Norfolk.
- [Norfolk's Bus Service Improvement Plan \(BSIP\)](#) - Originally Adopted in 2021 and updated in 2024, it sets out a range of measures across Norfolk designed to make bus travel more accessible, reliable, and attractive. The plan supports national and local goals to reduce carbon emissions and improve connectivity by prioritising investment in infrastructure, expanding services, and introducing fare incentives to encourage greater use of public transport.

Figure 12 - Construction of the new roundabout junction at Church Lane, for the Long Stratton Bypass



**7.5.3. Strategic Priorities** for delivery of Transport Infrastructure in Greater Norwich are governed by the objectives of the **LTP and TfN**.

**7.5.4.** The **LTP** contains seven objectives:

- **Embracing the Future** - Innovate and trial new technologies to better meet needs and to tackle issues such as climate change.
- **Delivering a Sustainable Norfolk** - The location of new development should consider transport implications, including the ability for people to reach services and facilities in a sustainable way.
- **Enhancing Connectivity** - People and businesses need good links to urban centres and market towns in the county with a focus on clean vehicles, public transport, walking and cycling. Major road and rail connections need to be improved to major places outside Norfolk, whilst prioritising a shift to less polluting vehicles.
- **Enhancing Norfolk's Quality of Life** - A target to achieve net zero carbon emissions from transport by prioritising the use of cleaner vehicles and facilitating a shift towards public transport and active travel.

- **Increasing Accessibility** - Focus on improving the bus network to enable people to access jobs and services, particularly in rural areas.
- **Improving Transport Safety** - The priority is to reduce the rate of casualties and injuries.
- **A Well Managed and Maintained Transport Network** - Maintenance is focussed on the most-used parts of the network.

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

- **Norwich and Norfolk** - Good, strategic connections by clean transport modes including rail, low carbon vehicles and sustainable modes, within and to places outside of the area are vital for continued prosperity.
- **A zero-carbon future** - Achieving net zero carbon emissions involves reducing travel demand, encouraging a shift to active travel, and supporting a faster transition to zero-emission vehicles.
- **Improving the quality of our air** – Considering a range of interventions including clean air zones, workplace parking levies, road/congestion charging and prohibiting petrol and diesel cars from the city centre.
- **Changing attitudes and behaviours** – Engage with local people, businesses and others who use the transport networks, to ensure they understand and support these changes. This will help them feel confident in adapting their own travel behaviour.
- **Supporting growth areas** - Growth needs to be in the right place with transport networks provided so that people can easily access facilities. Priority should be given to walking, wheeling and cycling and public/shared transport links.
- **Meeting local needs** - The transport system needs to be designed to support the different needs of different people.
- **Reducing the dominance of traffic** - In local neighbourhoods, traffic impacts will be reduced through a series of interventions based around the principle of [Healthy Streets](#). These include low traffic neighbourhoods, school streets and reductions in speed limits.
- **Making the transport system work as one** - The transport system needs to ensure efficient movement of large numbers of people. Priorities for different user-types will be given in different areas, reflecting that streets cannot accommodate every demand at the same time, and we must prioritise.

- **Making it Happen (governance)** - Good governance arrangements are vital for effective actions and delivery.

**7.5.6.** Several major transport schemes are in the pipeline for the Greater Norwich area. The construction of a new Norwich Western Link (NWL) highway is being promoted, which will link the Broadland Northway with the A47 to the west of Norwich. In Autumn 2023, the Department for Transport (DfT) approved the Outline Business Case submitted by Norfolk County Council, meaning that the project has entry into DfT's 'Large Local Majors' funding programme and funding of £33m has been provided to continue developing the project. A delay linked to the planning process and environmental licence approvals for the project has resulted in a need to review the project and Outline Business Case with DfT and this work is ongoing. Further details regarding the delivery of the project are expected during 2025. Work to deliver a bypass for Long Stratton is also underway, see [4.8 – Long Stratton](#) for more information.

## 7.6. Education

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

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- 7.6.1.** Norfolk County Council's (NCC) statutory responsibility is to ensure there are sufficient school places across Norfolk for children aged 4-16. Special Educational Needs and Post 16 education providers fall outside of this category. However, NCC works closely with these providers to ensure that the supply of educational facilities is managed effectively. It aims to provide local school places to local children across the age range of 4-16, and to ensure all educational settings promote high standards of education.

**Figure 15 – Cringleford Prep School**



**7.6.2.** The [School Sufficiency Plan 2025](#) outlines NCC's strategy to ensure adequate school places. Updated and reviewed annually, it aims to establish a long-term plan for approximately the next decade. The plan details educational infrastructure projects in the area, which depend on funding from Central Government and Community Infrastructure Levy (CIL) contributions. It identifies five key areas of consideration, which are:

- Commissioning new schools.
- Promoting free school proposals.
- Expanding existing schools.
- Agreeing changes to planned admission numbers and making associated changes to accommodation.
- As a last resort, closing schools.

**7.6.3.** In Greater Norwich, NCC is overseeing several educational infrastructure projects.

- **Silfield** - A new free school is being built, increasing the number of primary schools in Wymondham to three.
- **Blofield** - The relocation and expansion of a primary school is underway.
- **Hethersett** - The expansion of a secondary school has been completed.
- **Wymondham** - A planning application for a new technology classroom block and a Multi-Use Games Area at the high school is progressing.

**7.6.4.** Over the next decade, the Greater Norwich area is set to see the delivery of 13 new primary schools and one new secondary school. Multiple expansions to existing schools are also planned to accommodate the demands of local growth.

**7.6.5.** Up to six of these new primary schools and the new secondary school are required to support the growth of the East Norwich Strategic Regeneration Area. The actual timing of the delivery of these schools is dependent on the rate that new housing is delivered, but it is envisaged they will be required in the short to medium term.

**7.6.6.** A recent example of educational infrastructure development in Greater Norwich is The Hewett Academy in Norwich, announced as part of the School Rebuilding Programme in 2022. Kier was appointed as the contractor for the project in March 2025. Initial works have commenced, including the demolition of buildings in the east wing and preparation for new structures. The redevelopment plans include:

- A two-storey extension for new teaching and sports facilities.
- Refurbishment of the central building, and the existing pool building.

- Preserving the iconic clocktower.
- Refurbishing the Walter Roy Theatre.

**7.6.7. Strategic Priorities** for delivery of Education Infrastructure in Greater Norwich, are:

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

## 7.7. Green Infrastructure

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

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- 7.7.1.** The development of Green Infrastructure (GI) aims to meet a wide range of social, economic, and environmental needs. GI is a natural capital asset that provides multiple benefits, at a range of scales. These benefits are also known as ecosystem services. The cost and impact of climate change, biodiversity loss and poor health is potentially huge for society. There is an increasing wealth of evidence available to demonstrate the positive benefits of GI for the planet, nature and our health and wellbeing. GI is key to creating easy access to low carbon and active travel options, and access to nature and culture. It can also boost rural economies, creating a year-round attraction for visitors both within the county and from further afield.
- 7.7.2.** Greater Norwich has a high quality, nature-rich and resilient GI network connecting greenspaces and the countryside in and around the city of Norwich, surrounding towns and villages. The nature-based benefits of this green network are widely valued by the local communities, businesses and visitors.
- 7.7.3.** Housing growth brings increased demand for high quality and strategically located provision of public access points, routes, and services for GI. These demands can be effectively delivered through management and enhancement of the existing GI network, alongside the development of new multi-functional and connected networks of greenspaces, green links, and blue infrastructure.
- 7.7.4.** To support housing growth and advancement in national policy, such as the [Environment Act 2021](#), a [Greater Norwich GI Strategy](#) was developed and accepted by the GNGB in March 2025. It will now be progressed through a process of formal adoption by each Local Authority as part of a Supplementary Planning Document to support the [Greater Norwich Local Plan \(GNLP\) Policy 3, 'Environmental Protection and Enhancement'](#).
- 7.7.5.** The new Strategy outlines high-level strategic priorities for GI delivery over the next five years. It aligns with national policy and local objectives to support nature recovery and enhance access to nature. It offers a flexible framework to guide and prioritise the most suitable types, locations, and scale of GI needed for future growth, health and wellbeing, biodiversity, and climate resilience.

7.7.6. The key objectives of the strategy are to:

- Enable access to nature and healthy lifestyles.
- Harness productive landscapes.
- Strengthen distinctive places.
- Support nature recovery.
- Promote urban greening.
- Strengthen blue-green infrastructure.

7.7.7. The [Strategic Delivery Plan](#), which has been produced alongside the Strategy, does not include specific projects but instead identifies a range of strategic initiatives. See [Figure 12 - A map illustrating proposed strategic GI initiatives for Greater Norwich](#) and [Figure 13 - A map illustrating proposed strategic GI initiatives for Norwich](#)). These initiatives seek to protect, enhance and expand GI, with a focus on the two main themes: **Active Places** and **Natural Places**. These themes aim to provide accessible green spaces that support physical health and mental wellbeing, as well as nature-rich habitats that promote nature recovery and climate resilience.

7.7.8. The Strategic Delivery Plan specifies measures for GI corridors, sites, zones, and other initiatives. The Plan outlines locations, objectives, outcomes, and timelines for future projects. These Strategic Initiatives provide a flexible framework for advancing projects that align with GI priorities.

7.7.9. A partnership working group, called the Green Infrastructure Programme Team (GIPT), has been established to support the delivery of GI in Greater Norwich. It includes representatives from South Norfolk Council, Broadland District Council, Norwich City Council, Norfolk County Council, and the Broads Authority. The GIPT will build upon the strategic initiatives by developing a more detailed delivery plan. This work will ensure that GI projects are comprehensive, targeted, and adaptable to emerging needs, enhancing the overall effectiveness and impact of GI initiatives in Greater Norwich.

Figure 13 - A map illustrating proposed strategic GI initiatives for Greater Norwich

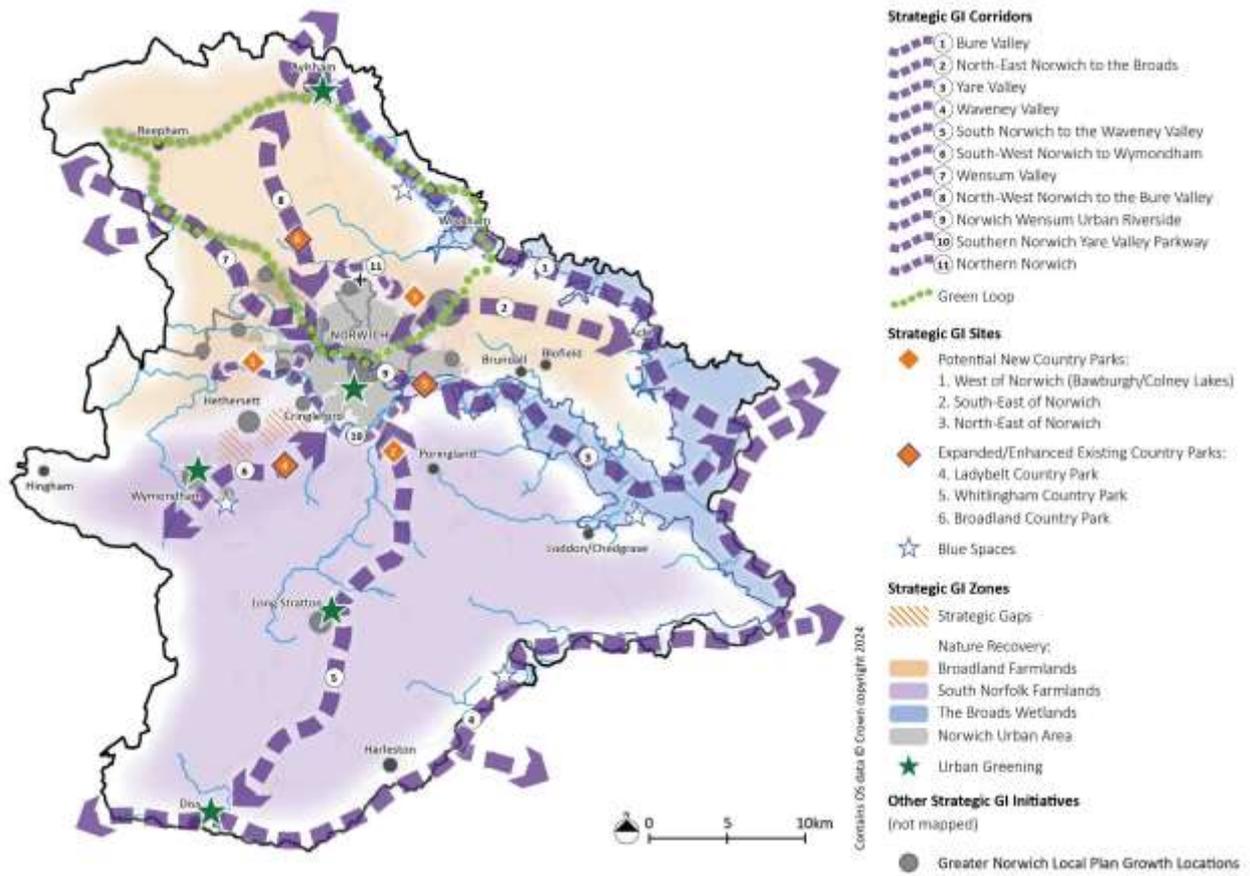
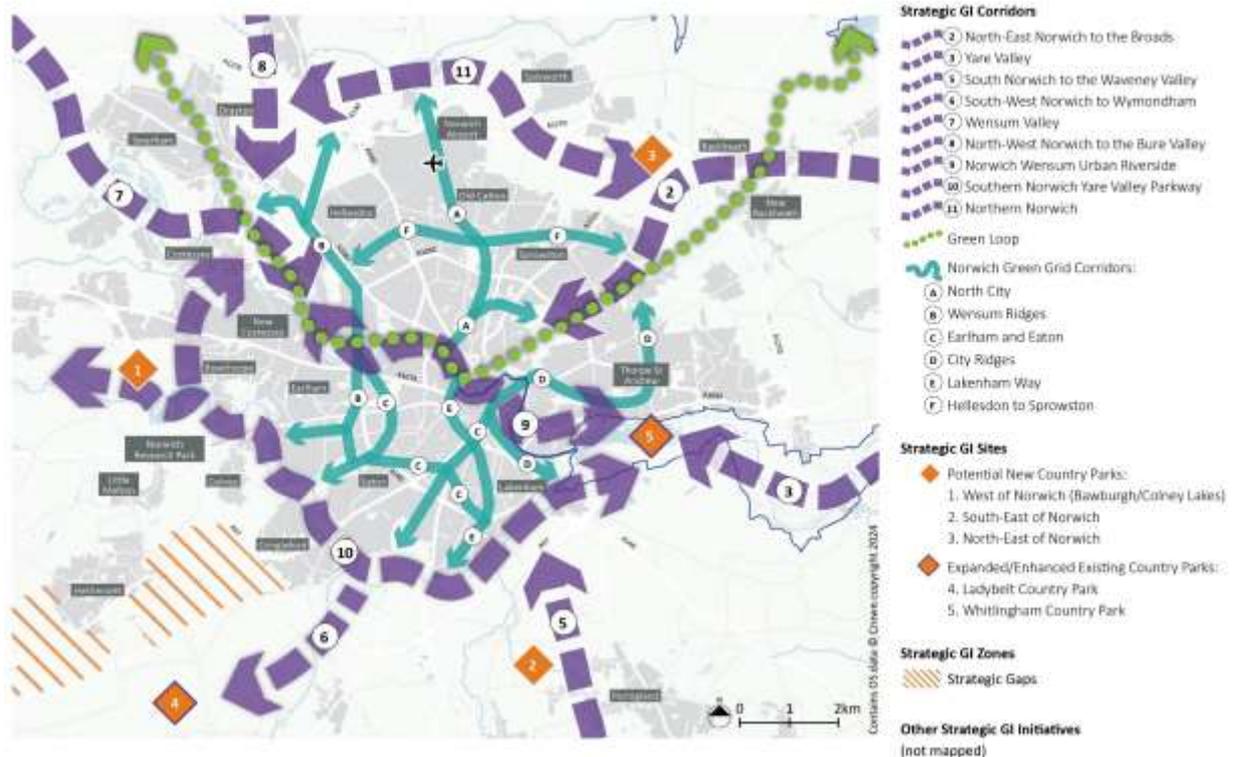


Figure 14 - A map illustrating proposed strategic GI initiatives for Norwich



**7.7.10.** The new Greater Norwich GI Strategy supports the implementation of new national legislative requirements, including:

- **Habitats Regulations** - Required to mitigate impacts on Natura 2000 sites.
- **Nature Recovery Networks** - Which must be created as part of the Government's 25 Year Environment Plan.
- **Local Nature Recovery Strategies** - Required under the Environment Act 2021.
- **Biodiversity Net Gain** - Whereby new development must ensure a 10% net gain on pre-development biodiversity levels to be secured on or off-site.
- **Natural England's Green Infrastructure Framework** - Which provides guidance on creating nature rich towns and cities.
- The [Environmental Improvement Plan 2023](#) - Which outlines how the Government's goals for improving the environment will be delivered.
- **Suitable Alternative Natural Greenspaces (SANGs)** - Where development either contributes to or provides additional Green Infrastructure.

**7.7.11.** The implementation of the new Greater Norwich GI Strategy will be supported by other work undertaken at District level, including:

- [Norwich City Council's Biodiversity and Environmental Strategies.](#)
- [Broadland District Council and South Norfolk Council's Environmental Strategies and Delivery Plans.](#)

**7.7.12. Strategic Priorities** for delivery of Green Infrastructure in Greater Norwich, are:

- Embedding GI into the **Northern City Centre, East Norwich Strategic Regeneration Areas, Cambridge-Norwich Tech Corridor Strategic Growth Area** and the **North-East Norwich Strategic Growth Area**.
- **Tackling health inequalities** for urban and rural communities.
- Addressing deficiencies in **accessible greenspace provision**.
- Strengthening the network of greenways to support **active travel**.
- Promoting **urban greening** of the built environment to support healthy living, urban nature recovery and climate change resilience.
- Improving habitat connectivity and supporting landscape-scale nature recovery to strengthen **climate change resilience**.

## 7.8. Community Facilities

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**Community Facilities are public amenities (outside of the Green Infrastructure category) which help to support quality of life such as leisure centres, town halls and other public amenity spaces.**

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

## 7.8.2. Sports/Leisure Facilities and Physical Activity

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Sports and physical activity infrastructure is a broad category. It includes indoor and outdoor sports and leisure facilities, such as swimming pools, sports halls, gyms and playing pitches, along with supporting ancillary buildings such as toilets, social spaces and changing rooms. Also included, is infrastructure that encourages people to lead active and healthy lifestyles, such as cycling and walking routes.

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- 7.8.3.** The delivery of sports and leisure facilities, playing pitches and other infrastructure that encourages and facilitates physical activity is informed by several Greater Norwich strategies. These strategies include the [Physical Activity and Sport \(PASS\)](#), [Playing Pitch Strategy \(PPS\)](#) and [Built Facilities Strategy \(BFS\)](#). Delivery is overseen by a strategic partnership group called the Greater Norwich Sports and Physical Activity Working Group (SPA WG). The responsibility of the SPA WG is to enable, encourage, and monitor the delivery of the strategies, and manage a shared programme of priorities. This involves working collaboratively with National Governing Bodies of Sport (NGBs) and Parish/Town Councils. [Appendix A Forthcoming Infrastructure Projects](#) provides a list of sport, leisure, and physical activity infrastructure projects in the Greater Norwich Area.
- 7.8.4.** The Greater Norwich PASS was published in October 2022. This strategy addresses a broader scope beyond the use of just formal sports and leisure provision and participation. It also considers how more informal physical activity can help improve physical health and mental wellbeing, reduce inequalities, improve community cohesion, and support economic development. The PASS provides a more rounded view of the way that ‘place’ supports active lifestyles. It acknowledges that in addition to pursuing traditional sports, people are also incorporating physical activity into their daily lives, through activities like walking, wheeling, cycling, or running to work. [The PASS year two update was published in March 2025](#).
- 7.8.5.** The PASS was jointly funded by the Greater Norwich Growth Board and Sport England, and developed in accordance with [Sport England’s Strategic Outcomes Planning Guidance](#). Organisations and communities across Greater Norwich work in partnership towards delivering the key objectives in this strategy.
- 7.8.6.** The key objectives of the PASS address the main local challenges and are closely aligned with the strategic priorities of Sport England, the Local Authorities, NGBs, and Active Norfolk.

**7.8.7. Strategic Priorities** for delivery of Sports/Leisure Facilities and Physical Activity Infrastructure in Greater Norwich, are:

- **Increasing physical activity**, by supporting and encouraging our residents to lead active and healthy lifestyles.
- Enhancing our residents' **mental and physical wellbeing**.
- Reducing our impact on the **environment**.
- Tackling **social isolation**.
- **Reducing inequalities** in our communities.
- Supporting a strong and sustainable sector.

**7.8.8.** In addition to the high-level objectives of the PASS, further strategic priorities in Greater Norwich include:

- Projects that support the delivery of the [playing pitch and built facilities strategies](#), particularly those deemed high priority and with a clear need and demand.
- Projects that improve the **quality and capacity of community sports and leisure facilities**, allowing for higher retention and growth of participation.
- Projects that protect, enhance, or provide community **swimming facilities** within the Greater Norwich area.
- Projects with an identified **management strategy** that provides financial sustainability in the long term.

**7.8.9.** Public and private organisations manage recreational facilities, such as play areas and open spaces. New housing developments increase demand for these amenities, which is addressed during planning, often resulting in additional facilities.

**Figure 16 – Brundall Sports Hub**



### 7.8.10. Libraries

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

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**7.8.11.** Norfolk County Council (NCC) has a statutory responsibility to provide a comprehensive and efficient library service. With the support of Community Infrastructure Levy (CIL) funding, the library service has used technology to extend the opening times in 18 of the 21 libraries in the Greater Norwich Area. For 2025/26, the Greater Norwich Growth Board provided CIL funding to support works across seven libraries in key growth areas. The library service continues to look at a range of options where new housing development may be served by either a new library building, by mobile services or by improving the current provision to provide extra capacity and improved facilities.

**7.8.12.** NCC's Libraries Strategy 2025 sets out the Library Service's mission; to ensure that **"Inspirational, safe and welcoming libraries are available for everyone in Norfolk"**. The strategy sets out five high level priorities across Norfolk:

- **Libraries are family friendly** – supporting children's reading, learning and development.
- **Libraries are a front door** – for community, public and early prevention information and services.
- **Libraries are safe and welcoming** – supporting resilient communities and community cohesion.
- **Libraries support the local economy** – enabling digital inclusion, creativity and safety online.
- **Libraries are efficient** – through technology, new ways of working and partnering with volunteers, they deliver targeted services that are value-for-money and climate-resilient.

**7.8.13.** [NCC's Environmental Policy](#) sets out goals, including using natural resources more sustainably and efficiently as well as minimising waste. Libraries, by their very existence, encourage the sharing or pooling of resources for mutual benefit. The library service is initiating a review of their mobile library vehicles. They are exploring the possibility of transitioning from conventional diesel vehicles to electric alternatives. This switch aims to enhance environmental sustainability.

- 7.8.14.** The Greater Norwich housing growth locations indicate significant development in North-East Norwich, centred around Rackheath. This area is projected to accommodate approximately 13,500 new dwellings. This has previously been identified as an area that will require additional library facilities. It was also recognised that delivering a new library service from a multi-functional hub would be essential for this location. To make this happen the library service would need an appropriate site to be secured and funding to build the facility.
- 7.8.15.** The library service currently has several infrastructure projects progressing in the Greater Norwich area. [Appendix A - Forthcoming Infrastructure Projects](#) provides further details of these projects.
- 7.8.16. Strategic Priorities** for delivery of Library Infrastructure in Greater Norwich, are:
- Extending existing library sites in **key growth areas** in Greater Norwich, such as Sprowston and Long Stratton.
  - Identifying a site for, and delivery of, **a multi-functional hub in North-East Norwich.**
  - Improving library buildings **using natural resources more sustainably** and efficiently and minimising waste.
  - Actively exploring the use of **electric vehicles** as an alternative to diesel power.
  - Improving the provision of Children’s Sensory areas, and other facilities which support child development.
  - Making library resources available to the widest possible number of people.

**Figure 17 – Plumstead Road Library**



### 7.8.17. Community Buildings

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

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**7.8.18.** Across the Greater Norwich area, there are over 100 village halls and community centres. There are also many facilities owned or run by other groups, such as church halls, scout huts, and sports clubhouses. These play a vital role in providing amenities to local communities.

**7.8.19.** Community buildings provide flexible, multi-functional spaces that are vital for fostering social cohesion and enhancing the quality of life, especially in rural villages with limited access to facilities. These buildings host a diverse array of activities, such as parent and toddler groups, parties, community events, and exercise classes, which support well-being and strengthen connections among residents and visitors.

**7.8.20.** In areas like South Norfolk and Broadland, initiatives such as Community Fridges, Community Food Shops, and Community Sheds exemplify efforts to diversify and support communities. Additionally, community buildings can house essential services and economic activities, including post offices, shops, local markets, and business start-up units. These contribute to the vibrancy and economic health of neighbourhoods. In Norwich, the leasing of Carrow House to Norwich Unity Hub on a peppercorn rent to establish a low-cost hub for Voluntary, Community and Social Enterprise (VCSE) organisations demonstrates the Council's commitment and willingness to use its assets innovatively. This initiative aims to create new community spaces and infrastructure for the city, supporting the growth and development of VCSE organisations.

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

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

- 7.8.22. The operation of community buildings differs across Districts.** In Norwich, many centres are run by charities, with Norwich City Council leasing or licensing the buildings for a token rent. Some centres undergo community asset transfer, allowing community organisations to manage their facilities and take responsibility for future maintenance. In South Norfolk and Broadland, community buildings are typically managed and maintained by Parish and Town Councils, funded by Parish precepts and income generated from the buildings themselves.
- 7.8.23.** New community buildings have often been built in line with new housing development. Within the city these buildings are commonly within areas of council housing stock. When new developments are being planned, the need for community facilities, including community centres, are considered.
- 7.8.24.** Many community buildings are reliant on a small number of volunteers with significant responsibility, and this can make these buildings vulnerable. These volunteers are skilled at running cost-effective buildings to ensure hire rates can be as low as possible, but they are impacted by rising energy prices which pose a big financial risk to these facilities. In Norwich, work is underway to identify and implement energy-efficiency measures which will reduce the ongoing energy costs of community centres.
- 7.8.25.** Early collaboration among partners is crucial for determining the operational structure of new buildings required by developers through Section 106. In Greater Norwich, some new community buildings have not been delivered due to uncertainty or reluctance from Local Councils to take on new assets, resulting in commuted sums being paid instead. Although this provides community benefits, it often leaves new neighbourhoods without essential community spaces.
- 7.8.26.** Parish and Town Councils face significant challenges in managing multimillion-pound community facility projects. Delivering a modern facility that covers running costs typically requires over £1 million, excluding land costs. These projects can be technical and complex, requiring local expertise and professional support.
- 7.8.27.** In response to the challenges faced by Parish and Town Councils, the Community Planning team at South Norfolk and Broadland District Councils actively supports parishes in documenting projects within Neighbourhood Plans. The team works with Neighbourhood Plan steering groups to transform community project aspirations into actionable and deliverable projects. They assist in creating detailed Project Action Plans, which can be integrated into Neighbourhood Plans or referenced as standalone documents.
- 7.8.28.** Delivery of Community Buildings is affected by various several local policies and strategies, including:

- The [Greater Norwich Built Facilities Strategy](#) identifies community buildings which could be enhanced to support physical activity.

**7.8.29. Strategic Priorities** for delivery of Community Building Infrastructure in Greater Norwich, are:

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

**Figure 18 - Stoke Holy Cross Community Hall**



### 7.8.30. Public Realm

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

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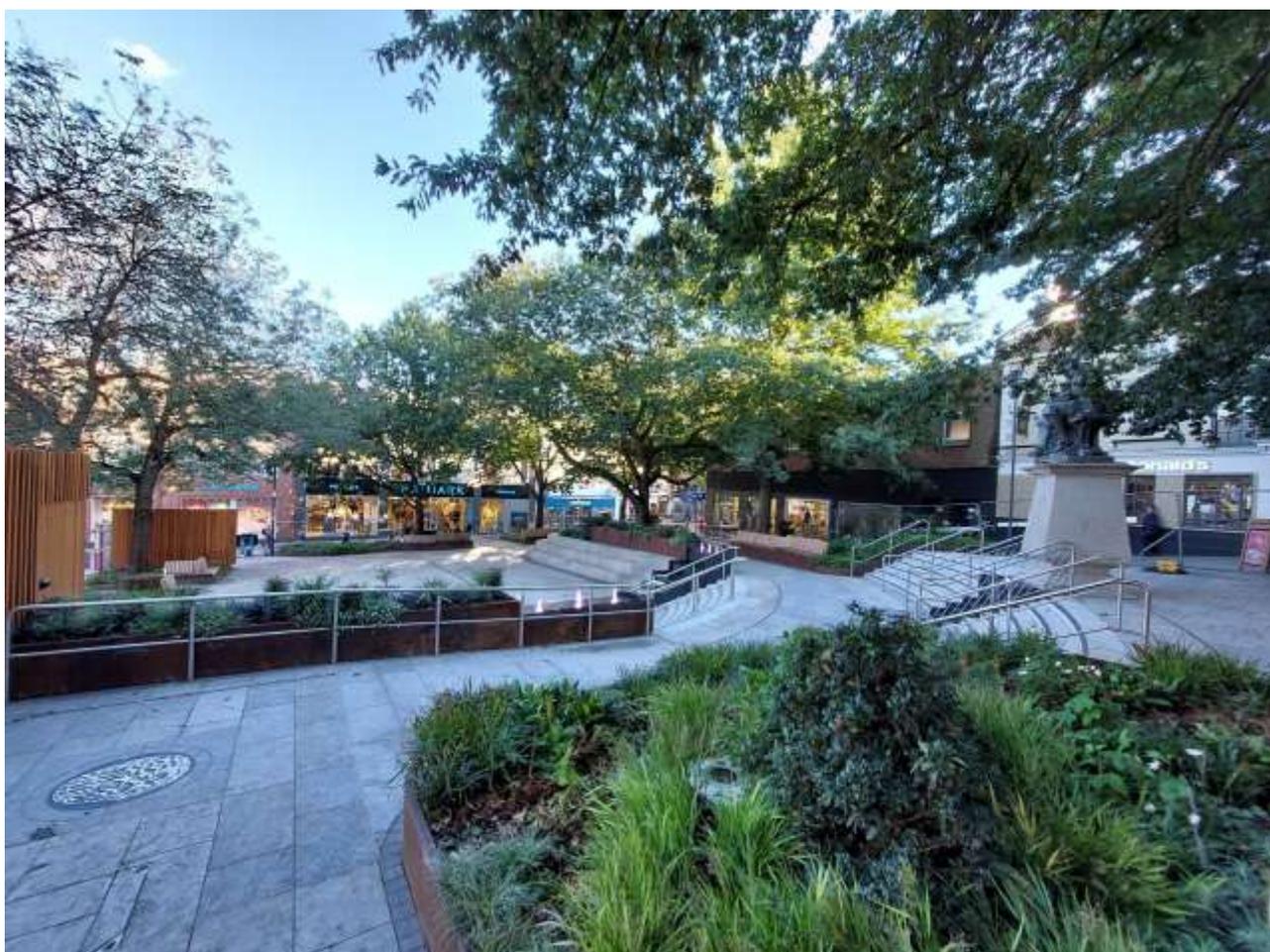
**7.8.31.** Investment in public realm enhancements within the Greater Norwich area can have many benefits, including:

- **Footfall Enhancement** - A well-designed public realm can boost footfall within a town centre. By creating attractive spaces, pedestrian-friendly walkways, and inviting amenities, more people are likely to visit and spend time in the area. This can benefit local businesses and contribute to economic growth.
- **Positive Visitor Experience** - A thoughtfully planned public realm serves as a gateway for visitors. It sets the tone for their overall experience in the area. Elements such as well-maintained green spaces, public art, seating areas, and wayfinding signage can enhance the overall ambiance and encourage people to explore further.
- **Positive Economic Impact** - Increased footfall often translates to higher consumer spending. When people enjoy spending time in a well-designed public realm, they are more likely to visit shops, cafes, and other businesses. This supports local employment and contributes to the local economy.
- **Increased Safety and Well-Being** - A well-lit, clean, and safe public realm contributes to the well-being of residents and visitors alike. It reduces the perception of crime and anti-social behaviour, making people feel more comfortable and secure as they move through an area.
- **Mitigation of flooding and urban heat island effect, and biodiversity enhancement** - Integrating planting and porous surfaces into hard, unvegetated areas can slow rainwater flow into sewers. This approach also cools streets and spaces, reducing heat stress by offering shade and providing habitats for flora and fauna.
- **Integration with Other Interventions** - Public realm improvements are often part of broader schemes that include other interventions, such as mixed-use developments or repurposing neglected premises. By integrating public realm enhancements with these initiatives, areas can address multiple challenges simultaneously.

- **Sustainable modes of transport** - A high-quality public realm creates an environment that connects different places and encourages people to use sustainable and active modes of transport, such as walking, wheeling and cycling.
- **Residents Wellbeing** - A high-quality public realm enhances residents' wellbeing by offering attractive spaces for gathering, fostering local pride, and building community identity.

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

**Figure 19 - Hay Hill © Norwich City Council**



**7.8.33. Strategic Priorities** for delivery of Public Realm Infrastructure in Greater Norwich, are:

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

## 8. Additional Infrastructure Requirements

8.1. The following infrastructure groups are not eligible to apply for funding from the Greater Norwich Infrastructure Investment Fund, which is supported by the pooled Community Infrastructure Levy. Whilst the delivery of this infrastructure is vital to support the planned growth in the Greater Norwich area, some are delivered by partners outside of Local Authority decision making control.

### 8.2. Ambulance

8.2.1. East of England Ambulance Service NHS Trust (EEAST) is a healthcare provider offering accident and emergency services. They support individuals in need of urgent medical treatment within Greater Norwich. EEAST is part of the wider NHS system, providing integrated patient care. Its services are closely aligned with national and regional initiatives driven by various healthcare strategies and policies, such as:

- [Norfolk & Waveney Integrated Care System](#).
- Integrated Urgent Care systems, such as NHS 111, Clinical Assessment Services, Urgent Treatment Centres & GP Out of Hours Services.
- [Civil Contingencies Act \(2004\)](#).

8.2.2. In addition to its commissioned emergency ambulance services, EEAST offers [Commercial Services](#). CalEEAST is an outsourced contact centre based in Norwich. It enhances patient and customer experiences for commercial organisations and NHS Trusts through tailored 24/7 Contact Centre Services. TrainEEAST provides clinical training to various organisations and businesses across the East of England and beyond.

8.2.3. Within Greater Norwich, the current infrastructure of the EEAST includes:

- One Emergency Operations Centre (EOC) in Hellesdon. 66,093 incidents were recorded between April 2024 and March 2025, with nearly half of these transported to hospital, in the Greater Norwich area.
- One ambulance Hub in Longwater.
- One ambulance Station in Diss.
- Seven Response Posts located in Aylsham, Bracondale (Trowse), Broadland Gate, Earlham, Hethersett, Long Stratton, and Sprowston.

8.2.4. [EEAST's Corporate Strategy](#) is currently being updated. This includes regular reviews of infrastructure needs to ensure an effective and efficient emergency ambulance service. The latest service review is in progress and will determine the optimal locations and size of the estate.

**8.2.5.** The Service Review will outline the ambulance facilities needed for EEAST to manage the planned housing and population growth in the Greater Norwich Area. This will ensure that nationally mandated response times and treatment outcomes are maintained. It is expected that the following will be required:

- Relocation or redevelopment and expansion of the EOC at Hellesdon, including the introduction of new digital infrastructure and technology.
- Relocation or redevelopment of existing ambulance stations and response posts to more suitable locations. Where feasible, these will utilise joint estates with health, blue light partners, and Local Authority partners.
- Increase in the number and type of ambulances/rapid response vehicles, including electric and alternative fuel vehicles.
- Provision of additional medical, pharmacy, IT equipment, and digital software to manage the increased number of incidents arising from new housing developments and population growth.

### 8.3. Commercial Infrastructure

- 8.3.1.** Also referred to as economic or business infrastructure, commercial infrastructure involves the construction of buildings or facilities which will be used for commercial purposes, or which will enable commercial activities. It includes the construction of employment sites such as business parks, and industrial parks.
- 8.3.2.** New commercial sites are proactively allocated for employment use through the process of developing a Local Plan. These can either come forward as specific employment sites, or they may be parts of mixed-use sites which include a blend of residential and employment uses.
- 8.3.3.** The [Greater Norwich Local Plan](#) sets out adopted sites for commercial infrastructure up until 2038. To support this, a need and demand assessment was carried out, alongside an evaluation of all existing employment sites and their suitability. All assessments were carried out in line with [published government policy and guidance on housing and economic needs assessment](#).
- 8.3.4.** There is no universal approach to delivering commercial infrastructure. Although the private sector delivers the majority, some is brought forward by public sector partners. A typical approach for developing a business or industrial park involves the promoter or master developer undertaking land assembly, promoting the local plan, and securing planning permission for the site. Individual parcels of land may then either be delivered by the promoter directly or sold off for development. These sites may be sold to end users, who might commission and construct a bespoke building, or to speculative builders, who will develop units with the intention of selling them on.
- 8.3.5.** The Greater Norwich partners monitor existing and new sites through the [Annual Monitoring Report](#), which includes indicators designed to assess the success of the Local Plan. In addition to sites that are planned for in advance, some, typically smaller, sites may come forward separately to the local plan.
- 8.3.6.** The key policies which guide the provision of commercial infrastructure exist at a national and local level. The [National Infrastructure Commission \(NIC\)](#) advises government on the development of economic infrastructure, including commercial purposes. National policies are a framework for decision-making and prioritisation, while place-based policies inform local delivery.
- 8.3.7.** The key documents influencing and identifying the commercial infrastructure which needs to be delivered to support strategic growth, are:
- [Norfolk Local Growth Plan](#), which highlights key sectors and the need for commercial infrastructure that will enable strategic sector growth.

- Place-based economic visions, such as the [Broadland Economic Growth Strategic Plan](#), the [South Norfolk Economic Growth Strategic Plan](#), and the [Norwich Economic Vision](#).
- Supplementary Planning Documents (SPD), like the [Food Hub SPD for South Norfolk Council](#).
- Local Development Orders (LDO), such as [the Food Enterprise Zone LDO](#).

**8.3.8.** Some examples of key strategic projects include:

- **Hethel Four:** This scheme will expand the existing Hethel Engineering Centre to provide 9,500 sqm of new floorspace for advanced manufacturing, innovation and technology-based businesses. An additional two-storey building is proposed to the north of the existing Engineering Centre, which would provide up to 11 new units. This supports the strategic expansion of the advanced manufacturing and engineering sector in Norfolk.
- **Norwich Research Park, Grow-on Building (GB) One and Two:** GB1 is a £31m Grow-on Research and Development building (due in 2026) and GB2 will provide flexible laboratory and office accommodation. This will support the Norwich Research Park's role as a centre of research excellence. It is projected to attract £27m in private sector investment to fund new research and development space. It is also estimated to generate an extra £17m a year for the local economy and create 480 new jobs.
- **Broadland Gate Business Park:** This commercial infrastructure scheme offers 48 acres of serviced land at the A47 and Broadland Northway interchange. It includes facilities for distribution, car showrooms, retail and leisure. The [Broadland Strategic Plan](#) states that this will increase space available for start-ups and increase retention of expanding businesses.
- **East Norwich:** This long-term scheme aims to deliver a mixed-use of commercial, housing, leisure and environmental spaces. It will provide over 3,000 new homes and 4,100 jobs, and will play a key role in delivering the priorities of the [Norwich Inclusive Economic Growth Vision](#). For more details, see [4.6 - East Norwich](#).
- **Norwich Airport:** A [Norwich Airport Masterplan](#) has been developed which sets out the vision for the airport's continued growth over the next 30 years. This includes a proposed 500m eastern extension to the runway. The masterplan is a framework to help expand the airport's existing destinations and to increase direct services which would offer wider economic benefits for the region. For example, direct services to Paris would result in significant time and cost savings to businesses involved at Sizewell C.

## 8.4. Energy

### 8.4.1. Gas

**8.4.2.** It is recognised that there are areas across Broadland and South Norfolk where households have no access to gas, and this causes challenges for some residents. Although some improvements to gas infrastructure are required across Greater Norwich, the availability of gas infrastructure is not expected to be a constraint on development and housing growth.

**8.4.3.** From 2025, the [Future Homes Standard](#) is expected to become mandatory for all development. As set out in the [2023 Future Homes and Building Standards Consultation](#): *“Under the Future Homes Standard all space heating and hot water demand should be met through low-carbon sources. This means fossil fuel heating will not meet this standard”*.

**8.4.4.** As gas infrastructure is upgraded, it is becoming increasingly compatible with hydrogen transportation. Gas companies are exploring blended gas solutions to facilitate the transition to hydrogen or biomethanes. While this transition represents a long-term solution rather than an immediate fix for decarbonising heat, the existing infrastructure and new boiler systems are already compatible with these blended gases.

**8.4.5.** [Project Union](#) is an initiative aimed at creating a hydrogen 'backbone' for the UK by the early 2030s. The project involves repurposing existing gas transmission pipelines and constructing new ones to establish a comprehensive hydrogen transport network.

#### 8.4.6. Electricity

- 8.4.7. To ensure that sufficient and resilient energy can be provided to meet needs, **all major developments are required to set out how they will minimise energy use, and how they will provide for the use of sustainable energy, local energy networks and battery storage where appropriate.** [Policy 2 in the Greater Norwich Local Plan \(GNLP\)](#) promotes the use of sustainable energy, local energy networks and battery storage.
- 8.4.8. The Greater Norwich Energy Infrastructure Study (March 2019) shows that a positive approach to promoting energy efficiency and locally generated sustainable sources of energy, as well as promotion of the use of battery storage, is required to address local energy network capacity constraints and to ensure the timely delivery of growth. The study proposes the use of heat networks to support growth, and is a key evidence document for the GNLP. A heat network is a system which distributes heat generated from a central source to multiple buildings, rather than heat being generated on site with individual boilers.
- 8.4.9. Norwich was selected for the national Heat Network Zoning Pilot Programme, led by the Department for Energy Security & Net Zero. The Heat Network Zoning Opportunity Report: Norwich was published in February 2025. The report indicates investment opportunities at a city scale, the potential location of heat network zones, and key opportunities for initial heat network development within those potential zones.
- 8.4.10. The [Future Homes Standard](#) will also support the transition away from fossil fuel heating, and is expected to become mandatory in 2025. The use of fossil fuels to heat new build homes will not meet this standard and instead low carbon options will be required. This in turn is likely to create an additional burden on the local electricity networks. Planning policy has in-built flexibility to replace the locally set energy efficiency requirement for new dwellings, should the government implement this approach nationally.
- 8.4.11. [Taking Charge: The Electric Vehicle Infrastructure Strategy](#) required that from June 2022, all new homes and non-residential properties with associated parking, have charge points installed at the point of construction. This is supported by Norfolk County Council's [Parking Guidelines for new developments in Norfolk](#) and [Electric Vehicle Strategy](#), which expects that suitable charging infrastructure will be provided as part of all new developments.
- 8.4.12. In addition, the Government has stated an objective to switch the national car fleet to electric vehicles, so that no new solely internal combustion engine vehicles will be sold beyond 2035.
- 8.4.13. Grid capacity is a critical component of the energy infrastructure in Norfolk and can affect the integration of new energy sources such as solar and wind power.

Addressing grid capacity constraints in Norfolk will require significant investment in the region's electricity grid infrastructure. This may include upgrading and modernising existing transmission and distribution networks, expanding transmission capacity, and developing new energy storage facilities. The integration of energy storage technologies, such as batteries or hydrogen-based systems, can provide extra capacity to manage high power generation levels during the day. These technologies can also smooth out variations in generation over time, thereby reducing the need for curtailment.

- 8.4.14.** Norfolk County Council (NCC) acts as the host authority for a number of proposed and consented energy-related Nationally Significant Infrastructure Projects (NSIPs), including 3 solar farms; 3 National Grid transmission projects and 4 grid connection projects associated with consented offshore wind farms. In this role, the County Council is a statutory consultee and is a key stakeholder in the NSIP process. The County Council provides input across a broad range of areas, including its responsibilities as the Highways Authority, Lead Local Flood Authority, and Minerals and Waste Planning Authority. It also contributes on matters relating to public health, environmental impacts, and the wider socio-economic implications of the proposals. **Final decisions on whether to grant consent for these projects rest with the Secretary of State for Energy Security and Net Zero.**
- 8.4.15.** Six NSIPs are either located within or pass through the Greater Norwich area. Of these, Norwich to Tilbury and East Pye are currently at the proposal stage. As the host authority, **Norfolk County Council is actively engaging with these schemes to ensure they deliver tangible benefits for local communities.** This includes: advocating for the protection of the best and most versatile (BMV) agricultural land, minimising landscape impacts through the design and location of the key infrastructure, and working with the energy producer and electricity transmission operator to ensure that new infrastructure supports the delivery of local housing and employment growth by connecting into the local distribution network. The County Council is also seeking compensation for those communities and businesses affected by these projects as well as seeking wider community benefits.
- 8.4.16.** The six NSIPs are:
- **Norwich to Tilbury** - A proposed new 400 Kilovolt (kV) overhead power line between Norwich and Tilbury (Essex). This upgrade is designed to decarbonise the grid taking power from the offshore wind farms off the Norfolk Coast. Examination is expected late 2025/early 2026, with a decision from the Secretary of State expected in late 2026.

- **East Pye Solar Farm** – A proposed 1,100 Hectare development in South Norfolk covering a substantial number of sites with a generating capacity of 500 megawatt (MW), enough to supply up to 115,000 homes. If approved, development would include solar panels, up to two substations, convertor stations, and battery storage facilities. Examination is expected in Spring 2026 with the decision from the Secretary of State expected around Spring 2027.
- **Hornsea 3** – A 2.4 gigawatt (GW) offshore windfarm, capable of supplying two million homes. The cable route will pass through Broadland, South Norfolk and Norwich to connect to Norwich Main. Estimated completion for the project is expected end of 2027.
- **Sheringham Shoal and Dudgeon Extension** – A 0.7GW extension to an existing windfarm, the project will be capable of supplying electricity to around half a million homes. The cable route will pass through Broadland, South Norfolk and Norwich to connect to Norwich Main. Construction on the substation is expected to start Autumn 2026.
- **Norfolk Vanguard** - A 2.8 GW offshore windfarm. The cable route will pass through Broadland to connect to a new substation at Necton (Breckland). Construction of the substation and cable route from Happisburgh are currently underway. In addition to the Norfolk Boreas project, the 4.2 GW of electricity generated will provide power for 4 million households.
- **Norfolk Boreas** - A 1.4 GW offshore windfarm. The cable route will pass through Broadland to connect to a new substation at Necton (Breckland). Construction of the substation and cable route from Happisburgh are currently underway. In addition to the Norfolk Vanguard project, the 4.2 GW of electricity generated will provide power for 4 million households.

#### 8.4.17. Renewable Energy Infrastructure

8.4.18. Renewable energy can range from wind and solar to hydrogen and biomass. The infrastructure that is adopted largely depends on the application, location connectivity and cost. National Grid require extensive upgrades of the main electricity system to achieve our electrification ambitions, but this will not be resolved in the time scales we need to achieve growth and our decarbonisation targets. A whole systems approach is needed to ensure that we have a clean energy system that is fit for the future. This will require a cross sector, cross technology, collaborative approach.

8.4.19. UK Power Networks (UKPN), our Distribution Systems Operator (DSO), is working closely with partner authorities to ensure that local ambitions are inbuilt into

their investment plans. They are looking at capacity of electricity in terms of infrastructure, reduction of use, low carbon technologies and flexibility.

- 8.4.20.** [Great British Energy \(GBE\)](#) is a publicly owned energy company that was created by the Government. Its aim is to 'drive clean energy deployment, boost energy independence, create jobs and ensure UK taxpayers, billpayers and communities reap the benefits of clean, secure, home-grown energy'. GBE will deliver five key functions, one of which is the Local Power Plan. This plan aims to place Local Authorities and communities at the centre of the energy economy. By doing so, it ensures that communities can own and benefit from clean power projects, while also reducing pressure on the transmission grid.
- 8.4.21.** The [Clean Power 2030 Action Plan](#) aims to tackle three major challenges. They are working closely with the National Energy System Operator (NESO) and Ofgem to achieve them:
- The need for a secure and affordable energy supply.
  - The creation of essential new energy industries, supported by skilled workers in their thousands.
  - The need to reduce greenhouse gas emissions and limit contributions to the damaging effects of climate change.
- 8.4.22.** The NESO is responsible for the [Regional Energy Strategic Planning \(RESP\)](#) covering Norfolk, Suffolk, Essex and Thurrock. This plan will contribute to a bottom-up approach, feeding into a national strategy to ensure infrastructure and energy capacity are allocated where they are most needed. This includes addressing energy availability challenges in housing and economic growth areas.
- 8.4.23.** NESO is also responsible for the [Strategic Spatial Energy Planning \(SSEP\)](#). This will be a Great Britain wide plan designed to map potential locations, quantities and types of electricity and hydrogen generation and storage infrastructure over time. This plan will consider public views, environmental factors and cross-sectoral demands on both sea and land. The SSEP will not focus on specific projects but will provide a strategic framework to guide future energy infrastructure development.
- 8.4.24.** Norfolk and Suffolk County Councils are developing an Energy Plan designed to feed into and influence the Regional Energy Strategic Plan (RESP) and UKPNs investment planning. This plan aims to develop an investable project pipeline that includes both existing and new projects. It will feature a range of energy solutions, including mixed energy options, to bolster energy resilience and security for Norfolk. The plan will also consider local contexts, including the districts within the Greater Norwich area.

## 8.5. Fire and Rescue

- 8.5.1.** Norfolk Fire and Rescue Service (NFRS) regularly reviews its community risk profile. This process assesses any major developments, emerging technologies and other significant changes across the county. Where the risk assessment shows that emergency response times should be improved, then upgrading, redeveloping or relocating fire stations will be considered. Any changes will be subject to formal consultation through their [Community Risk Management Plan \(CRMP\)](#). NFRS provides a comprehensive response to fires and other emergencies in line with the statutory duties set out in the [Fire and Rescue Services Act 2004](#). This includes responding to water related incidents such as flooding, drowning and searching for missing persons in water, even though these are not currently a statutory responsibility.
- 8.5.2.** The Service also employs an Urban Search and Rescue (USAR) team based in Dereham, who also cover the Greater Norwich Area. The primary role of USAR is to respond to building collapses and large transport incidents. Since its introduction in Norfolk, the team has expanded to perform a wider range of specialist rescues. These include confined space rescues, missing person searches, rescues from height, local and national flood response, water rescues, complex patient extrication, animal rescues, and responses to marauding terrorist attacks.
- 8.5.3.** There are currently 14 fire stations located across the Greater Norwich area, as well as NFRS Headquarters, Fire Control, Training and Development Centre, Fleet, Supplies and Technical Services Departments.
- 8.5.4.** In 2023, NFRS launched the **Fire Station Improvement Programme (FSIP)**. This initiative was commissioned after it was identified that the aging infrastructure did not comply with best practices for contaminant control. Additionally, it was found that the infrastructure was not fully suitable for an increasingly gender-diverse workforce. A redesign period is underway to address these issues and to ensure that fire stations meet health, safety, welfare and legal requirements. The sequencing of improvements is derived from the condition of individual stations and is aligned with the wider Norfolk County Council Future Ready decarbonisation project. Work began in Summer 2024, and designs have been produced for the first 10 stations.
- 8.5.5.** Since March 2020, the Fleet, Supplies and Technical Services Department has been operating from temporary facilities. To enhance efficiency, a new Logistics Hub is being developed, co-located with Wymondham Fire Station, which will provide an optimised support capability to the Service from late 2026 onward.

## 8.6. Flooding

- 8.6.1.** The Lead Local Flood Authority (LLFA) for Greater Norwich is Norfolk County Council. The LLFA is responsible for the [Local Flood Risk Management Strategy](#). All Greater Norwich Partners are also members of the [Norfolk Strategic Flooding Alliance \(NSFA\)](#). The NSFA members work together so that Norfolk communities and infrastructure are safer and more resilient to the risks of inland and coastal flooding.
- 8.6.2.** A sequential, risk-based approach is employed when selecting development locations in Greater Norwich. This method considers all sources of flood risk and the current and future impacts of climate change to prevent flood risk to people and property. New developments are directed away from areas with the highest flood risk towards areas with the lowest risk. If development is necessary in higher-risk areas and can pass the sequential and exception tests, it must be made safe for its lifetime without increasing flood risk elsewhere. Proposed developments in flood risk areas must provide a Flood Risk Assessment (FRA) to evaluate how the development can avoid or mitigate flood risk.
- 8.6.3.** In accordance with the [National Planning Policy Framework \(NPPF\)](#), sustainable surface water drainage is sought on sites, which replicates natural drainage processes. All appropriate development must incorporate [Sustainable Drainage Systems \(SuDS\)](#) to prevent an increased risk of flooding to and from the development. Developers will work with all the relevant Risk Management Authorities (RMA) to ensure that flood risk is not increased, and no adverse impacts occur. This is achieved through a combination of high-quality urban design and green infrastructure, that incorporate the four pillars of SuDS. These pillars are Water Quantity, Water Quality, Amenity, and Biodiversity.
- 8.6.4.** Developers need to clearly demonstrate in any submission how their proposals will follow the **surface water discharge hierarchy** with supporting evidence. Further technical information for development proposals is available in the [LLFA Developer Guidance](#). The LLFA will assess if the submission is demonstrated to be feasible, can be adopted and properly maintained, and would not lead to any other environmental problems. Developments may not discharge surface water to foul sewer.
- 8.6.5.** Any opportunities to reduce the risk of flooding at existing locations will be assessed and included within proposed development where appropriate. The LLFA [Local Flood Risk Management Strategy](#), [Surface Water Management Plans](#) and Flood Investigations can be used to identify opportunities for enhancing flood risk management. **Any land that is identified as a current or future flood risk as part of the site allocation policy will be safeguarded.** This includes land which may be prone to flooding, including updated allowances for climate change.

- 8.6.6. The [Broadland Futures Initiative](#) is a long-term partnership led by the Environment Agency and the Broads Authority, aiming to develop a sustainable and adaptive approach to managing flood risk in the Broadland area of Norfolk. The initiative focuses on the low-lying, tidal-influenced landscape of the Broads. It addresses the challenges of climate change and sea level rise through collaborative planning with local authorities, environmental bodies, and communities. This approach ensures that future flood management is technically sound, environmentally responsible, and socially supported.

## 8.7. Health

- 8.7.1.** Healthcare Infrastructure encompasses all the services and facilities that contribute to the health of a given population. It assesses the ability of physical estates to deliver sustainable and effective services, and their capacity to handle the increased demands from population growth due to new housing developments. Information on demand and capacity, along with the General Practice Estate Strategy and Health Partner Estate Strategies, highlights where increased estate capacity is needed. This is to support the growing population in Greater Norwich.
- 8.7.2.** The area of Greater Norwich is served by the [Norfolk and Waveney Integrated Care System \(ICS\)](#). They have brought together information on key infrastructure needed to mitigate the impact of demographic changes and population growth across the ICS, and more specifically the Greater Norwich area.
- 8.7.3.** **The mission of the Norfolk and Waveney ICS is to help people lead longer, healthier, happier lives.** Across Norfolk and Waveney there are multiple organisations responsible for health and care services, from NHS organisations to the Local Authorities. The ICS is a collaboration of these organisations who work together to make sure the services they provide are joined up and support the Norfolk and Waveney ICS mission by:
- Improving outcomes in population health and healthcare.
  - Tackling inequalities in outcomes, experience, and access.
  - Enhancing productivity and value for money.
  - Helping the NHS support broader social and economic development.
- 8.7.4.** The vision and overall aim for the estate is to provide infrastructure that ensures care is delivered in the most appropriate settings. This approach aims to enable better patient outcomes through effective and efficient care delivery. Additionally, it focuses on empowering health, social care, and third sector staff to deliver the highest quality of care.
- 8.7.5.** The [ICS Estates Infrastructure Strategy 2024-2034](#) aligns with the new framework shared via [NHS England's Infrastructure Strategy Toolkit](#). The new strategy has been developed with stakeholders across the ICS. It aims to demonstrate how the NHS estate will be transformed to support new models of care, deliver better outcomes for patients, and provide the best value for money.
- 8.7.6.** To support the development and transformation of the estate infrastructure, key challenges will be addressed, and system priorities will be responded to. This will be achieved through four agreed-upon goals:
- Improving access.

- Improving quality and condition.
- Improving environmental sustainability.
- Improving efficiency.

- 8.7.7.** The Interim General Practice Estates Strategy 2024-2034 is the first of its kind in Norfolk and Waveney and is a standalone strategy that has been produced to support developing commissioning strategies. The Strategy is a live document and will reflect changes to the Primary Care Network Estate Strategies, following their initial development in 2023. The Strategy helps to set out where investment is likely to be required for either new, extended or improved infrastructure.
- 8.7.8.** The [Planning in Health Protocol](#) forms the basis for engagement between Local Planning Authorities, the Norfolk and Waveney ICS, Health Providers and Public Health Norfolk. The ICS estates programme coordinates a single point of contact with planners to engage with the ICS and healthcare providers.
- 8.7.9.** The [National Planning Policy Framework \(NPPF\)](#) requires local planning authorities to ensure that health and wellbeing, and the health infrastructure are considered at all levels of planning and decision making.
- 8.7.10.** **A prioritised Capital Investment Pipeline has been established which includes the key strategic infrastructure projects across Greater Norwich from the different health sectors.** These projects are aligned to the estate's vision and principles, as well as the ICS Clinical Strategy and system priorities and are included in the tables below.
- 8.7.11.** Both South Norfolk and Broadland District Councils have proactively worked with partners to secure additional medical facilities in the Greater Norwich area. This has been via several mechanisms but, the most obvious is South Norfolk's plans to front fund and deliver a new £multi-million GP practice in Hethersett. Work is due to commence on the new surgery in 2026. The provision of such health infrastructure requires close working with the ICB, GPs and developers.

Table 2 - Health Infrastructure Projects for Primary care<sup>1</sup>

Practise/Area	ICB Locality	Project – Brief Description	Status
<b>Rackheath</b>	Norwich	New Build	Build
<b>Prospect Surgery</b>	Norwich	New Build	Proposal
<b>Taverham</b>	Norwich	New Build	Proposal
<b>Old Catton Medical Practice</b>	Norwich	Extension to existing facility	Proposal
<b>Magdalen Medical Practice</b>	Norwich	Extension to existing facility	Design
<b>Lionwood Medical Practice</b>	Norwich	Extension to existing facility	Proposal
<b>The Market Surgery</b>	North	Extension or Replacement	Proposal
<b>Reepham &amp; Aylsham</b>	North	Extension to existing facility	Proposal
<b>Acle Medical Partnership</b>	North	Extension	Proposal
<b>Diss</b>	South	New Build	Proposal
<b>Humbleyard Practice (Hethersett)</b>	South	New Build	Proposal
<b>Humbleyard Practice (Mulbarton)</b>	South	Replacement	Proposal
<b>Humbleyard Practice (Cringleford)</b>	South	Extension	Proposal
<b>Hingham Surgery</b>	South	Extension or Replacement	Proposal
<b>Newton Flotman Surgery</b>	South	Extension	Proposal

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<sup>1</sup>Note: this list captures proposed projects that are known at the time of publication, however, it is to be noted that some of these are ‘potential’ projects and simply expressions of interest at this stage, until funding is identified, and a formal business case approval is granted.

Table 3 - Health Infrastructure Projects for Trusts<sup>2</sup>

Trust	Project – brief Description	Status
Norfolk and Norwich University Hospital NHS Foundation Trust	Offsite Chemotherapy Treatment	Proposal
Norfolk and Norwich University Hospital NHS Foundation Trust	Pain Management Clinic – Refurbishment	Proposal
Norfolk and Norwich University Hospital NHS Foundation Trust	Elective Centre Expansion	Proposal
Norfolk and Norwich University Hospital NHS Foundation Trust	New Build – Decant Ward	Proposal
Norfolk and Norwich University Hospital NHS Foundation Trust	Major Trauma Centre	Proposal
Norfolk and Suffolk NHS Foundation Trust	Refurbishment and remodelling of existing S.136 suite within current footprint at HBPOS (Hellesdon)	Build
Norfolk and Suffolk NHS Foundation Trust	Thurne & Glaven Ward refurb - remodelling and fit out of empty wards following River's project to provide additional space for services remaining on site	Proposal
Norfolk and Suffolk NHS Foundation Trust	Northside House - possible new build and internal adaptations to provide additional seclusion rooms	Proposal
Norfolk Community Health and Care NHS Trust	Rackheath – Relocation and Remodelling (linked to the new Primary Care health hub in development)	Build
Norfolk Community Health and Care NHS Trust	Diss – Relocation and remodelling required (linked to the proposed new build facility for Primary Care services)	Proposal

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<sup>2</sup>Note: this list captures proposed projects that are known at the time of publication, however, it is to be noted that some of these are 'potential' projects and simply expressions of interest at this stage, until funding is identified, and a formal business case approval is granted.

## 8.8. Mobile voice and data coverage

- 8.8.1.** Norfolk County Council (NCC) is working productively with Mobile Network Operators (MNO) and Ofcom to improve coverage and there is increasing evidence of progress. In 2024, 4G coverage was estimated at over 90%. Over the last year, 5G is experiencing significant growth across all four MNOs but is concentrated in the larger population centres. Coverage in Norwich is estimated at around 40%. Network operators are continuing to work with NCC to use public sector buildings and street lighting columns, instead of new cell towers, to host transmission equipment and improve voice and data coverage. The Shared Rural Network (SRN) will inject £1bn of private sector and Government funding into removing mobile telephony “not spots” in rural areas. However, most of the SRN funding was allocated to the north of the UK, particularly Scotland.
- 8.8.2.** NCC is working with providers to create license agreements for using street lighting columns to install small cell technology, which will boost the network. NCC is also working to further develop the licence agreements and streamline the processes for using other NCC assets and buildings. This is expected to be completed during Summer 2025.
- 8.8.3.** NCC continues to engage with the four MNOs to foster growth and development in Norfolk. This collaboration has involved conducting two proactive coverage studies to quantify improvements and guide network investments to areas where they are most needed. In April 2024, NCC launched a new project to survey mobile coverage. The study installed mobile survey equipment in 14 refuse lorries, one fire service vehicle, and one portable backpack. Proactive coverage data has been continually gathered and analysed. This vital information will be key in making strategic decisions and for proactive lobbying of MNOs and Ofcom. [Find out more about the mobile coverage in Norfolk.](#)
- 8.8.4.** The contract has now been extended. The focus will be on one district at a time before progressing to the next, installing sensor equipment in all bin lorries rather than limiting it to just two garden waste lorries. This approach will enable the surveying of 95% of all public roads across Norfolk.
- 8.8.5.** The traditional analogue based telephone network is being turned off. Telephone operators are transitioning their users from analogue services to digital/Voice over Internet Protocol (VoIP) services. This work has been extended and is now scheduled for completion by January 2027.
- 8.8.6.** To support this work, NCC are:
- Proactively engaging with traditional telephone operators to protect vulnerable users and those using telecare devices through data sharing agreements.

- Launching marketing campaigns to ensure residents of Norfolk are aware of the change.

**8.8.7.** As part of the ongoing updates to the [Norfolk Strategic Planning Framework](#), NCC and the Norfolk District Authorities are collaborating with the industry body Mobile UK. Their aim is to enhance 4G coverage and facilitate the rollout of 5G infrastructure across the county. Additionally, the group is working to ensure that all new residential developments are equipped with Gigabit fibre connectivity through Fibre To The Premises (FTTP).

## 8.9. Police

- 8.9.1.** Police infrastructure is required to help deliver [The Police and Crime Commissioner's Police and Crime Plan 2025-2029](#) for Norfolk. The Plan outlines three key priorities for Norfolk Constabulary over the next four years. It specifies what is expected to be delivered and highlights the importance of partnerships. Through collaboration, the Office of the Police and Crime Commissioner for Norfolk (OPCCN) aims to ensure the necessary support is available for Greater Norwich communities.
- 8.9.2.** The three priorities of this plan are:
- Preventing crime.
  - Cohesive communities.
  - Reducing harm.
- 8.9.3.** To achieve these objectives, the police must provide their workforce with the appropriate tools. Operational equipment, transport, technology, estate, and other supporting infrastructure are necessary for effective service delivery.
- 8.9.4.** The police will collaborate with partner organisations across the Greater Norwich area to enhance and deliver the necessary supporting local infrastructure. This includes highways-related systems and Automatic Number Plate Recognition (ANPR) linked to new road developments. These measures ensure safer highways and help disrupt criminal activity.
- 8.9.5.** New housing and commercial developments across Greater Norwich must be well-designed. They should incorporate safe, accessible spaces that minimise crime and the fear of crime. Developments should adhere to Secured by Design standards, ensure police communications coverage (Airwave), and include counter-terrorism measures in larger developments.
- 8.9.6.** Enhanced facilities are needed in major growth areas of Greater Norwich to support local development, such as:
- **South Broadland** - Additional police infrastructure is essential to accommodate the growth in South Broadland, spanning from southwest Broadland (Taverham) to southeast Broadland (Postwick). This will ensure adequate police infrastructure capacity to support both the existing community and the anticipated growth.
  - **North Norwich/South Broadland** - A new response facility is required near South Broadland, with easy access via the Broadland Northway and proximity to North Norwich communities. This will enhance policing, foster a safer environment, improve quality of life, and reduce crime and disorder.

## 8.10. Rail

- 8.10.1.** Network Rail is responsible for the maintenance and improvement of infrastructure, such as track, signalling and level crossings. Infrastructure improvements are funded by Government, which agrees five-year delivery plans put together by Network Rail. Each scheme must have its business case approved by the Government at various stages of development, as part of the Rail Network Enhancement Programme (RNEP). The Government also agrees, and generally funds, changes to train services such as increasing the frequency of trains on a particular route or introducing a new train service.
- 8.10.2.** Rail services have operated on a franchise basis whereby private train operating companies bid against a specification set by Government to operate services over a set period. This process has allowed the train operating companies to include, in their franchise bids, commitment to operate services over and above Government specification. For instance, the current Greater Anglia franchise resulted in the delivery of an entirely new train fleet, which was not originally part of the Government's franchise specification.
- 8.10.3.** Train services in Greater Norwich are operated under the following franchises:
- **Greater Anglia:** Norwich to Sheringham, Great Yarmouth, Lowestoft, Cambridge/Stansted, and London.
  - **East Midlands:** Norwich to Liverpool via Peterborough.
- 8.10.4.** The Government is currently in the process of bringing Greater Anglia under public ownership. Greater Anglia operates all services in Greater Norwich, except for the Norwich to Liverpool service. It will return to public ownership in autumn 2025.
- 8.10.5.** The rail industry is currently undergoing a period of great change. A new public body, Great British Railways, was formed and took over leadership of the railway network in 2023. This organisation is tasked with integrating the railways, owning the infrastructure, collecting fare revenue, operating and planning the network, and setting fares and timetables. Network Rail and the train operating companies, which will transition to public ownership, will be incorporated into Great British Railways.
- 8.10.6.** In March 2025, Norfolk County Council (NCC) adopted its revised [Norfolk Rail Prospectus](#). Developed in collaboration with various partners, this document outlines the county's rail ambitions and specifies the requirements needed to support broader goals, such as fostering a robust economy.
- 8.10.7.** The [Norfolk Strategic Infrastructure Delivery Plan](#) identifies that work is required to develop a **Broadland Business Park Rail Station**, with an estimated start date in the late 2020s. This project would add an additional station on the Norwich to

Sheringham Line at the Broadland Business Park, providing improved access to this strategic employment site. The plan also includes rail improvements between **Norwich and London**, aiming to reduce travel times to 90 minutes and increase the frequency of journeys.

- 8.10.8.** Proposals to improve rail user access to the Cambridge-bound platform at Wymondham rail station have been developed as part of NCCs Transforming Cities Fund programme. Following engagement with local councillors, stakeholders, Network Rail, and Greater Anglia, proposals were developed to make Wymondham station fully accessible. These were submitted to the Government's Access for All funding programme. In May 2024, Wymondham station was awarded funding for feasibility work. If successful, the improvements will proceed under the Access for All programme. However, further development is on hold pending the Government's spending review.

## 8.11. Telecommunications/Broadband

- 8.11.1.** Digital connectivity and high speed, reliable broadband infrastructure is critical to economic development. It is also a key component in tackling deprivation and improving access to services amongst disadvantaged and isolated communities.
- 8.11.2.** The [Better Broadband for Norfolk](#) rollout began in Summer 2013 with contract one completing at the end of 2015. By this time, access to Superfast broadband in Norfolk had doubled, reaching 84%. Contract two was signed in December 2014 and completed in Spring 2020. This gave approximately 200,000 premises in Norfolk access to superfast broadband. Superfast coverage has now reached 97.72% across Norfolk. The delivery phase of contract three is now complete. It has delivered ultrafast gigabit capable broadband to 7,776 additional premises across Norfolk.
- 8.11.3.** As of April 2025, the independent [Think Broadband website](#) reports the following percentage of properties which currently have access to Superfast broadband (24 Mega bits per second+):

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

District	Properties with access to Superfast Broadband (24Mbps+)
<b>Broadland</b>	97.92%
<b>Norwich</b>	99.51%
<b>South Norfolk</b>	97.6%

- 8.11.4.** The original Better Broadband for Norfolk superfast coverage target of 97% has already been surpassed, with current coverage averaging 97.76% across Norfolk. Targets for Broadland have also been exceeded, and South Norfolk's original target of 91% has been significantly surpassed.
- 8.11.5.** Better Broadband for Norfolk is now only implementing Full Fibre infrastructure, which is gigabit capable of 1,000 megabits per second (Mbps). This initiative will provide thousands of the hardest-to-reach properties with access to ultrafast broadband. Additionally, commercial providers are also implementing gigabit capable infrastructure in Norfolk.

Table 5 - Gigabit Capable Coverage in Greater Norwich

District	Gigabit Capable Coverage in March 2021	Gigabit Capable Coverage in March 2022	Gigabit Capable Coverage in March 2023	Gigabit Capable Coverage in Feb 2024	Gigabit Capable Coverage in Feb 2025
<b>Broadland</b>	7.98%	42.4%	51.77%	60.08%	74.11%
<b>Norwich</b>	6.38%	84.65%	88.04%	91.78%	92.04%
<b>South Norfolk</b>	10.06%	27.9%	40.52%	49.09%	66.33%

- 8.11.6.** In March 2021, the Government launched [Project Gigabit](#) to fulfil their long-term ambitions of providing full fibre broadband to 15 million premises by 2025 and to all premises by 2033. Norfolk is in the first phase of Project Gigabit which will focus on the hardest to reach premises in the country.
- 8.11.7.** The Norfolk Project Gigabit contract was awarded to Cityfibre in June 2023, providing £114m in funding to deliver gigabit capable broadband to around 66,000 premises across Norfolk. These premises are split into six drawdown phases. The planning for drawdown phases one and two is complete, with build works already underway. Planning for drawdown phase three is now progressing.
- 8.11.8.** During each planning phase, additional premises are sought to be added to the scope wherever possible. After the first two planning phases, an additional 14,000 premises have been included, raising the total to 80,000 premises and increasing the funding to £128m. As of February 2025, the delivery of Project Gigabit is ahead of schedule, with approximately 5,000 premises already connected. Project Gigabit complements the broadband rollout by commercial providers, which is seeing significant investment in the deployment of gigabit broadband across Norfolk.
- 8.11.9.** Efforts are underway to address properties not covered by Project Gigabit. The first phase used £400k from the Ministry for Housing, Communities & Local Government’s Local Full Fibre Network funding to develop a Fixed Wireless Access solution. NCC deployed this to 10 rural village halls across Norfolk, using a Low Earth Orbit (LEO) satellite for fast internet access and a local wireless network for free public Wi-Fi. There is potential to extend this to nearby hard-to-reach properties. NCC is also exploring how to improve local mobile coverage using neutral host small cell technology.

## 8.12. Minerals, Waste and Recycling

- 8.12.1.** Household waste in Greater Norwich is collected by District Authorities. Norfolk County Council (NCC) oversees the provision of Recycling Centres and the disposal of non-recyclable waste. There are currently 19 recycling centres across Norfolk offering residents facilities to deposit waste for reuse, recycling, or disposal.
- 8.12.2.** NCC aims to ensure that over 90% of residents are within a 20-minute drive of a recycling centre, where economically feasible. The provision of sites is regularly reviewed, with consideration given to the capacity of sites in relation to proposed housing growth.
- 8.12.3.** There are currently six recycling centres in the Greater Norwich area. Funding has been allocated for the relocation of a new site at Spooner Row, Wymondham. A replacement for the existing Morningthorpe site in the Long Stratton area is proposed, subject to future funding. [Further details on the improvement programme can be found on the Norfolk County Council website.](#)
- 8.12.4.** NCC is also responsible for land use planning to ensure adequate capacity for the management of household waste, commercial and industrial waste, construction and demolition waste, and hazardous waste. NCC has a statutory duty to produce the Norfolk Minerals and Waste Local Plan, which was adopted in May 2025 and will cover the period to 2038. The majority of waste management capacity in Norfolk is provided by commercial waste management companies. The Norfolk Minerals and Waste Local Plan contains criteria-based planning policies to enable waste management operators to bring forward suitable sites for development as and when required in the future.
- 8.12.5.** The [Norfolk Minerals and Waste Local Plan](#) contains the policies used to determine planning applications for mineral extraction, associated development, and waste management facilities in Norfolk.
- 8.12.6.** The Norfolk Minerals and Waste Local Plan also allocates sufficient mineral extraction sites to provide land-won sand, gravel, and Carstone to meet the forecasted demand. Aggregate minerals are essential for constructing and maintaining the physical framework of buildings and infrastructure. They are primarily used in the construction of roads, housing, commercial, industrial, and community infrastructure, including schools, hospitals, libraries, and more. Mineral extraction is conducted by commercial operators.

### 8.13. Wastewater Recycling

- 8.13.1.** Anglian Water is the statutory sewerage undertaker for Greater Norwich and has a statutory obligation to provide water recycling services to customers in their area of responsibility. Anglian Water have considered a range of solutions within sewer catchments and at the Water Recycling Centres to accommodate further growth. Anglian Water's [Drainage and Wastewater Management Plan \(DWMP\)](#) for the period 2025 - 2050, was published in 2023. The DWMP outlines the maintenance, improvement, and expansion of wastewater systems and drainage networks. Its goal is to ensure these systems are robust and resilient to future pressures, such as population growth and climate change. The DWMP is used to inform investment decisions for water recycling infrastructure through [Anglian Water's PR24 Business Plan, for 2025-2030](#).
- 8.13.2.** The **Greater Norwich Water Cycle Study**, which was undertaken for the Greater Norwich Local Plan, identifies locations where there may be future capacity issues due to proposed growth. These areas were identified within the wastewater catchments of Aylsham, Foulsham, Long Stratton, Reepham, Rackheath, Diss, Ditchingham, Saxlingham, Whitlingham, Trowse, and Woodton. These issues should, at least in-part, be addressed by Anglian Water's DWMP.
- 8.13.3.** Anglian Water has secured approval from Ofwat to deliver an accelerated infrastructure scheme for nutrient removal for Whitlingham Water Recycling Centre (WRC) by 31 March 2027. Accelerating phosphorus removal to technically achievable limits (TAL) before 2030 will reduce the amount of nutrient mitigation required within these WRC catchments, allowing developments to proceed more efficiently and cost effectively. Nitrogen removal to TAL at Whitlingham is programmed for 31 March 2030. Other nutrient removal schemes are also planned at WRCs within the Greater Norwich area. The initiatives are driven by the Levelling Up and Regeneration Act. This also involves identifying nutrient-significant plants in the nutrient-sensitive catchments of the River Wensum and The Broads Special Areas of Conservation (SACs). Additionally, the Anglian Water, Water Industry National Environment Programme (WINEP) plays a crucial role in these efforts.
- 8.13.4.** [Developers are charged directly by Anglian Water for water to be supplied and for foul water to be drained](#), plus any required network improvements.

## 8.14. Water Supply

- 8.14.1.** Anglian Water is the statutory water undertaker for the Greater Norwich area. A Water Resources Management Plan (WRMP) is produced every five years. It sets out how Anglian Water will manage the water supplies in their region to meet current and future needs, looking ahead 25 years or more. The [Water Resource Management Plan 2024 \(WRMP24\)](#) covers the period 2025 to 2050.
- 8.14.2.** The WRMP24 highlights that the supply-demand balance is under significant strain. This pressure is due to several factors including population growth, climate change, environmental regulations, and the need to increase resilience to severe drought. This WRMP builds on the demand management measures in the WRMP19 plan. It also aligns with the [Water Resource East Regional Plan](#), which has determined the strategic supply-side options needed for the East of England.
- 8.14.3.** The strategic supply-side options include:
- **Strategic Transfers and Reservoirs** - Constructing two new reservoirs and implementing strategic water transfers.
  - **Norfolk Water Resource Zones** - Connecting to the strategic grid for potable water transfers between water resource zones, which are the zones Norfolk is divided up into for managing water supply.
  - **Additional Measures** - Implementing backwash recovery at water treatment works and exploring desalination to address supply deficits. These deficits are driven by growth, sustainability reductions, and vulnerability to extreme drought due to surface water abstraction from the River Wensum at Heigham.
- 8.14.4.** Part of the WRMP24 includes the Asset Management Plan (AMP). AMP8 covers the period from 2025 to 2030 and is the eighth five-year asset management cycle for water companies. It is established by the UK's Water Services Regulation Authority, Ofwat, and focuses on improving water infrastructure, reducing environmental impacts, and enhancing service quality.
- 8.14.5.** The AMP8's (2025-2030) new water supply interconnector programme for the Greater Norwich area includes:
- Bexwell to Norwich interconnector pipeline (104km).
  - Aylsham to North of Norwich interconnector pipeline (14km).
  - Harleston and Harling interconnector pipeline (45km).
- 8.14.6.** The [Norfolk Water Strategy Programme](#) is a partnership project between Norfolk County Council (NCC), Water Resources East, Anglian Water, and The Nature

Conservancy. The programme is focussed on nature-based solutions which are currently being rolled out across the County.

**8.14.7.** An Integrated Water Strategy, led by NCC, is currently in its early stages of production. This strategy will review:

- Current issues related to water supply availability and wastewater disposal, highlighting areas of particular challenge.
- Housing and economic growth areas to forecast future water needs.
- Growing sectors, such as digital industries, where more water for cooling will be required.
- Areas most at risk of flooding, exploring ways to alleviate flood risk zones and use excess water more intelligently.
- The impacts of water on the natural environment.
- Alignment with the Norfolk and Suffolk Energy Plan, Local Nature Recovery Strategy (LNRS), and other relevant plans and strategies.
- Land use mapping to balance conflicting needs, especially when considering water storage options such as reservoirs.

## 8.15. Nutrient Neutrality

- 8.15.1.** Nutrient Neutrality (NN) continues to be an impediment to growth in the Greater Norwich area. Since NN was triggered in March 2022, planning applications for new housing growth have been limited which has impacted housing delivery, scheme viability, and Community Infrastructure Levy (CIL) income. Several large, strategic sites such as Long Stratton and Beeston Park have secured planning permission by proposing their own mitigation schemes. These schemes include incorporating measures such as the fallowing of land, septic tank conversion and bespoke wastewater recycling facilities.
- 8.15.2.** Norfolk Environmental Credits Ltd (NEC) has commenced trading NN credits in the Yare, Bure, and Wensum catchments. As of the end of March 2025, over 130 housing schemes have purchased these credits, and are being granted planning permission, unlocking 1,400 homes. Initially, NN credit sales were prioritised for smaller developers, but larger schemes are now securing credits.
- 8.15.3.** The members of NEC include Broadland District Council (BDC), Breckland District Council, North Norfolk District Council, and South Norfolk District Council. Norwich City Council has also resolved to join the company and is in the process of becoming a member. NEC will continue to work on creating a strong pipeline of mitigation schemes, which will further facilitate housing development in all three Norfolk catchments.
- 8.15.4.** Norwich City Council has also secured its own NN mitigation scheme, which generates credits from retrofitting its existing housing stock.
- 8.15.5.** Following bids submitted to the Department for Levelling Up, Housing and Communities by BDC on behalf of the authorities in the Norfolk catchment, £18.4m has been received by BDC to create the Norfolk Nutrient Mitigation Fund. This recyclable fund offers loan capital for nutrient mitigation schemes in the catchment. With the establishment of governance for the fund in 2024, Councils and third parties are now submitting bids to bring forward mitigation schemes in the Greater Norwich area.
- 8.15.6.** Schemes supported through the Norfolk Nutrient Mitigation Fund include various initiatives aimed at improving environmental management. These involve returning land to its natural state, constructing artificial wetlands, and replacing septic tanks with more efficient package treatment plants. Additionally, the schemes support the development of substrates that directly bind and remove nutrients in the field.

## 9. Appendix A - Forthcoming Infrastructure Projects

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

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

**Table 6 - Forthcoming Transport Projects**

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
Broadland	Yarmouth Road Improvements	Seek to relocate / remove existing on street parking at pinch point locations along Yarmouth Road.	In feasibility	Feasibility design underway.	£50,000	2026/2027	<a href="mailto:transportfornorwich@norfolk.gov.uk">transportfornorwich@norfolk.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
Broadland	Yarmouth Road / Pound Lane	Provide eastbound bus lane on approach and seek to reduce delays and improve capacity through the junction.	Approved	Construction due to commence in June 2025.	£738,500	2025/2026	<a href="mailto:transportfornorwich@norfolk.gov.uk">transportfornorwich@norfolk.gov.uk</a>
Broadland	Yellow Pedalway Extension	This project will deliver active travel infrastructure improvements in the Hellesdon area to the north of Norwich. Works will include providing an off-carriageway shared use path on the west side of Holt Road, providing 2 new busy stops, upgrading the traffic signals and upgrading the uncontrolled crossing.	Approved	Construction starts in June 2025, will be delivered in 2 phases, with southern section and traffic signals completed in 2025 /2026 and northern section in 2026/2027 under the new contract.	£1,900,000	2026/2027	<a href="mailto:transportfornorwich@norfolk.gov.uk">transportfornorwich@norfolk.gov.uk</a>
Cross Authority	EV charging infrastructure	Car Club services are operational in Greater Norwich through Enterprise with the use of combustion engine vehicles. Provision of electric vehicle charging points at car club bays will support the transition to shared zero emission vehicles.	Under construction	47 sites delivered to date, more are coming. This project is funded by the private sector.	£0	Ongoing	<a href="mailto:transportfornorwich@norfolk.gov.uk">transportfornorwich@norfolk.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
Norwich	Dereham Road outbound approach to Larkman Lane including Larkman mobility Hub	Introduce an outbound bus lane on the approach to Larkman Lane and introduce mobility hub facilities.	In feasibility	Traffic Regulation Order (TRO) consultation to be undertaken in June 2025. Construction expected in 2025/26.	£769,000	2025/2026	<a href="mailto:transportfornorwich@norfolk.gov.uk">transportfornorwich@norfolk.gov.uk</a>
Norwich	Lakenham Way	Enhancement to walking and cycling.	In feasibility	Project is fully funded; public consultation and design work has been undertaken with construction to be completed by the end of 2025	£275,000	2025/2026	<a href="mailto:benwebster@norwich.gov.uk">benwebster@norwich.gov.uk</a>
Norwich	Upper St Giles Improvements	Redesign Upper St Giles with high quality pedestrian and public realm improvements.	In feasibility	Concept design produced and public consulted. Project cost yet to be determined.	£0	2027/2028	<a href="mailto:transportfornorwich@norfolk.gov.uk">transportfornorwich@norfolk.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
Norwich	Magdalen Street Travel Hub	Improve pedestrian crossings, widen pavements, repaving and new street furniture, increase bus stop capacity at Anglia Square to create a more attractive and safer environment for all. Introduce transport hub facilities.	In feasibility	The Hub will be created as part of the redevelopment of Anglia Square that has received planning permission with implementation led by Norwich City Council, who have bought the site. It will be a multi-phase development with an above ground start on building expected 2026/27. Project cost to be determined through feasibility.	£0	2026/2027	<a href="mailto:transportfornorwich@norfolk.gov.uk">transportfornorwich@norfolk.gov.uk</a>
Norwich	Norwich Airport Transport Link	Provision of a new bus, cycle and pedestrian link between the airport terminal and the airport industrial estate along Liberator Road.	Approved	Construction is expected to commence in June 2025.	£1,177,000	2025/2026	<a href="mailto:transportfornorwich@norfolk.gov.uk">transportfornorwich@norfolk.gov.uk</a>
Norwich	Wensum Riverside Walk Missing Link (Duke Street - St Georges Street)	This project will reconfiguring the riverside facade of Norwich University of the Arts' Guntons building to significantly improve accessibility between University buildings and deliver the missing section of the Wensum Walkway in the city centre.	In feasibility	Feasibility study completed and discussions are ongoing with a range of partners.	£2,100,000	2026/2027	<a href="mailto:benwebster@norwich.gov.uk">benwebster@norwich.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
Norwich	Anglia Square; New and enhanced pedestrian and cycle links	As part of the redevelopment of Anglia Square provide new and enhanced pedestrian and cycle links north-south between Edward Street and St Crispin's Road, and east-west between Magdalen Street and St Augustine's and improved integration with the surrounding network.	In feasibility	These links will be created as part of the redevelopment of Anglia Square that has received planning permission with implementation led by Norwich City Council, who have bought the site. It will be a multi-phase development with an above ground start on building expected in 2026/27 and completion in 2037/38. Project cost yet to be determined.	£0	2037/2038	<a href="mailto:benwebster@norwich.gov.uk">benwebster@norwich.gov.uk</a>
South Norfolk	A140 Corridor scheme - Harford Park & Ride to Tesco	Provision of inbound bus lanes between Harford Park & Ride site and Tesco.	In feasibility	This scheme will provide a city bound bus lane from the Harford P&R site ending just south of the Tesco junction. It is in design and construction is anticipated to start in September 2025.	£1,400,000	2025/2026	<a href="mailto:transportfor Norwich@norfolk.gov.uk">transportfor Norwich@norfolk.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
South Norfolk	Wymondham Rail Station to Cambridge platform accessibility improvements	Provision of a new DDA-compliant access ramp to the Cambridge-bound platform.	In feasibility	Proposals to improve rail user access to the Cambridge-bound platform at Wymondham rail station have been developed as part of NCCs Transforming Cities Fund programme. Following engagement with local councillors, stakeholders, Network Rail, and Greater Anglia, proposals were developed to make Wymondham station fully accessible. These were submitted to the Government's Access for All funding programme. In May 2024, Wymondham station was named by government as being successful with being awarded funding for further feasibility work and subsequent delivery should the feasibility work identify a viable scheme. However, this particular funding programme was put on hold following the appointment of a new government and the outcome of this is dependent on the current Government's spending review.	£6,000,000	2026/2027	<a href="mailto:transportfor Norwich@norfolk.gov.uk">transportfor Norwich@norfolk.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
South Norfolk	Longwater A47 junction	Improvements to walking and cycling provision across the existing junction, provision of a new cycle/ped bridge across the A47 and a new highway link from Dereham Road behind NEXT.	In feasibility	Transport for Norwich are funding a feasibility study to inform the scope of the improvements needed. The scheme will then be funded through development.	£5,000,000	2026/2027	<a href="mailto:transportfornorwich@norfolk.gov.uk">transportfornorwich@norfolk.gov.uk</a>
South Norfolk	Norfolk & Norwich University Hospital	Improvements to public transport provision at the hospital site.	In feasibility	The hospital is proposing changes to the Plaza to accommodate the improved bus provision. BSIP is currently funding some development work that is being undertaken by the Hospital. There is potential for some TCF funding to deliver the works in 2027/2028.	£750,000	2026/2027	<a href="mailto:transportfornorwich@norfolk.gov.uk">transportfornorwich@norfolk.gov.uk</a>
South Norfolk	William Frost Way	Crossing to be added to support connectivity with retail area.	Approved	Scheme is with developer to deliver following completion of design.	£750,000	2025/2026	<a href="mailto:transportfornorwich@norfolk.gov.uk">transportfornorwich@norfolk.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
South Norfolk	Hethersett to NRP Cycle Route	This project will enable an off-carriageway, shared use cycling and walking path to be provided along the western side of Colney Lane from the junction of Braymeadow Lane to the bridge over the A47.	Approved	Land secured; further funding is being identified to complete the project. Exploring options to deliver the project in a two phase construction in 2025/2026 and 2026/2027.	£1,100,000	2026/2027	<a href="mailto:transportfor Norwich@norfolk.gov.uk">transportfor Norwich@norfolk.gov.uk</a>
South Norfolk	Wymondham Railway Bridge; New subway/underpass	This project will deliver a new pedestrian underpass.	Under construction	Due to be constructed in July.	£10,000,000	2025/2026	<a href="mailto:iifprojects@southnorfolkandbroadland.gov.uk">iifprojects@southnorfolkandbroadland.gov.uk</a>
South Norfolk	Wymondham Station Approach	Regeneration of land around Wymondham train station with a view to providing improved sustainable transport connections, improved public realm, better connectivity to the town centre, a relocated car park, new cycle parking, accessibility improvements at the train station, land available for mixed use development and a boutique cinema.	In feasibility	South Norfolk Council (SNC) is currently working with landowners to explore a partnership structure to unlock development. SNC propose, as part of this process, to work collaboratively with surrounding landowners to establish a vision, progress designs, planning to establish scheme viability, a land acquisition strategy and a route to funding and delivery. Project cost yet to be determined.	£0	2028/2029	<a href="mailto:iifprojects@southnorfolkandbroadland.gov.uk">iifprojects@southnorfolkandbroadland.gov.uk</a>

**Table 7 - Forthcoming Education Projects**

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
<b>Broadland</b>	Smee Lane North/South new Primary School	This project will deliver a new 420 place primary school on land near Broadland Business Park, as part of a S106 agreement.	Site Proposed	Discussions with land promoter.	£11,800,000	2026/2027	<a href="mailto:paul.harker@norfolk.gov.uk">paul.harker@norfolk.gov.uk</a>
<b>Broadland</b>	Aylsham new Primary School	This project will deliver a new 420 place primary school in Aylsham, as part of a S106 agreement.	Site Proposed	Waiting for development to commence.	£12,000,000	2027/2028	<a href="mailto:paul.harker@norfolk.gov.uk">paul.harker@norfolk.gov.uk</a>
<b>Broadland</b>	Salhouse Road new Primary School	This project will deliver a new 420 place primary school on land south of Salhouse Road, as part of a S106 agreement.	Site Proposed	Waiting for development to commence.	£12,000,000	2027/2028	<a href="mailto:paul.harker@norfolk.gov.uk">paul.harker@norfolk.gov.uk</a>
<b>Broadland</b>	Taverham new Primary School	This project will deliver a new 420 place primary school in Taverham, as part of a S106 agreement.	Site Proposed	Waiting for development to commence.	£12,000,000	2027/2028	<a href="mailto:paul.harker@norfolk.gov.uk">paul.harker@norfolk.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
Broadland	Rackheath new Primary School 1	This project will deliver a new 420 place primary school in Rackheath, as part of a S106 agreement.	Site Proposed	Waiting for development to commence.	£12,000,000	2028/2029	<a href="mailto:paul.harker@norfolk.gov.uk">paul.harker@norfolk.gov.uk</a>
Broadland	Beeston Park new Primary School 1	This project will deliver a new 420 place free primary school at Beeston Park, as part of a S106 agreement.	Site Proposed	Waiting for development to commence.	£12,000,000	2029/2030	<a href="mailto:paul.harker@norfolk.gov.uk">paul.harker@norfolk.gov.uk</a>
Broadland	North Norwich new Secondary School	This project will deliver a new 900 place high school to serve the North East Growth Triangle.	Under construction	Sites under consideration.	£50,000,000	2029/2030	<a href="mailto:paul.harker@norfolk.gov.uk">paul.harker@norfolk.gov.uk</a>
Broadland	Rackheath new Primary School 2	This project will deliver a second new 420 place primary school in Rackheath, as part of a S106 agreement.	Site Proposed	Waiting for development to commence.	£12,500,000	2030/2031	<a href="mailto:paul.harker@norfolk.gov.uk">paul.harker@norfolk.gov.uk</a>
Broadland	Beeston Park new Primary School 2	This project will deliver a second new 420 place free primary school at Beeston Park, as part of a S106 agreement.	Site Proposed	Waiting for development to commence.	£12,500,000	2031/2032	<a href="mailto:paul.harker@norfolk.gov.uk">paul.harker@norfolk.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
South Norfolk	Silfield new Primary School	This project will deliver 420 place primary school on a site at an existing development for Silfield, as part of a S106 agreement.	Under construction	On site, scheduled to open September 2025.	£11,500,000	2025/2026	<a href="mailto:paul.harker@norfolk.gov.uk">paul.harker@norfolk.gov.uk</a>
South Norfolk	Wymondham High Academy Expansion	This project will deliver an expansion at Wymondham High Academy, increasing capacity from 260 to 300 children in each year group.	Approved	This project is currently awaiting a decision on the submitted planning application.	£14,000,000	2026/2027	<a href="mailto:paul.harker@norfolk.gov.uk">paul.harker@norfolk.gov.uk</a>
South Norfolk	Poringland new Primary School	This project will deliver 420 place primary school on a site which has received planning within Poringland, as part of a S106 agreement.	Site Proposed	Awaiting confirmation of the Caistor Lane housing site planning application, which will allow this project to develop.	£12,000,000	2027/2028	<a href="mailto:paul.harker@norfolk.gov.uk">paul.harker@norfolk.gov.uk</a>
South Norfolk	Long Stratton new Primary School	This project will deliver a new 420 place primary school in Long Stratton, as part of a S106 agreement.	Site Proposed	Waiting for development to commence.	£12,000,000	2028/2029	<a href="mailto:paul.harker@norfolk.gov.uk">paul.harker@norfolk.gov.uk</a>

**Table 8 - Forthcoming GI Projects**

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
<b>Broadland</b>	Acle Lands Trust Woodlands	This project will deliver access and connectivity improvements, including gateways and pathing, at Acle Lands Trust Woodland.	In feasibility	Project in development.	£180,000	2025/2026	<a href="mailto:helen.sibley@southnorfolkandbroadland.gov.uk">helen.sibley@southnorfolkandbroadland.gov.uk</a>
<b>Broadland</b>	Witton Run	The Witton Run is a crucial green infrastructure corridor in the East Broadland region. This project will include footpath improvements, access improvements and the creation of walking links with Brundall and Blofield.	In feasibility	UEA have completed a feasibility study.	£170,000	2025/2026	<a href="mailto:helen.sibley@southnorfolkandbroadland.gov.uk">helen.sibley@southnorfolkandbroadland.gov.uk</a>
<b>Norwich</b>	Castle Gardens	This project will deliver restoration, and enhancement works in Castle Gardens.	Approved	Project procurement in summer is currently on hold until the Castle Keep project completes. Projected to commence on site in September 2025 on removal of the Keep compound.	£410,000	2025/2026	<a href="mailto:larahall@norwich.gov.uk">larahall@norwich.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
Norwich	Hellesdon Station GI	A range of inter-related green infrastructure improvements in the Hellesdon Station area which will boost the transport and ecological functions of strategic green infrastructure to support growth.	In feasibility	Some elements are complete. The design work for the remaining elements is substantially complete and the team are awaiting approval from the Environment Agency.	£453,000	2025/2026	<a href="mailto:larahall@norwich.gov.uk">larahall@norwich.gov.uk</a>
Norwich	Heartsease Recreation Ground	This project will deliver a range of improvements at Heartsease Recreation Ground, including play area enhancements, parks infrastructure, signage, accessibility and biodiversity enhancements.	Approved	The project is currently out to tender.	£110,000	2025/2026	<a href="mailto:paulrabbitts@norwich.gov.uk">paulrabbitts@norwich.gov.uk</a>
Norwich	Jenny Lind Park	This project will deliver a range of improvements at Jenny Lind Park, including improvements to the play area, replacing toilets, enhancement of the Jenny Lind arch setting, introduction of outdoor gym and table tennis tables.	Under construction	The play works are complete. The toilet refurbishment is programmed for winter 2025/spring 2026.	£200,000	2025/2026	<a href="mailto:paulrabbitts@norwich.gov.uk">paulrabbitts@norwich.gov.uk</a>
Norwich	Pilling Park	This project will deliver a range of improvements at Pilling Park, works will include play area enhancements, installation of park infrastructure, signage, footpaths, fencing, accessibility and biodiversity enhancements.	In feasibility	Initial definition of project scope concluded.	£375,000	2026/2027	<a href="mailto:paulrabbitts@norwich.gov.uk">paulrabbitts@norwich.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
Norwich	Riverside Walk Accessibility Improvements	This project will install better wayfinding signs on the Wensum path in the city centre.	Approved	The wayfinding project has been designed and procured and will be implemented in summer 2025. The physical accessibility works have been withdrawn from the IIF pending additional feasibility work and securing match funding.	£47,000	2025/2026	<a href="mailto:larahall@norwich.gov.uk">larahall@norwich.gov.uk</a>
Norwich	Lion Wood	This project will deliver a range of improvements to Lion Wood, including improving surface treatments for accessibility, making biodiversity enhancements through use of Natural Flood Management, providing a more appropriate surfaced path so cyclists (using the purple pedalway) and people with mobility problems can access the woodland and move between neighbouring areas, and install sustainable urban drainage features to capture and infiltrate floodwater to mitigate flooding.	In feasibility	Design work is progressing, and a workshop has been held with a consulting engineer, water alliance and Norwich City Councils team. An initial consultation has concluded, and outcomes will be used to inform final design proposals. Prestart monitoring procured.	£570,000	2025/2026	<a href="mailto:zoebetts@norwich.gov.uk">zoebetts@norwich.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
Norwich	Wensum Riverside Walk Missing Link (Duke Street - St Georges Street)	This project will reconfiguring the riverside facade of Norwich University of the Arts' Guntons building to significantly improve accessibility between University buildings and deliver the missing section of the Wensum Walkway in the city centre.	In feasibility	Feasibility study completed and discussions are ongoing with a range of partners.	£2,100,000	2026/2027	<a href="mailto:benwebster@norwich.gov.uk">benwebster@norwich.gov.uk</a>
Norwich	UEA Yare Valley Boardwalk	Replacement and improvement of boardwalk section of the Yare Valley Walk at UEA to allow reopening.	In feasibility	UEA have commissioned detailed design work and undertaken community consultation. Section 106 funding allocated in Norwich City Council capital programme.	£310,000	2026/2027	<a href="mailto:benwebster@norwich.gov.uk">benwebster@norwich.gov.uk</a>
Norwich	Train Wood	Investment in Train Wood (adjacent to Marriotts Way) to develop a management plan and deliver green space in the city with opportunities for wild play linking into the trail network taking people out of the city to other green spaces.	In feasibility	Project plan in development and preparing applications for July 2025.	£600,000	2026/2027	<a href="mailto:Martin.Horlock@norfolk.gov.uk">Martin.Horlock@norfolk.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
Norwich	NWT Sweet Briar Marshes	Creation of a new nature reserve (90 acres) in the River Wensum valley as it enters Norwich, which connects local urban communities and provides accessible and inclusive space for people and wildlife.	Under construction	Norfolk Wildlife Trust has bought the Sweet Briar Marshes site which is now open to the public. In 2024 NWT completed delivery of phase 1 which include the installation of a 1km accessible path which joins the reserve to the Marriott's Way at two points, along with other paths, perimeter fencing to facilitate conservation grazing, seating and cycle racks. The team are now working to deliver phases 2 and 3; phase 2 will include installing viewing points and screens, education facilities, signage and interpretation, and additional seating, while phase 3 will deliver accessible parking and toilets and facilities for educational visits and engagement supporting the "northern gateway" for communities to the north and east via Sloughbottom Park, Sweet Briar Industrial Estate and Marriott's Way. Further projects are also planned for the future.	£3,725,000	2027/2028	<a href="mailto:benwebster@norwich.gov.uk">benwebster@norwich.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
<b>Norwich</b>	Regenerating Norwich's Historic Parks and Green Spaces	Rejuvenation of 22 of Norwich's most historic parks and green spaces ranging from Grade 2* Eaton Park, Waterloo Park and Rosary Cemetery to Grade 2 parks such as Wensum, Heigham, Mile Cross Gardens, Chapelfield Gardens to several smaller spaces such as James Stuart Gardens and Kett's Heights. Also included are several natural green spaces including Marston Marsh and Earlham Park Woods.	In feasibility	£220k secured from the National Heritage Lottery Fund. Consultants have been appointed to conduct a feasibility study.	£12,000,000	2028/2029	<a href="mailto:paulrabbitts@norwich.gov.uk">paulrabbitts@norwich.gov.uk</a>
<b>South Norfolk</b>	Queen's Hills Community Park	This project will deliver access and habitat improvements at Queen's Hills Community Park. Work will include the creation of footpaths, safe road crossing and reintroduction of conservation grazing.	Under construction	The project will be delivered in 2025.	£190,000	2025/2026	<a href="mailto:helen.sibley@southnorfolkandbroadland.gov.uk">helen.sibley@southnorfolkandbroadland.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
South Norfolk	Rothbury Park	The project will deliver a range of improvements to Rothbury Park in Wymondham, including installing paths, improving entrances and making biodiversity enhancements, in order to improve the accessibility of the park and the range of activities that can take place.	Under construction	The project commenced in April 2025, with Wymondham Town Council delivering the project with the support of Greening Wymondham.	£285,000	2025/2026	<a href="mailto:helen.sibley@southnorfolkandbroadland.gov.uk">helen.sibley@southnorfolkandbroadland.gov.uk</a>
South Norfolk	Cringleford Country Park	The primary purpose of this project is to secure and open up additional green space for the community. The project will include woodland management, a new bridge across the Yare, boardwalks, fencing to allow grazing and parking for disabled users. It will also link into the new Kett's Country Long Distance Trail.	On hold	The project is currently facing issues securing the land. Once the land transfer has been undertaken this project will begin exploring funding options.	£400,000	2026/2027	<a href="mailto:helen.sibley@southnorfolkandbroadland.gov.uk">helen.sibley@southnorfolkandbroadland.gov.uk</a>

**Table 9 - Forthcoming Sport Projects**

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
Norwich	Eaton Park Changing Rooms	The project will refurbish the changing rooms in the South East quadrant into 4 FA compliant changing rooms and 2 referees changing rooms which will allow females and males to utilise changing facilities at the same time. It will add solar panels and a heat pump to help reduce the carbon footprint of the building. The park will also benefit from additional cycle storage at locations throughout the park to encourage active travel as well as new accessible signage.	Under construction	Contractors are onsite to undertake the work on the changing rooms with an estimated timeframe of 14 weeks to completion.	£985,000	2025/2026	<a href="mailto:gregrowland@norwich.gov.uk">gregrowland@norwich.gov.uk</a>
Norwich	Sloughbottom Park Regeneration	Regeneration of Sloughbottom Park which will include; a new 3G football pitch; league standard changing rooms; multi-purpose pavilion and cafe; upgraded play park; refurbished and upgraded BMX track; modular storage facilities; park infrastructure - car park, paths, resurfaced, lighting and signage; and upgrades to Dolphin path.	Approved	Project underway with architects, QS, PM appointed. Surveys and a public consultation are underway.	£9,300,000	2027/2028	<a href="mailto:gregrowland@norwich.gov.uk">gregrowland@norwich.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
South Norfolk	Framingham Earl Sports Centre Expansion	Expansion of community leisure provision at Framingham Earl Sport Centre, operated by South Norfolk Council out of school hours. Project scope is to include a new 40-station gym, additional studio, new changing rooms, 3G pitch and separate community access and parking for the community separate from the school.	In feasibility	South Norfolk Council have now committed to the delivery of this project, ideally by May 2027 and work to complete RIBA 2 and 3 is currently ongoing. A GNGB IIF funding bid for up to £1m is being considered for 2026. Football Foundation and Norfolk FA are also supportive and are helping with a funding application of c.£700K.	£4,200,000	2027/2028	<a href="mailto:iifprojects@southnorfolkandbroadland.gov.uk">iifprojects@southnorfolkandbroadland.gov.uk</a>
South Norfolk	North Hethersett football pitch provision	This project will deliver sports pitches through development in North Hethersett.	In feasibility	Currently looking at using off-site contributions to make very necessary pitch provision improvements at Hethersett Academy, working with Norfolk FA and the Football Foundation.	£100,000	2027/2028	<a href="mailto:iifprojects@southnorfolkandbroadland.gov.uk">iifprojects@southnorfolkandbroadland.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
South Norfolk	Kett's Park Community Sport and Leisure Expansion	This project aims to deliver a second 3G pitch, additional changing rooms and associated parking, alongside a building reconfiguration / extension to increase the size of the cafe, add a soft play and new multi-use studio. A pathway around the site to facilitate walking, running and cycling is also being explored.	In feasibility	Project in development / feasibility stage. Looking to utilise commuted sum s106 funding to help deliver this project, alongside Football Foundation funding and South Norfolk Council capital budget.	£3,500,000	2027/2028	<a href="mailto:iifprojects@southnorfolkandbroadland.gov.uk">iifprojects@southnorfolkandbroadland.gov.uk</a>

**Table 10 - Forthcoming Libraries Projects**

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
Broadland	Aylsham Library Improvements	This project will deliver an accessible public toilet with baby changing, and new staff facilities at Aylsham Library through the reconfiguration of the internal library space.	Approved	This project secured funding from the Infrastructure Investment Fund in 2025/2026 and was due to commence delivery in 2025. However, due to changes in the management of capital projects, the Corporate Planning Team are currently working on a new approach to the management of building projects in the council, using the Contractor Framework. This is likely to cause changes to the project plan, including the delivery programme and budget.	£130,000	2026/2027	<a href="mailto:libraries@norfolk.gov.uk">libraries@norfolk.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
Cross Authority	Urban Library Improvements	This project will deliver accessible public toilets with baby changing facilities at Sprowston, Earlham, and St Williams Way Libraries, through internal remodelling of the existing buildings.	Approved	This project secured funding from the Infrastructure Investment Fund in 2025/2026 and was due to commence delivery in 2025. However, due to changes in the management of capital projects, the Corporate Planning Team are currently working on a new approach to the management of building projects in the council, using the Contractor Framework. This is likely to cause changes to the project plan, including the delivery programme and budget.	£105,000	2026/2027	<a href="mailto:libraries@norfolk.gov.uk">libraries@norfolk.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
Cross Authority	Transfer to electric vehicles	This project will convert the 3 existing diesel, mobile library vehicles to electric power (£500,000) or replace the existing fleet with new electric vehicles (£1,000,000).	In feasibility	The Statement of Requirements is being drafted with a view to establishing a call off contract to procure from.	£1,000,000	2026/2027	<a href="mailto:libraries@norfolk.gov.uk">libraries@norfolk.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
Norwich	Expansion of Plumstead Road Library	This project will extend the library on the current Plumstead Road site.	Approved	The project commenced in March 2024 as part of the corporate Future Ready programme. MACE Group Ltd were appointed principal contractors in April 2024, and the programme of projects were due to be managed by Norfolk County Council's Corporate Planning Team (CPT). However, towards the end of 2024, the team were informed that the Future Ready Programme was being scaled back, and that alternative project management and contracting arrangements would need to be found. The team are now exploring ways to manage and deliver the project.	£260,391	2026/2027	<a href="mailto:libraries@norfolk.gov.uk">libraries@norfolk.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
South Norfolk	Long Stratton Library Improvements	This project will deliver an accessible public toilet with baby changing facilities at Long Stratton Library, through reconfiguration of the internal library space.	Approved	This project secured funding from the Infrastructure Investment Fund in 2025/2026 and was due to commence delivery in 2025. However, due to changes in the management of capital projects, the Corporate Planning Team are currently working on a new approach to the management of building projects in the council, using the Contractor Framework. This is likely to cause changes to the project plan, including the delivery programme and budget.	£65,000	2026/2027	<a href="mailto:libraries@norfolk.gov.uk">libraries@norfolk.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
South Norfolk	Diss Library Improvements	This project will deliver an accessible public toilet with baby changing facilities at Diss Library, through a small extension and reconfiguration of the internal library space.	Approved	This project secured funding from the Infrastructure Investment Fund in 2025/2026 and was due to commence delivery in 2025. However, due to changes in the management of capital projects, the Corporate Planning Team are currently working on a new approach to the management of building projects in the council, using the Contractor Framework. This is likely to cause changes to the project plan, including the delivery programme and budget.	£115,000	2026/2027	<a href="mailto:libraries@norfolk.gov.uk">libraries@norfolk.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
South Norfolk	Hethersett Library Improvements	This project will deliver an extension at Hethersett Library, which in addition to reconfiguration works will result in a new accessible entrance and meeting room.	Approved	This project secured funding from the Infrastructure Investment Fund in 2025/2026 and was due to commence delivery in 2025. However, due to changes in the management of capital projects, the Corporate Planning Team are currently working on a new approach to the management of building projects in the council, using the Contractor Framework. This is likely to cause changes to the project plan, including the delivery programme and budget.	£160,000	2026/2027	<a href="mailto:libraries@norfolk.gov.uk">libraries@norfolk.gov.uk</a>

**Table 11 - Forthcoming Community Projects**

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
<b>Broadland</b>	Spixworth Amenity Land	The Parish Council have acquired amenity land on Crostwick Lane via a s106. There is aspiration to develop a green infrastructure project on the land, which could include a circular path, leisure facilities and budget depending, a small pavilion.	Approved	A scaled down landscaping project is expected to commence 2025.	£500,000	2025/2026	<a href="mailto:iifprojects@southnorfolkandbroadland.gov.uk">iifprojects@southnorfolkandbroadland.gov.uk</a>
<b>Broadland</b>	The Walled Garden	This project will extend the existing offer at the Walled Garden into a more encompassing community hub for all, with the addition of a men's shed building and enhanced events and services.	Approved	The men's shed element of this project is complete and was officially launched on 22 February 2025. Work is underway to secure the outstanding funding, finalise designs and obtain quotes.	£50,000	2025/2026	<a href="mailto:iifprojects@southnorfolkandbroadland.gov.uk">iifprojects@southnorfolkandbroadland.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
Broadland	Blofield New Community Centre	The Parish Council will be acquiring a new site following the move of the primary school, which will provide a new community building, play area and informal open space.	Approved	Architects have been appointed, following the award of a SPF grant. The new access to the site has been granted planning permission. The hub will consist of a new community village hall with a meeting room, a preschool centre, a community café, a new large play area (a grant of £312,000 inc. VAT) from National Highways has already facilitated this provision) and a community carpark, not only for the new hub, but also to act as a necessary overflow carpark for the new primary school, recently extended doctors Surgery and the Library.	£1,400,000	2026/2027	<a href="mailto:iifprojects@southnorfolkandbroadland.gov.uk">iifprojects@southnorfolkandbroadland.gov.uk</a>
Broadland	Great Plumstead Recreation Ground	This project will deliver improvements and an extension of the community building on Great Plumstead Recreation Ground, to provide additional changing facilities for users of the pitches and extended community recreational space.	Under construction	Phase 1, the activity centre and sports changing facilities, is now live and underway. Phase 2, the Bowls Club, is part-funded and work is underway to fully fund for a 2026 delivery.	£600,000	2026/2027	<a href="mailto:iifprojects@southnorfolkandbroadland.gov.uk">iifprojects@southnorfolkandbroadland.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
<b>Broadland</b>	Taverham Hub	This project will deliver a community Hub in Taverham, co-locating various community partners including the YMCA and the Taverham GP Surgery.	In feasibility	Stakeholders are working with partners on a schedule of accommodation. However, due to ongoing planning considerations the realisation of this project remains in development stage.	£20,000,000	2027/2028	<a href="mailto:iifprojects@southnorfolkandbroadland.gov.uk">iifprojects@southnorfolkandbroadland.gov.uk</a>
<b>South Norfolk</b>	Scole Community Centre	This project will deliver an extension at the existing building, to improve the changing and referee facilities, as well as a new kitchen and internal space for hire, as well as car park works.	Approved	The project has secured funding via Norfolk FA to complete the building extension and s106 funding from a Hopkins Homes development to undertake the car park works. Planning permission has been secured, and the project is aiming for delivery in late 2025.	£650,000	2025/2026	<a href="mailto:iifprojects@southnorfolkandbroadland.gov.uk">iifprojects@southnorfolkandbroadland.gov.uk</a>
<b>South Norfolk</b>	Wymondham Baptist Church	This project will extend the footprint of a community church in Wymondham, allowing users to expand the provision and services for the residents of Wymondham.	Approved	The project has secured planning permission and conditional IIF funding. Efforts are currently underway to source gap funding with positive expectations amongst the funding and project team that the project may begin construction in the second half of 2025.	£520,000	2025/2026	<a href="mailto:iifprojects@southnorfolkandbroadland.gov.uk">iifprojects@southnorfolkandbroadland.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
South Norfolk	Easton Village Hall	This project will deliver a new, multi-use community centre with off road parking in Easton and will include a 565m2 hall, kitchen, changing facilities, bar and meeting/office areas.	Under construction	The project began construction in February 2023 and is largely complete but has experienced significant challenges along the way which are currently preventing full completion and opening. Efforts continue by the Parish Council to plan and fund the completion, but with no certainty on a completion date.	£2,600,000	2026/2027	<a href="mailto:iifprojects@southnorfolkandbroadland.gov.uk">iifprojects@southnorfolkandbroadland.gov.uk</a>
South Norfolk	Harleston Community Building	This project will deliver a new/renovated community facility that meets the needs of the town, either through improvements of the existing building or a new building on the current site.	In feasibility	Harleston Town Council were successful in securing £13k to conduct a feasibility study to explore options and designs for the project. This work has developed to a high-level preferred option, although local discussions continue upon the exact plan to proceed with. In parallel, funding efforts will also need to be progressed as the capital needed will exceed currently available funds.	£2,500,000	2026/2027	<a href="mailto:iifprojects@southnorfolkandbroadland.gov.uk">iifprojects@southnorfolkandbroadland.gov.uk</a>
South Norfolk	Poringland Community Land	This project will deliver a number of interventions across 30 acres of community land, including green infrastructure and sports and community facilities.	In feasibility	The project achieved planning permission in early 2025. However, there remains a need to locally agree an exact plan and phasing of said plan, to ensure that funding is available and local priorities are prioritised for delivery.	£2,000,000	2026/2027	<a href="mailto:iifprojects@southnorfolkandbroadland.gov.uk">iifprojects@southnorfolkandbroadland.gov.uk</a>

District	Project Name	Project Description	Project Status	Project Update	Estimated Total Project Cost	Estimated Delivery Year	Contact Email Address
South Norfolk	Wymondham Town Centre	This project will deliver public realm enhancements in Wymondham Town Centre. It will be community led and the exact interventions are yet to be determined, through a public consultation. Works could include improvements to public areas, seating, event space and enhanced pedestrian movement access.	In feasibility	South Norfolk Council and Wymondham Town Council are working together to progress the project. Funding has also been secured to part deliver the full proposed scheme.	£1,000,000	2026/2027	<a href="mailto:iifprojects@southnorfolkandbroadland.gov.uk">iifprojects@southnorfolkandbroadland.gov.uk</a>

## 10. Appendix B - Aspirational Infrastructure Projects

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

**Table 12 - Aspirational Transport Projects**

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Broadland</b>	Plumstead Road Junction	This project will deliver a T junction initially, with the potential to change to a roundabout in the future subject to further development in the south.	Broadland District Council is no longer progressing with the design or planning, due to no longer progressing with the delivery of an adjacent site. Route to delivery and funding is to be confirmed depending on delivery strategy for the wider residential development site, but it remains a stated policy objective.
<b>Broadland</b>	Pink pedalway; Salhouse Road	Extend the Pink pedalway with an off carriageway cycling and walking path between Harrison's Wood and the Broadland Northway.	Some sections of the path have already delivered through development.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Broadland</b>	Broadland Gate Business Park Train station	Offering an opportunity for modal shift from private car trips to sustainable rail travel. A new Train Station to serve growth of Broadland Business Park and East Norwich.	Project is currently in feasibility.
<b>Broadland</b>	Growth Triangle Internal Link Road	A connection between Broadland Gate and the airport industrial estate, through major residential development.	Dependent on developments coming forward. Will be developer led and delivered piecemeal.
<b>Broadland</b>	Growth Triangle orbital link	New neighbourhood cycle route created as part of the Beeston Park housing development, between St Faiths and Wroxham Road.	No update.
<b>Broadland</b>	Reepham Road	Measures to improve cycling conditions along Reepham Road.	No update.
<b>Broadland</b>	Re-routing of North Walsham Road	Part of the Beeston Park development, rerouting of existing road. Old route will be made into a green corridor.	Dependent on developments coming forward, developer led.
<b>Broadland</b>	Rackheath to East-West highway link across railway	This project will build a highway bridge over the rail line as part of the growth triangle link road.	This project remains an aspiration.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Broadland</b>	Broadland Way	Provide a traffic-free pedestrian and cycle path between Middle Road and Broad Lane. Combined with Marriott's Way and the Bure Valley Path, this new facility will form a Green Loop to the north of Norwich linking northern city areas of growth with the countryside and providing a highly biodiverse corridor.	No update.
<b>Broadland</b>	Spixworth Road Core Bus Route	Provide inbound bus priority lanes and cycle provision.	No update.
<b>Broadland</b>	Wroxham Road Sustainable and Active Travel Corridor	Improve public transport and active travel provision along Wroxham Road.	Further feasibility work required.
<b>Broadland</b>	East West Link Road: St Faith's Road to Airport Industrial Estate	A sustainable transport link road between Meteor Close and Repton Avenue.	Feasibility work required.
<b>Broadland</b>	North Walsham Road; Bus and Cycle Route enhancements	Enhancements to bus and cycle routes along North Walsham Road.	No update.
<b>Broadland</b>	Yarmouth Road / Thunder Lane	Identify options to provide priority to the main traffic flow on Yarmouth Road.	On hold, no design identified
<b>Cross Authority</b>	Car club / E-charging / E or regular cycle hire facility on East Norwich SRA	Car club / E-charging / E or regular cycle hire facility on East Norwich SRA.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.

District	Project Name	Project Description	Status - Notes
Cross Authority	Bridge over the Yare; connecting the May Gurney and Deal Ground sites	Fixed all modes bridge over the Yare connecting the May Gurney site to the Deal Ground site of adoptable standard.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Cross Authority	Cycle and pedestrian wayfinding	Install wayfinding signage to guide cyclists and pedestrians along defined routes across Greater Norwich.	Some design work has been completed for certain routes, but further work is required.
Cross Authority	Cargo bikes infrastructure	Cycle infrastructure works required to accommodate the specific dimensions and riding characteristics of cargo bikes across Greater Norwich.	An audit has been undertaken to identify locations on the Greater Norwich cycle network where infrastructure works are needed to accommodate the specific dimensions and riding characteristics of cargo bikes.
Cross Authority	Sprowston Road	Provide new inbound and outbound bus lanes and seek to provide an outbound segregated cycle track along Sprowston Road, south of the outer ring road.	Project under development.
Cross Authority	Secure cycle parking	Secure cycle parking across Greater Norwich at locations such as cycle hubs, busy locations such as shops, cafes and attractions and in residential areas where storing a cycle at home is not possible.	Scheme development required.
Cross Authority	Solar canopies at car parks	Provision of solar canopies at large parking areas to support the provision of electric vehicle charge points.	Scheme development required.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Cross Authority</b>	UEA to NRP Transport Improvements	Provide new bus, cycle and pedestrian bridge across Yare Valley at the western end of Chancellors Drive as well as appropriate links on either side of the bridge.	Data collection work in progress, following the allocation of Transport for Norwich funding.
<b>Cross Authority</b>	Transport Hubs	Introduce transport hub facilities and catchment works Easton, Queens Hills, Dereham Road (near Hotblack Road) and Dereham Road (near Duoro Place).	No update.
<b>Cross Authority</b>	Harvey Lane Travel Hub	Introduction of travel hub facilities and catchment works at Harvey Lane, near Primrose Crescent, Broadland Business Park and Postwick Park & Ride.	No update.
<b>Cross Authority</b>	North East Norwich Transport Hubs	Introduce transport hub facilities and catchment works in North East Norwich, possible locations include Wroxham Road shops, Sprowston Road near Templemere, Sprowston Road near Denmark Opening, Plumstead Road shops, Salhouse Road (near Atlantic Avenue) and Rackheath.	Further feasibility work required.
<b>Norwich</b>	St Giles Street	Redesign of St Giles Street with high quality pedestrian and public realm improvements.	Concept design produced and public consulted. Scheme development paused due to lack of funding.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Norwich</b>	Kett's Hill Roundabout; Bus & Cycle Improvements	This project will introduce a bus lane on Kett's Hill approach, facilitated by the removal of parked cars and alterations to the roundabout to improve safety for cyclists.	Project on indefinite hold.
<b>Norwich</b>	Airport Park & Ride Travel Hub	Introduce travel hub facilities and catchment works at Airport Park & Ride.	No update.
<b>Norwich</b>	Carrow Hill	Feasibility into allowing contraflow cycling on Carrow Hill.	No update.
<b>Norwich</b>	Dereham Road / Old Palace Road / Heigham Road	Options are being considered for cycle improvements along Dereham Road / Old Palace Road / Heigham Road.	This project will be considered as part of a more strategic review of walking and cycling in the area.

District	Project Name	Project Description	Status - Notes
Norwich	Drayton Road: Sloughbottom Park entrance access improvements	This project will deliver a range of improvements along Drayton Road at the Sloughbottom Park entrance. Work will include creating bus stops with shelters for inbound and outbound buses close to the park entrance and the route down Galley Hill from housing areas within Mile Cross – the current bus stops are a long way away, upgrading one of the pedestrian refuges to a formal crossing – there is currently no signalised or zebra crossing near the park entrance, parking control measures at the east end of Hellesdon Hall Road near the park entrance – parking can currently interfere with the use of the east-west neighbourhood route and diminish the profile of the park entrance.	Project added to the list of projects for consideration in allocation of Transport for Norwich feasibility funding.
Norwich	All modes bridge over the Wensum	All modes bridge over the Wensum connecting Deal Ground spine road with Utilities site.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
Norwich	Carrow Road / King Street junction improvements	Improvements at the Carrow Road / King Street junction.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Norwich</b>	Hellesdon; Cycling and walking provision	Feasibility required for improved provision for cycling and walking in Hellesdon, looking at the possibility of segregated cycle facilities, shared use or traffic calming.	No update.
<b>Norwich</b>	East-west pedestrian / cycle route to connect King Street to the railway underpass.	East-west pedestrian / cycle route to connect King Street to the railway underpass.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
<b>Norwich</b>	Marriotts Way; Review of cycling conditions	Surfacing and width improvements (increased to 3.5m) along Marriott's Way between Mile Cross Road and Hellesdon Road.	No update.
<b>Norwich</b>	East-west pedestrian / cycle route to connect the railway underpass to Whitlingham Bridge	East-west pedestrian / cycle route to connect the railway underpass to Whitlingham Bridge.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
<b>Norwich</b>	Mile Cross Road / Drayton Road roundabout	Pedestrian and cycle improvements at the roundabout which is on the brown pedalway.	Feasibility development required.
<b>Norwich</b>	Enhancement of underpass connecting Carrow Works and Deal Ground / May Gurney sites	Enhancement of underpass connecting Carrow Works and Deal Ground / May Gurney sites.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
<b>Norwich</b>	Norwich City Football Club Travel Hub	Introduce travel hub facilities and catchment works at location north and east of Geoffrey Watling Way.	Feasibility development required.
<b>Norwich</b>	Infrastructure at Carrow Works	Key road infrastructure across the Carrow Works site to accommodate public transport.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Norwich</b>	Martineau Lane / Bracondale Roundabout Improvements	Martineau Lane / Bracondale roundabout improvements.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
<b>Norwich</b>	New or replacement junction close to the existing Bracondale entrance to May Gurney Site	New or replacement junction close to the existing Bracondale entrance to May Gurney Site.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
<b>Norwich</b>	King Street/Rouen Road Improvements	Pedestrian and cycle improvements to King Street/Rouen Road.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
<b>Norwich</b>	Exchange Street Improvements	Improvements to the public realm in and around Exchange Street.	No update.
<b>Norwich</b>	Improvements along the Wensum frontage of the ATB Laurence Scott site	Pedestrian / cycle route along the Wensum frontage of the ATB Laurence Scott site.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
<b>Norwich</b>	Improvements along the Wensum frontage of the Utilities site	Pedestrian / cycle route improvements along the Wensum frontage of the Utilities site.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
<b>Norwich</b>	Foot/cycle bridge over the Wensum	Pedestrian and cycle bridge over the Wensum linking to Geoffrey Watling Way / Carrow Road.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
<b>Norwich</b>	Cycle route through Carrow Works	Safe and convenient cycle route through Carrow Works site connecting Martineau Lane roundabout to King Street.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Norwich</b>	Trowse Rail Bridge	Trowse Rail Bridge replacement.	No update.
<b>Norwich</b>	Unthank Road Travel Hub	Introduce travel hub facilities and catchment works to Unthank Road.	No update.
<b>Norwich</b>	Vulcan Road Travel Hub	Introduce travel hub facilities and catchment works to Vulcan Road.	No update.
<b>Norwich</b>	Second point of access from King Street to Carrow Works	Second point of access from King Street to Carrow Works.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
<b>Norwich</b>	St Stephens Roundabout	Provide an improved environment for pedestrians and cyclists as an enhanced gateway to the city.	This project remains an aspiration.
<b>Norwich</b>	Secondary access to Hardy Road and / or Cremorne Lane from Utilities Site	Secondary / emergency vehicular and pedestrian / cycle access to Hardy Road and / or Cremorne Lane from Utilities Site.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
<b>Norwich</b>	Spine road across the Deal Ground	Spine road across the Deal Ground.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
<b>Norwich</b>	Bracondale / King Street Junction Improvements	Bracondale / King Street junction improvements.	An options appraisal is currently being produced

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Norwich</b>	Carrow Works bus infrastructure improvements	Bus service and appropriate bus infrastructure on Carrow Works.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.
<b>Norwich</b>	North City Centre Active Travel Scheme	This project will make St Andrews Street one way westbound, with contra flow facilities for cycles and emergency vehicles. Work will also include widening pavements on St Andrews, restricting the movement out of Exchange Street to left turn only and improving cycle facilities on Duke Street.	Scheme has been designed but has been put on indefinite hold. Remains aspirational.
<b>Norwich</b>	Martineau Lane	Improvements to walking and cycling facilities on Martineau lane linking to existing facility on Bracondale.	No update.
<b>Norwich</b>	Mile Cross Road	To improve cycling conditions along Mile Cross Road.	Scheme under development, initial consultation complete. Further funding needs to be identified before delivery can be programmed
<b>Norwich</b>	Bracondale Cycle Improvements	Protected cycle lanes; closure of Ber Street to traffic between Finklegate and Bracondale.	A feasibility study has been commissioned for the King Street / Bracondale junction.
<b>Norwich</b>	Mile Cross Travel Hub	Co-locate and consolidate all shared transport services to create an improved transport interchange at this busy, out of city centre shopping arcade.	Feasibility work in progress

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Norwich</b>	Sprowston Road; Magdalen Road – Denmark Road	Options considered for addressing this could include changes to parking provision and traffic circulation.	Original funding source is no longer available. Now exploring options to move the project forward.
<b>Norwich</b>	Cromer Road / Fifers Lane pedestrian and cycle improvements	Introduce pedestrian and cycle facilities at the Cromer Road / Fifers Lane junction, giving access to the recently introduced BSIP Gold Stop outside Tesco Express.	Scheme development required.
<b>Norwich</b>	Earlham Road	Create a secondary cycle route along Earlham Road and review pavement parking.	Feasibility work required.
<b>Norwich</b>	Outer Ring Road / Denton Road	Create a new segregated cycle crossing with appropriate wayfinding on the ring road.	Feasibility work required.
<b>Norwich</b>	St George's Plain	Improvements to the St Georges Plain area.	Site allocation in GNLP identifies scope to improve the space in association with the development of St George's Works.
<b>Norwich</b>	Marriott's Way: Inner Ring Road Crossing	Improvements to the capacity and safety for the signalised walking and cycling crossing on the Inner Ring Road connecting into the start of the Marriott's Way.	No update.
<b>Norwich</b>	Amsterdam Way cycle link	Provide the missing link of the yellow pedalway between the airport sustainable link road and the A140 corridor.	Scheme development required.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Norwich</b>	Edward Street	Widening to create wider off carriageway path or cycle contraflow on carriageway with light segregation along Edward Street.	No update.
<b>Norwich</b>	Heartsease Lane	Provision of a new mandatory cycle lane facility with wands on both sides of carriageway, improvement to the walking infrastructure with an upgrade of the pedestrian crossing to a segregated crossing and footway widening.	No update.
<b>Norwich</b>	Thorpe Road / Harvey Lane Bus Priority	Introduce a bus lane on the outbound approach to Harvey Lane.	On hold, no viable design identified.
<b>Norwich</b>	Hurricane Way	Widening to accommodate protected cycle lanes.	Feasibility work required.
<b>Norwich</b>	St Augustine's Gate	Modify the approach to this junction to reduce conflict between road users.	Project remains an aspiration.
<b>Norwich</b>	St Mary's Plain	Improvements to the St Mary's Plain area.	Analytical component of the feasibility work completed design work yet to be undertaken. Funding not yet identified for delivery.
<b>South Norfolk</b>	Thickthorn Park and Ride Expansion	This project will deliver an expansion at Thickthorn Park and Ride, including adding an additional 500 spaces, coach parking and Electric Vehicle charging.	This project is currently on hold as it is not economically viable to sustain an expansion at Thickthorn while Park & Ride usage has not returned to pre-pandemic levels.

District	Project Name	Project Description	Status - Notes
South Norfolk	New crossing on B1113 at Swardston	Provide new pedestrian crossing in the village centre.	Scheme development required.
South Norfolk	Norwich Research Park Expansion	Norwich Research Park expansion, B1108 and other transport improvements.	NRP expansion permitted and under construction. Highways work will be triggered throughout development but has not yet commenced.
South Norfolk	Transport interchange improvements at Wymondham Rail Station	Provide a transport hub at Wymondham rail station, providing facilities for buses, taxis, Beryl bikes and car club vehicles.	The aspiration is that this would come forward for delivery through development of the site opposite the rail station.
South Norfolk	Park and Ride Electric Vehicle charging and solar canopies	Provision of electric charging for private vehicles and buses at Park and Ride sites.	This project was suggested as a replacement for the Thickthorn P&R expansion using TCF funding, however TCF funding has now been spent.
South Norfolk	South Wymondham supporting infrastructure	This project will deliver bus, cycle and pedestrian improvements to link South Wymondham with the town centre and rail station.	This project will come forward through development.
South Norfolk	Harford A47 Junction - Bus priority	Provision of new inbound bus lane on approach to A47 Harford Junction on the A140.	Not progressed - scheme under review.
South Norfolk	Colney Lane (pink) Pedestrian Cycle links	Off-carriageway cycle provision along Colney Lane.	Feasibility work required.
South Norfolk	Bluebell Road / Cow Lane	Improve cycling conditions at the junction on Bluebell Road.	Feasibility work required.

District	Project Name	Project Description	Status - Notes
South Norfolk	Harford Park & Ride cycle link	Allow cycle provision to the Park and Ride either via a shared use path or segregated cycle facility.	Feasibility work required.
South Norfolk	Hethel sustainable access package	This project will provide sustainable transport links between Hethel, Wymondham and Norwich Research Park. It proposes new cycleways, footways and improvements to transport links in the town centre.	Work on this project is currently on hold, but remains an aspiration for South Norfolk Council.
South Norfolk	Improvements to the bridge over the Yare to Whitlingham Country Park	Fixed pedestrian and cycle bridge over the Yare to Whitlingham Country Park.	Project definition and costs will be further developed through updates to the East Norwich Infrastructure Delivery Plan.

**Table 13 - Aspirational Education Projects**

District	Project Name	Project Description	Status - Notes
Norwich	East Norwich new Primary School	The East Norwich Masterplan / draft Supplementary Planning Document (SPD) has identified a requirement for a new 2 form entry primary school on the East Norwich site.	Identified as a requirement through masterplan and draft SPD.
South Norfolk	Easton Primary School extension	This project will deliver an expansion at Easton Primary School to increase the number of school places to 420.	Awaiting further housing growth for permanent capital project.

**Table 14 - Aspirational GI Projects**

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Broadland</b>	Broadland East to West Secondary Corridor Via Marsham	Works will include the creation of circular walks connecting to Marriotts Way, footpath improvements where necessary (e.g. surfacing, drainage etc), more extensive waymarking of routes, boards installed at car parks, showing circular walks and car park improvements, where necessary.	Project requires a project brief / feasibility study, of which will determine project costs.
<b>Broadland</b>	Brundall to Acle Green Network	This project will improve green infrastructure links, habitat connectivity and Public Open Space's (POS's.)	To be delivered through permitted development. Requires a project brief / feasibility study to determine next steps and project costs.
<b>Broadland</b>	Brundall to NEG T Connection	This project will improve green infrastructure links, habitat connectivity and Public Open Space's (POS's.)	Project costs to be identified through a feasibility study.
<b>Broadland</b>	Bure Valley Path - Blue Way - Phase 2	This project aims to enhance the function, quality and accessibility of the valley as a Blue Way within the overall green infrastructure network. The project would deliver public access improvements, 'greening' of route corridors/experience, river crossings and biodiversity management.	Stage 1 completed in 2023/2024.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Broadland</b>	Burlingham Woods and Walks	Improving and enhancing the existing woodland and walking infrastructure in and around Burlingham to increase quality and capacity for recreational use.	Contractors not found to take forward work previously scoped out. Project will be rescoped to focus on green infrastructure which could be delivered through improved management of existing accessible land owned by Norfolk County Council.
<b>Broadland</b>	Burlingham Green Bridge	Scoping for Burlingham to deliver a green bridge over the A47, opening access to a network of permissive paths and green space for Blofield and Brundall.	This project has not been taken forward by Highways / National Highways so is now very unlikely to be delivered in the near future. This could be taken forward by a multi-partner strategic approach and would enable improved GI access for residents south of the A47.
<b>Broadland</b>	Burlingham Trails - Attractions and Facilities Project	Creation of additional attractions and improvements to existing facilities including disabled access, a cycle circular, informal recreation areas, woodland planting, improved car parking, information boards, waymarking and a sculpture trail.	Project in development. Master planning/ feasibility is in progress with Pooled Business Rates funding.
<b>Broadland</b>	Buxton Heath to Aylsham Secondary Corridor	Creation of circular walks connecting to Marriotts Way. Footpath improvements, where necessary (e.g. surfacing, drainage etc.) More extensive waymarking of routes; Boards installed at car parks, showing circular walks. Car park improvements, where necessary.	Project requires a project brief / feasibility study, of which will determine project costs.

District	Project Name	Project Description	Status - Notes
Broadland	Canhams Hill open space /GI provision	Enhancement of the green space between Hellesdon and Drayton at Canhams Hill County Wildlife Site (CWS.)	Likely to be delivered through Development. Part of the feasibility study for Drayton & NW Forest & Heaths. Costs to be identified following feasibility study.
Broadland	Catton Park to Spixworth Secondary Corridor	This project will improve green infrastructure links, habitat connectivity and Public Open Space's (POS's.)	To be delivered through permitted development. Requires a project brief / feasibility study to determine next steps and project costs.
Broadland	East Broadland Walking Improvements	This project will deliver local walking circulars with links to pubs, restaurants and cafes.	Project requires a project brief / feasibility study, of which will determine project costs.
Broadland	Haveringland to Cawston Secondary Corridor	This project will deliver improvements to footpaths/rides within site in order to create circular routes, installation of signage at site entrance and waymarking/interpretation throughout woodland, completion of an ecological survey to make recommendations for managing biodiversity of site, explore opportunities to enhance and expand car park off Cromer Rd and promotion of the site locally via promotional literature signage and enhancements to connecting footpaths, where applicable.	Project requires a project brief / feasibility study, of which will determine project costs.

District	Project Name	Project Description	Status - Notes
Broadland	Hellesdon to Drayton Greenway	This project seeks the development of a green corridor or greenway, running north-south through the west of the parish of Hellesdon. At its southern end, the corridor will begin at Hellesdon Bridge (in north-west Norwich, at the junction of Marriott's Way) and it will lead to Drayton Wood, at the northern edge of Hellesdon parish. This takes in development sites such as the Royal Norfolk Golf Course and Hellesdon Hospital.	Improvements at Drayton are complete, connections through to Hellesdon are yet to come forward for delivery.
Broadland	Hevingham to Thorpe Marriott Secondary Corridor	Connecting Marriott's Way at Thorpe Marriott to Hevingham, via Horsford.	Project requires a project brief / feasibility study, of which will determine project costs.
Broadland	Improvement to walking in the NE; in relation to NDR	This is linked to the Drayton to Horsford Greenway project but will expand this work to a wider area.	Project requires a project brief / feasibility study.
Broadland	Landscaping of Green Lane East and Brook Farm Road Links	Provision of a landscape cushion south of Thorpe End Village, to provide informal recreation space, as well as ecological connectivity. The landscape form created by the historic use of the area should be used to inform the character of the landscaping buffer to Thorpe End.	To be delivered through development. Project costs to be identified following feasibility study.

District	Project Name	Project Description	Status - Notes
Broadland	Lenwade to Hevingham Secondary Corridor	This project will deliver improvements to footpaths/rides within site in order to create circular routes, install signage at site entrance and waymarking/interpretation throughout woodland, complete an ecological survey to make recommendations for managing biodiversity of site, explore opportunities to enhance and expand car park off Cromer Rd and promote the site locally via promotional literature, signage and enhancements to connecting footpaths, where applicable.	Project costs to be identified following feasibility study.
Broadland	Link from Blofield to Blofield Heath	Conduct a feasibility study into the creation of a link between Blofield and Blofield Heath. This would provide a footpath along the Woodbastwick Road taking people to the crossing point over the A47 on plantation Road with the potential further links from Blofield Heath East to the Burlingham Trails and West to the 'Plumstead's.'	Project is in feasibility. Working with the landowner to understand possibilities to progress the project.
Broadland	Management of Weston Wood (Ancient Woodland)	Management of Weston Wood is to be delivered through a programme of projects secured through land use protection, planning permissions and/or other projects.	Ancient Woodland Management Plan to be produced and implemented on Pinebanks site secured through the grant of planning permission. Project costs to be identified following feasibility study.

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

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Broadland</b>	South East Lingwood Green Infrastructure Connectivity	Improve access links and wildlife connectivity from South Burlingham and Beighton to the new development site to the South-East of Lingwood. Creation of safe walking route on Norwich Road.	Feasibility study was conducted by UEA students which will now be used to inform future delivery of the project.
<b>Broadland</b>	South Walsham Fen Access	Improved access to South Walsham Fen.	Feasibility study required.
<b>Broadland</b>	South Walsham GI Project	Potential for several aspects of green infrastructure provision in South Walsham; including a footpath on School Road, creation of several circular walks and creation of a mixed-use community space west of School Road.	Project in development.
<b>Broadland</b>	Sprowston Manor Golf Course	Retention and protection of bat roosts.	Project requires a project brief and feasibility study, of which will determine project costs.
<b>Broadland</b>	Thorpe Ridge	Protection and enhancement of woodlands and provision of public access; feasibility study.	Work connected to a planning application due to come forward.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Broadland</b>	Thorpe Woodlands	The protection of the ecological value of these woodlands is necessary within the development proposed for the north-east of Norwich. In particular, the value of their role as an 'ecological hub' in delivering ecological connectivity must be retained, and this connectivity should be secured through adjoining allocated sites. If recreation use is considered appropriate, this must be carefully managed to ensure the value for biodiversity will not be adversely impacted.	To be delivered through Local Plan policy. Project costs to be identified following feasibility study.
<b>Broadland</b>	Thorpe Woodlands to Broadwalk Plantation Secondary Corridor	Secondary green infrastructure corridor to be achieved through development as a result of protection of tree belts and arrangement of open spaces, sustainable drainage systems (SuDS) and landscape across the site.	Project requires a project brief and feasibility study, of which will determine project costs.
<b>Broadland</b>	Thorpe Woodlands to Dobbs Beck (Via Harrisons Plantation) Secondary Corridor	Secondary green infrastructure corridor requires the continued safeguarding of the wildlife interest of Thorpe Woodland, Sprowston Manor through the Joint Core Strategy (JCS) and DM policies.	Project requires a project brief and feasibility study, of which will determine project costs.

District	Project Name	Project Description	Status - Notes
Broadland	Thorpe Woodlands to Smee Lane Secondary Corridor	Secondary green infrastructure corridor requires the continued safeguarding of the wildlife interest of Thorpe Woodland, Sprowston Manor through the Joint Core Strategy (JCS) and DM policies.	Project requires a project brief and feasibility study, of which will determine project costs.
Broadland	Thorpe Woodlands to Witton Run Secondary Corridor	Secondary green infrastructure corridor requires the continued safeguarding of the wildlife interest of Thorpe Woodland, Sprowston Manor through the Joint Core Strategy (JCS) and DM policies.	Project requires a project brief and feasibility study, of which will determine project costs.
Broadland	Three Rivers Way	Connection to Broadland Way/Norwich Cycle Network.	Three Rivers Way funded. Funding required for connection to Broadland Way/Norwich Cycle Network. Costs to be identified following feasibility study, incorporated into Norfolk Local Cycling and Walking Infrastructure Plan.
Broadland	West Brundall GI Project	Creation of potential walking links to the west of Brundall, connecting new developments to the North West, linking to Witton Run, and creating a link between Brundall Gardens and the Parish Council Allotments.	No update.
Broadland	West-East GI Connectivity: Catton, Sprowston & Spixworth	This project will improve green infrastructure links, habitat connectivity and Public Open Space's (POS's.)	To be delivered through development. Project costs to be identified following feasibility study.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Broadland</b>	Whitlingham Extension	Projects that provide viable alternative locations for recreational use, reducing impact made on the internationally designated sites arising from growth or existing green infrastructure such as Whitlingham Park including the potential offered by the Crown Point Estate.	Scheme will require project brief and a feasibility study to determine benefits and project cost.
<b>Broadland</b>	Nature North of Norwich Nature Recovery Project	Community and landowner led nature recovery project based around the North West Woodland Corridor.	Feasibility study is being undertaken and due to be completed in June/July 2025. This was funding from Pride in Place and GIs106. Norfolk FWAG has created a Nature North of Norwich Cluster Group, GI s106 has been used to fund the first year of this group. A funding bid for feasibility money will be submitted to Water Resource East to look at river and water quality improvements.
<b>Broadland</b>	Drayton to Horsford Greenway	This project will deliver access improvements from Taverham and Drayton through to Drayton Drewray and Broadland Country Park.	Project in development.
<b>Broadland</b>	Beeston Park to Spixworth Secondary Corridor	This project will improve green infrastructure links, habitat connectivity and Public Open Space's (POS's.)	The new Country Park will be delivered as part of the Beeston Park housing development. It will be funded and delivered by the developer.

District	Project Name	Project Description	Status - Notes
<b>Broadland</b>	Broadland Way - Green Lane North to Plumstead Road	The Broadland Way is being promoted as a Green Infrastructure corridor which will allow nonmotorised users (NMUs) to cross the NDR from Norwich and head north, bypassing Thorpe End through Rackheath and on to Wroxham. The full Broadland Way route would stretch from Norwich to Wroxham and would contribute to, and provide a missing link, in the Norfolk Trails network; Broadland Way, together with the Bure Valley Way and Marriott's Way, would provide a recreational trail that will form a loop of approximately 50 miles that includes Norwich and its cycleway network.	The connection between NDR and Wroxham will be delivered as part of the Rackheath Housing development on the old airfield. Connectivity from the NDR to Norwich should be delivered via developments in Sprowston.
<b>Cross Authority</b>	Green Loop	Connecting Broadland Way, Bure Valley Path and Marriotts Way.	Project development & feasibility study to be reviewed and updated (subject to funding). Costs to be identified following feasibility. Estimated delivery year subject to securing funding.
<b>Norwich</b>	Sewell Park	This project will deliver a range of improvements at Sewell Park, works will include play area enhancements, install park infrastructure, signage, footpaths, fencing, accessibility and biodiversity enhancements.	Initial definition of project scope concluded.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Norwich</b>	Access improvements to Riverside Walk upstream of New Mills	This project will enhance key green infrastructure to increase leisure usage upstream of New Mills including the creation of section of Riverside Walk, improvement of surfaces and accessibility, enhancing and creating new walks.	Project requires further development. Locations, projects and delivery partners all need to be scoped.
<b>Norwich</b>	Bowthorpe and Earlham Marshes paths	This project will improve access for all by replacing muddy and wet paths with a hard surface all weather path. This includes an important section of the Yare Valley Walk.	Awaiting receipt of funding when triggers reached in signed section 106 agreement.
<b>Norwich</b>	Bowthorpe Historic Parkland	Restoration of historic parkland features and path works at Bowthorpe.	Delivery of this project is dependent on the phasing of Three Score. Awaiting receipt of funding when triggers reached in signed section 106 agreement.
<b>Norwich</b>	Castle to Carrow Wooded Ridge	Path restoration and new path creation, and improvement to setting of city wall.	Concept proposal awaiting feasibility.
<b>Norwich</b>	River Wensum Enhancements	Providing better links/ supporting access to Sweetbriar Marshes connecting urban areas of deprivation to good quality green infrastructure (Marriott's Way.)	Scheme will require a project brief and feasibility study to determine benefits and project cost.
<b>Norwich</b>	Threescore Development: Bowthorpe Southern Park	Manage and maintain Bowthorpe Southern Park for the local community to enjoy, work to include improving and maintaining access and biodiversity.	Legacy funding is used for the ongoing maintenance and management of Bowthorpe Southern Park. Delivery of this project is dependent on the phasing of Three Score.

District	Project Name	Project Description	Status - Notes
Norwich	Yare Valley Walk Northern Extension	Extension of Yare Valley path from the car park on Three Score Road to New Road.	Design required. Awaiting receipt of funding when triggers reached in signed Section 106 agreement.
Norwich	Yare Valley Walk extension: Neatmarket to Cooper Lane	Pedestrian and cycle link across the site to link with Yare Valley Walk and the nearby Cooper Lane Picnic area.	Outline feasibility undertaken, awaiting Section 106 funds when triggers reached in signed agreement, further feasibility required prior to funding application.
South Norfolk	Boudicca Way	Creating links to developments.	Preliminary design work.
South Norfolk	Boudicca Way	Cycling improvements to Boudicca Way.	This is a wider connectivity scheme within the Countywide LCWIP. The next step is to complete scheme feasibility to understand route design and costs to enable people to be able to cycle and wheel along this route. Currently people can only walk. No funding has been secured for delivery past scheme prioritisation stage.
South Norfolk	Claylands Forest	Rejuvenation of the Claylands landscape by increasing tree cover through Trees Outside Woodlands and a network of smaller-scale woodlands accessible to the public.	Project bid was delivered for the DEFRA- funded 'Forest for the Nation' competition and can be developed further for other funding sources. Consensus gained with partners and will be developed to a new expression of interest incorporating more Local Nature Recovery Strategy objectives in 2025.

District	Project Name	Project Description	Status - Notes
South Norfolk	Marriott's Way: Queens Hill Cycle connection	This project will deliver improved access to Marriott's Way in the Queens Hill area.	Project requires feasibility work.
South Norfolk	Scole to Diss Footpath/Cycle route	The creation of a cycle/footpath alongside the A1066.	Project requires a feasibility study, of which will determine project costs.
South Norfolk	Smockmill Common	Improved pedestrian access to Smockmill Common.	Requires project development, landowner permission and funding.
South Norfolk	Tas Valley Blue Way	This project aims to enhance the function, quality and accessibility of the valley as a Blue Way within the overall green infrastructure network. The project would deliver river corridor meadow/wetland enhancements, links to Roman heritage site at Caistor St Edmund, south Norwich communities link to greenspace via foot and cycle ways and possible green way links to Bungay.	Project requires a project brief and feasibility study, of which will determine project costs.
South Norfolk	Woodland Creation between Hethersett and Wymondham	To create an area of publicly accessible woodlands between the two key growth locations of Hethersett and Wymondham.	Scheme will require project brief and a feasibility study to determine benefits and project cost.
South Norfolk	Wymondham - Tuttle Lane enhancements phase 1	Planting of hedgerow/parkland trees along Tuttle Lane from east to west creating an ecological corridor.	No update.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>South Norfolk</b>	Wymondham - Lizard and Silfield Nature Reserves	To protect and enhance the Lizard and Silfield Nature Reserve by the creation of alternative green infrastructure routes (such as new permissive footpaths) for recreational access.	No update.

**Table 15 - Aspirational Sport Projects**

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Broadland</b>	Acle Community Sports Hub	There is aspiration to improve the community leisure provision in Acle by constructing a new sports hall, changing rooms, community gym, and studio on the Acle Academy High School site.	Some feasibility work and planning/pricing has been carried out and conversations are ongoing with the academy and other key stakeholders.
<b>Broadland</b>	Buxton Football Club New Pavilion	Delivery of a new pavilion for Buxton Football Club, allowing the club to further develop their youth and women's teams/programmes, as desired.	This project is aspirational, and no feasibility work has yet been undertaken. This project hasn't progressed any further to date.
<b>Broadland</b>	Growth Triangle Area Community Leisure Centre	There is a need for additional community leisure provision in the growth triangle area, co-located with a new secondary school.	2 hectares of land has now been allocated by Taylor Wimpey within the masterplan for the North Rackheath GT16 site. Currently working with the developer on delivery routes.
<b>Broadland</b>	Growth Triangle Area Football Pitch Provision	Demand has been identified to provide additional sports pitches in the North East Norwich Growth Triangle, including an additional 3G pitch.	An area within the GT16 North Rackheath masterplan is identified for the 3G pitch, alongside the leisure centre and near to the school. Current plans are for the developer to deliver this.
<b>Broadland</b>	Hellesdon High School Sports Hall Refurbishment	Modernisation of Hellesdon High School sports hall. This will be a partnership project, delivered by Wensum Trust.	This project is aspirational, and no feasibility work has been undertaken.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Broadland</b>	Horsford Community and Football Hub	Delivery of a full size 3G pitch, community/ clubhouse building and natural turf pitches.	A feasibility study has previously been undertaken looking at this facility on a specific piece of land, however this land is now no longer an option. The Parish Council are now considering other options as part of their Neighbourhood Plan development, including a call for sites.
<b>Broadland</b>	Spixworth Village Hall & Playing Fields	Improvements to the facilities at Spixworth Village Hall and Playing Fields.	Project scope and feasibility needs to be understood. No further progress to date.
<b>Broadland</b>	Sprowston High School Sports Hall Refurbishment	Refurbishment / upgrade and potential newly built provision community leisure facilities at Sprowston High School.	Conversations with the school have progressed and are ongoing. Looking at using off-site s106 contributions from developments in Sprowston to help fund this project at the school. Updating/ refurbishment of the changing rooms, sports hall floor, swimming pool area and plant room are the priority, with the potential of looking at a new build fitness suite and additional changing rooms, that could provide additional community leisure provision. No feasibility work has yet been undertaken. Work is underway to identify what S106 contributions can be utilised. Exact project cost will be identified through feasibility study when completed.

District	Project Name	Project Description	Status - Notes
Broadland	Sprowston High School Swimming Pool Refurbishment	Refurbishment and upgrade of the swimming pool on Sprowston High School site.	Conversations with the school have progressed and are ongoing. Looking at using off-site s106 contributions from developments in Sprowston to help fund this project at the school. Updating/ refurbishment of the changing rooms, sports hall floor, swimming pool area and plant room are the priority, with the potential of looking at a new build fitness suite and additional changing rooms, that could provide additional community leisure provision. No feasibility work has yet been undertaken. Work is underway to identify what S106 contributions can be utilised. Exact project cost will be identified through feasibility study when completed.
Broadland	Taverham Community Leisure Provision	Development of a new community leisure centre in Taverham, forming part of a wider public services facility.	Project being developed with key stakeholders, early design, cost and facility mix have been created.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Broadland</b>	The Nest, Phase 3	This project aims to deliver a new 8 court sports hall and other ancillary infrastructure at the Nest.	The second 3G pitch has successfully been delivered at the Nest. The Community Sports Foundation (CSF) were unsuccessful with a £5m Youth Investment Fund bid and so plans and potential phasing is now being considered. The CSF were awarded £650,000 from the Infrastructure Investment Fund (IIF) in 24/25 funding round, but this was recovered due to additional significant match funding not being achieved. The CSF have now delivered a new shop and wellbeing studio and are currently looking at building new padel courts. The new sports hall remains a clear and supported aspiration.
<b>Broadland</b>	Thorpe St Andrew School Swimming Pool Refurbishment	Refurbishment and upgrade of the swimming pool on the Thorpe St. Andrew School site. This will be a partnership project, delivered by Yare Education Trust.	Work is underway to understand whether the scheme can receive off-site S106 funding. The site is on the fringe of the growth triangle, and it is important to keep the swimming pool available for the wider community.
<b>Broadland</b>	Thorpe St Andrew Sports Hall Refurbishment	Refurbishment of the sports hall on the Thorpe St. Andrew School site. This will be a partnership project, delivered by Yare Education Trust.	Currently trying to secure off-site s106 funding to deliver a new sports hall, as per historical agreed planning. Feasibility to be undertaken to identify scope and cost.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Broadland</b>	Woodland View Junior School Community Leisure Provision	This project would add a community swimming pool and gym on the Woodland View Junior School site.	Feasibility required after some initial conversations with the school. This project has not progressed any further.
<b>Broadland</b>	Horsford Cricket Club Improvements	The club have recently made improvements to the clubhouse, changing rooms and patio area, and have wider plans to improve provision at the site. The nets are also in need of replacing.	Currently working with the club to understand and advise on plans.
<b>Broadland</b>	Norwich Cricket Club Improvements	The club are considering significant clubhouse repairs or an extension, including the idea of building a whole new facility.	The club have identified the works that need to be completed and are currently understanding cost. Working with Broadland District Council and the parish council to discuss the utilisation of significant CIL funding.
<b>Broadland</b>	Aylsham Sports Hub 3G Changing Rooms and Community Cafe	This would be the final phase of the sports hub at Aylsham High School and is seeking to deliver bespoke changing rooms for users of the 3G pitch, and a community cafe.	The new gym at Aylsham Sports Hub is nearing completion and the next phase of the plans is to deliver specific changing rooms for the benefit of users of the 3G pitch, and a community cafe. The school are working with Norfolk FA and Broadland District Council on these plans and feasibility will be completed at the appropriate time.
<b>Norwich</b>	North of Norwich community leisure provision	Provision of a new leisure facility, located in the North of Norwich.	Initial feasibility work is now complete showing need. Detailed work to get the project to RIBA 3 is required. Funding is being sort for this next stage.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Norwich</b>	Hewett Academy Improvements	Upgrades to the sport facilities available at The Hewett Academy.	Options are currently being assessed as part of the school rebuild.
<b>Norwich</b>	Nelson School Swimming Pool	Modernisation of the swimming pool, allowing it to be utilised by the local community.	Project cost to be identified through a feasibility study.
<b>Norwich</b>	Norman Centre Refurbishment	This project aims to deliver an improved community focussed centre reimagining space, offering new sports and leisure facilities and reducing the carbon footprint of the building.	Appointed architects to look at building layout including how the building can be made more energy efficient. This will help inform further work around options and cost.
<b>South Norfolk</b>	3G Pitch in the Diss area - Diss Sports Ground	This project aims to deliver a new full size 3G pitch in Diss, as part of the Town Council's plans to develop the Sports Ground site. This could form part of a wider project to modernise and expand the existing community building and public services on the site.	This project is in the very early stages. Initial feasibility has been completed by the Town Council. The Norfolk FA and Football Foundation are supportive of the project as it meets an identified strategic need and therefore Football Foundation funding could be a possibility.
<b>South Norfolk</b>	Archbishop Sancroft Swimming Pool refurbishment and development	This project would involve refurbishing the Archbishop Sancroft swimming pool, allowing it to open for community use.	This project may not happen / be required, as the school have just arranged a long-term lease agreement with Water Lillies.
<b>South Norfolk</b>	Trowse Sports Hall	Aiming to refurbish and bring the sports hall in Trowse back into a fit and attractive operating state, in order to make it a community asset and increase usage.	This is a very desirable project to try and complete, especially with the large housing growth in the area. Broadland District Council is continuing to work closely with Crown Point Estate to find a solution / way forward for the facility.

District	Project Name	Project Description	Status - Notes
South Norfolk	Mulbarton Mulberry Park	This project aims to deliver an improved community hub, including the refurbishment / extension / new build of the community centre, alongside a 3G pitch and changing room improvements for the football club to achieve the necessary FA ground grading requirements.	A feasibility study has been completed, which gives good insight around potential options and cost. Discussions are ongoing around ownership of the land.
South Norfolk	Hilltops Sports Ground CEYMS	Potential project to bring all the sports clubs under one, new and improved community building / clubhouse	Early discussions / concept so far.

**Table 16 - Aspirational Libraries Projects**

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Cross Authority</b>	Carbon Reduction	This project will include making improvements to library buildings across Greater Norwich to reduce the amount of natural resources used.	Feasibility studies have been undertaken on 6 library sites by the Corporate Property Team. The library service is now undertaking a review to understand which of these can be taken forward.
<b>Cross Authority</b>	Sensory Area Improvements	This project will increase the number of children’s sensory areas in libraries to support child development.	Costs to be identified through a feasibility study.
<b>South Norfolk</b>	Expansion of Long Stratton Library	This project will extend the library on the current Long Stratton site.	Cost to be identified through a feasibility study. Awaiting confirmation on developer contributions.

**Table 17 - Aspirational Community Projects**

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Broadland</b>	Thorpe St Andrew Pavilion	This project will redevelop and extend the existing pavilion facility to meet the growing need of the large community in the North-East of Norwich.	Pride in Place capital funding was awarded to the project that further supplements the funding needed to commence development of the project which remains aspirational.
<b>Broadland</b>	Brook & Laurel Farm Community Building	Creation of a community building as part of the Brook Farm development.	The community building land and a contribution will be provided as part of the Brook Farm development. The site is currently progressing through reserved matters. The project will require feasibility work.
<b>Broadland</b>	Children's Play space within the Growth Triangle	Creation of children's play spaces North of Smee Lane, South of Smee Lane, off Green Lane West, East of Buxton Road, White House Farm, South of Salhouse Road, Salhouse Road.	To be delivered by development, not yet triggered under S106 agreement.
<b>Broadland</b>	North Sprowston & Old Catton Community Space	This project will deliver community halls and a range of spaces suitable for community facilities, including a library.	Project requires feasibility work, whereby a cost will be identified.

<b>District</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Status - Notes</b>
<b>Broadland</b>	Rackheath Community Building	This project will deliver a community facility in Rackheath.	A feasibility study has been delivered, and a site was identified. The RCC put in 2 bids to buy the property but were unsuccessful. Alternative options are now being explored.
<b>South Norfolk</b>	Becket's Chapel	This project would see the second phase of improvements delivered at Becket's Chapel in Wymondham; an extension to the existing building to provide a new accessible tourist information centre for the town as well as a community space and cafe.	The project has planning permission for the extension but needs a significant amount of funding to deliver the project. The project team efforts continue to identify where funding may be sourced from.
<b>South Norfolk</b>	Caister St Edmund/ Norfolk Archaeological Trust & Community	This project aims to create a shared space, utilising St Edmunds Church adjacent to the historical site of Caister Roman Town.	The project is currently undertaking a stakeholder consultation to consider the various options and gain strategic direction.
<b>South Norfolk</b>	Loddon and Chedgrave Community Facilities	This project will deliver upgrades and enhancements to the existing facilities in Loddon and Chedgrave to meet the growing need in the area.	The parishes have commissioned feasibility studies on the existing community facilities to help safeguard future viability.
<b>South Norfolk</b>	Long Stratton New Community Facility	This project will deliver a new community centre in Long Stratton, to accommodate the significant growth that will come as a result of the bypass.	Land is allocated for a new community facility within the S106 for the bypass. Work will progress simultaneously with the Long Stratton Public Realm work. Existing funding secured for feasibility.

District	Project Name	Project Description	Status - Notes
South Norfolk	Long Stratton Public Realm	This project will deliver a series of interventions in the town to capitalise on the bypass which will reduce traffic through the town, therefore safeguarding Long Stratton as a welcoming place for businesses, visitors and tourists long into the future.	A funding package is being collated ready to instruct consultants to explore what is required. Existing funding secured for feasibility.
South Norfolk	Mulbarton Community Hub	This project aims to create a multi-purpose community and sports hub, that meets the needs of local stakeholders.	The project concept was tested via a Feasibility study funded through the Pride in Place grant scheme. All stakeholders are now considering and developing the optimal next steps ahead.
South Norfolk	Poringland Community Facility	This project will deliver a new community facility that includes an integrated childcare provision (TIME), on the site of the existing village hall.	Planning permission has been granted, work is now underway to explore funding opportunities for a phased scheme.

## 11. Appendix C - Neighbourhood Plans

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

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### 11.1. Broadland District Council

#### 11.1.1. Acle

The Acle Neighbourhood Plan was fully adopted by Broadland District Council on 25 July 2024, following a local referendum in which 85% of voters supported the Plan. The plan covers the period up to 2026 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Acle.

The Acle Neighbourhood Plan identifies the following projects and schemes:

- Improved foot and cycle links to the countryside and surrounding villages.
- Improved access to the Wherry Line, including pedestrian and cycle access to the station and its facilities.
- Traffic calming measures and pedestrian crossing for the A1064.
- Village centre public realm improvements, including increasing pavement width and open space.
- Improvement to existing pre-school facilities at the Primary School.
- Improvements to Building and Sports Facilities.

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

Acle Parish Council are now undertaking a review of their current, adopted Neighbourhood Plan. [Find out more about the review.](#)

### 11.1.2. Aylsham

The Aylsham Neighbourhood Plan was fully adopted by Broadland District Council on 18 July 2019, following a local referendum in which 87% of voters supported the Plan. The plan covers the period up to 2038 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Aylsham.

The Aylsham Neighbourhood Plan identifies the following projects and schemes:

- Create a cycleway linking Aylsham to the wider area and possibly, over time, connections to Norwich.
- Develop an Aylsham Town Traffic Plan to identify strategic options and proposals, such as a 'one-way' system.
- Seek a pedestrian crossing on the A140 at the Bure Valley Railway. This will ensure safe crossing and the continuation of the footpath and cycleway into Aylsham town centre from Hoveton.
- Incorporate 'dementia friendly' designs into new developments.

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

Aylsham Town Council are now undertaking a review of their current, adopted Neighbourhood Plan. [Find out more about the review.](#)

### 11.1.3. Blofield

The Blofield Neighbourhood Plan was fully adopted by Broadland District Council on 26 July 2016, following a local referendum in which 91% of voters supported the Plan. The plan covers the period up to 2036 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Blofield.

The Blofield Neighbourhood Plan identifies the following projects and schemes:

- Provision of New Community Green Assets, including Woodland or a Community Garden.
- Provision of allotments to meet any future demand.
- Public Realm Improvements at the Village Gateways.
- Community Hall improvements.
- Create a Community Hub in Blofield and Blofield Heath.
- Improvements to Hemblington Primary School, including identifying suitable pick up and drop off points.
- Improvements to Blofield Primary School, including identifying suitable pick up and drop off points.
- Improvements to Blofield Health Care Centre, including increased capacity and expanded car parking.
- Improve Broadband Connectivity.
- New Pedestrian Crossings at The Street, Plantation Road, and Woodbastwick Road.
- Develop a footpath/cycleway between Blofield and Blofield Heath.
- Improve Pedestrian Access to the countryside.
- Highway Improvements on The Street, including enhanced parking and crossing facilities.

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

#### **11.1.4. Brundall**

The Brundall Neighbourhood Plan was fully adopted by Broadland District Council and the Broads Authority on 13 May 2016, following a local referendum in which 92% of voters supported the Plan. The plan covers the period up to 2026 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Brundall.

The Brundall Neighbourhood Plan identifies the following projects and schemes:

- Public Realm Improvements at local centres and gateways.
- Footway and cycleway improvements.

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

Brundall Parish Council are now undertaking a review of their current, adopted Neighbourhood Plan. [Find out more about the review.](#)

#### **11.1.5. Buxton with Lamas**

The Buxton with Lamas Neighbourhood Plan was fully adopted by Broadland District Council on 20 February 2025, following a local referendum in which 90% of voters supported the Plan. The plan covers the period up to 2038 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Buxton with Lamas.

The Buxton with Lamas Neighbourhood Plan identifies the following projects and schemes:

- Provision of further facilities to Buxton Primary School should this be in an acceptable location, desired by the school and be self-resourcing (i.e. to not place any further resource burden on the school unless it is paid for).
- To identify areas of community space, and where necessary introduce them, to increase their use and amenity value.
- To develop more areas of open exercise for all ages of all four communities where they have access to outdoor gym equipment, cycling, walking and sports facilities. This is to encourage and improve the health and wellbeing of local people and visitors.
- To provide accessible public toilet facilities to service key recreation areas in the villages and allotments.

[Find out more about the Buxton with Lamas Neighbourhood Plan.](#)

### 11.1.6. Drayton

The Drayton Neighbourhood Plan was fully adopted by Broadland District Council on 26 July 2016, following a local referendum in which 89% of voters supported the Plan. The plan covers the period up to 2026 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Drayton.

The Drayton Neighbourhood Plan identifies the following projects and schemes:

- Improve public parking facilities, without harming appearance or character of the village.
- The creation of an enhanced public realm on School Road, from Fakenham Road to Hall Lane.
- Improved visual and physical connections between the new public space, the Florence Carter Park and St Margaret's Church.
- Tree planting in and around the village centre that reflects historic planting elsewhere in Drayton, allowing for views through spaces while creating a more pleasant environment.
- Comprehensive de-cluttering of the village centre and removal of unnecessary, or obsolete, street furniture.
- The creation of a new public space around the village cross, designed to accommodate a variety of community events, informal meetings, and social interactions.
- Protect and enhance the network of formal and informal footpaths and cycling routes in Drayton.
- Improved road crossing opportunities and facilities on Fakenham Road.
- Enhanced signage and wayfinding in the village centre and at key access points to footpaths and cycle routes, including connections with Marriott's Way.
- The creation of a new continuous route running from Low Road in the village centre to Drayton Wood and Canhams Hill, and onwards to Hall Lane, School Road, Drayton Drewray, and Marriott's Way.
- The implementation of secure, segregated cycle paths within the current network and as part of any new road projects where suitable.
- The introduction of secure cycle parking at bus stops and village centre locations.

- Enhance the environment between Drayton Drewray, Drayton Wood and Canham's Hill to improve their connectivity.
- Provision of safe pedestrian access to Drayton Drewray, potentially including a crossing point across the Norwich Northern Distributor Route.
- Limited formal car parking for visitors to Drayton Drewray to improve accessibility to all.
- Provide new or improved facilities to increase the use of King George V Playing Field. This could include new sports pitches and associated amenities, informal leisure and recreation areas, or enhanced children's play equipment.
- Improve the safety for pedestrians and cyclists to existing formal and informal access and exit points to King George V Playing Field.
- The introduction of secure cycle parking at bus stops and village centre locations.

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

Drayton Parish Council are now undertaking a review of their current, adopted Neighbourhood Plan. [Find out more about the review.](#)

### 11.1.7. Great and Little Plumstead

The Great and Little Plumstead Neighbourhood Plan was fully adopted by Broadland District Council on 16 July 2014, following a local referendum in which 66% of voters supported the Plan. The plan covers the period up to 2034 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Great and Little Plumstead.

The Great and Little Plumstead Neighbourhood Plan identifies the following projects and schemes:

- New changing rooms at Great Plumstead playing field.
- Improvements to Water Lane footpath.
- Develop a new bus stop opposite the bus shelter.
- Junction improvements at Brick Kilns Public House.
- Woodland Walk Extension at Thorpe End.

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

### 11.1.8. Hellesdon

The Hellesdon Neighbourhood Plan was fully adopted by Broadland District Council on 19 December 2017, following a local referendum in which 88% of voters supported the Plan. The plan covers the period up to 2026 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Hellesdon.

The Hellesdon Neighbourhood Plan identifies the following projects and schemes:

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

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

Hellesdon Parish Council are now undertaking a review of their current, adopted Neighbourhood Plan. [Find out more about the review.](#)

### 11.1.9. Horsford

The Horsford Neighbourhood Plan was fully adopted by Broadland District Council on 12 July 2018, following a local referendum in which 90% of voters supported the Plan. The plan covers the period up to 2038 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Horsford.

The Horsford Neighbourhood Plan identifies the following projects and schemes:

- Create a community centre with pedestrian access, linked to cycle ways and public parking.
- Develop a new Scout headquarters.
- Create outdoor recreation space with seating and public toilets.
- Identify new allotment sites.
- Provide additional educational facilities by merging separate school sites into one.
- Expand primary health care provision, including parking for cars and bikes.
- Encourage evening bus service.
- Provide a community transport scheme.
- Review the traffic impact of Broadland Northway on the village.
- Improve pedestrian safety with speed limit warning signs and safe crossings over Holt Road.
- Develop recreation walks and tree planting.
- Signage for locally important heritage sites.
- Improve aesthetic qualities of village, particularly for public realm on Holt Road.

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

Horsford Parish Council are now undertaking a review of their current, adopted Neighbourhood Plan. [Find out more about the review.](#)

### 11.1.10. Lingwood and Burlingham

The Lingwood and Burlingham Neighbourhood Plan was fully adopted by Broadland District Council on 25 July 2024, following a local referendum in which 85% of voters supported the Plan. The plan covers the period up to 2042 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Lingwood and Burlingham.

The Lingwood and Burlingham Neighbourhood Plan identifies the following projects and schemes:

- Local action to encourage wildlife.
- The need for a GP surgery.
- Develop a footpath/cycle path linking the new Whitehouse junction on the A47 to Acle.
- Additional benches.
- Install footpath map display cases in strategic locations throughout the parish.
- Create a footpath and cycle path linking Lingwood Lane to the new pathway included in the Live Work development plans on Lodge Road.
- Support police infrastructure and enhance community safety, such as speed safety measures.
- Develop permissive paths and recreational routes.
- Improve the village parking facilities.

[Find out more about the Lingwood and Burlingham Neighbourhood Plan.](#)

### 11.1.11. Old Catton

The Old Catton Neighbourhood Plan was fully adopted by Broadland District Council on 26 July 2016, following a local referendum in which 93% of voters supported the Plan. The plan covers the period up to 2035 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Old Catton.

The Old Catton Neighbourhood Plan identifies the following projects and schemes:

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

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

### 11.1.12. Rackheath

The Rackheath Neighbourhood Plan was fully adopted by Broadland District Council on 19 July 2017, following a local referendum in which 83% of voters supported the Plan. The plan covers the period up to 2037 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Rackheath.

The Rackheath Neighbourhood Plan identifies the following projects and schemes:

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

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

Rackheath Community Council are now undertaking a review of their current, adopted Neighbourhood Plan. [Find out more about the review.](#)

### **11.1.13. Reedham**

The Reedham Neighbourhood Plan was fully adopted by Broadland District Council on 17 October 2024 and by the Broads Authority on 29 November 2024, following a local referendum in which 80% of voters supported the Plan. The plan covers the period up to 2038 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Reedham.

The Reedham Neighbourhood Plan identifies the following projects and schemes:

- Local action to encourage wildlife.
- Maintenance of drainage ditches.
- Community services and infrastructure.
- Improving school parking facilities.

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

### **11.1.14. Salhouse**

The Salhouse Neighbourhood Plan was fully adopted by Broadland District Council on 20 July 2017 and by the Broads Authority on 28 July 2017, following a local referendum in which 92% of voters supported the Plan. The plan covers the period up to 2026 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Salhouse.

The Salhouse Neighbourhood Plan identifies the following projects and schemes:

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

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

### 11.1.15. Spixworth

The Spixworth Neighbourhood Plan was fully adopted by Broadland District Council on 22 July 2021, following a local referendum in which 90% of voters supported the Plan. The plan covers the period up to 2039 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Spixworth.

The Spixworth Neighbourhood Plan identifies the following projects and schemes:

- Highways and Junction Improvements - North Walsham Road and Crostwick Lane junction; Buxton Road and Church Lane Junction.
- North Walsham Road and Buxton Road - Create footpath and cycleway along North Walsham Road to link existing cycle network on A1270 Broadland Northway, to create a circular link to the existing Buxton Road cycle and footpath.
- Footpath improvements - Buxton Road between Church and Ivy Road.
- Safe crossing near Church - Buxton Road.
- Traffic calming measures to reduce road speeds and improve road safety.
- Spixworth and Crostwick Common - provision of a footpath/cycleway linking the development to Spixworth and Crostwick Common.
- Rackheath Lane - Relating to above, if access road is from the North Walsham Road, reduce the speed limit to 30mph and install a road crossing to Rackheath Lane.
- Flood and Mitigation - Improve drainage on Buxton Road.
- Spixworth - enhance facilities at Village Hall.
- New Village Hall or Community Centre or refurbishment of existing Village Hall.
- Develop facilities at new sports field - multi-use sport facilities, changing rooms, car park.
- Parish allotments at St Mary's - work with developer and resolve access and parking issues.

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

### 11.1.16. Sprowston

The Sprowston Neighbourhood Plan was fully adopted by Broadland District Council on 8 May 2014, following a local referendum in which 88% of voters supported the Plan. The plan covers the period up to 2026 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Sprowston.

The Sprowston Neighbourhood Plan identifies the following projects and schemes:

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

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

Sprowston Town Council are now undertaking a review of their current, adopted Neighbourhood Plan. [Find out more about the review.](#)

### 11.1.17. Strumpshaw

The Strumpshaw Neighbourhood Plan was fully adopted by Broadland District Council and the Broads Authority on 10 July 2014, following a local referendum in which 66% of voters supported the Plan. The plan covers the period up to 2026 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Strumpshaw.

The Strumpshaw Neighbourhood Plan identifies the following projects and schemes:

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

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

Strumpshaw Parish Council are now undertaking a review of their current, adopted Neighbourhood Plan. [Find out more about the review.](#)

### 11.1.18. Taverham

The Taverham Neighbourhood Plan was fully adopted by Broadland District Council on 22 July 2021, following a local referendum in which 86% of voters supported the Plan. The plan covers the period up to 2040 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Taverham.

The Taverham Neighbourhood Plan identifies the following projects and schemes:

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

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

### 11.1.19. Thorpe St Andrew

The Thorpe St Andrew Neighbourhood Plan was fully adopted by Broadland District Council on 25 July 2024 and by the Broads Authority on 26 July 2024, following a local referendum in which 87% of voters supported the Plan. The plan covers the period up to 2038 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Thorpe St Andrew.

The Thorpe St Andrew Neighbourhood Plan identifies the following projects and schemes:

- Improve car parking within the River Green Conservation Area.

[Find out more about the Thorpe St Andrew Neighbourhood Plan.](#)

### 11.1.20. Wroxham

The Wroxham Neighbourhood Plan was fully adopted by the Broads Authority on 22 March 2019 and by Broadland District Council on 28 March 2019, following a local referendum in which 95% of voters supported the Plan. The plan covers the period up to 2039 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Wroxham.

The Wroxham Neighbourhood Plan identifies the following projects and schemes:

- Public realm improvements.
- Ensure that gaps between neighbouring settlements remain in accordance with HBE5.
- Work with existing community buildings to recognise their potential.
- Investigate the potential for further public open space, to be owned/leased by the Parish Council.
- Secure an additional riverside recreation area, which can be easily accessed by all.
- Work with landowners, Norfolk County Council and neighbouring parishes to create a green loop for walkers and cyclists, away from the A1151.
- Work with Norfolk County Council to consider further crossing points.
- Investigate potential for further public access to the River Bure and the Broads.

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

## 11.2. South Norfolk

### 11.2.1. Cringleford

The Cringleford Neighbourhood Plan was fully adopted by South Norfolk Council on 24 February 2014, following a local referendum in which a large majority of voters supported the Plan. The plan covers the period up to 2026 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Cringleford. The plan provides for approximately 1,200 new dwellings while promoting community integration and enhancing the open and green character of the village.

The Cringleford Neighbourhood Plan identifies the following projects and schemes:

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

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

Cringleford Parish Council are now undertaking a review of their current, adopted Neighbourhood Plan.

### 11.2.2. Diss and District

The Diss and District Neighbourhood Plan was fully adopted by South Norfolk Council and Mid-Suffolk District Council on 16 October 2023, following a local referendum in which 84% of voters supported the Plan. This is a multi-parish, cross-county Neighbourhood Plan with the surrounding parishes of Burston and Shimpling, Roydon and Scole (in South Norfolk District) and Brome and Oakley, Palgrave and Stuston (in Mid Suffolk District). The plan covers the whole plan area and now forms part of the statutory Development Plan for both councils. It is a key consideration in determining future planning applications submitted within the neighbourhood area.

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

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

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

### 11.2.3. Easton

The Easton Neighbourhood Plan was fully adopted by South Norfolk Council on 11 December 2017, following a local referendum in which a large majority of voters supported the Plan. The plan covers the period up to 2042 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Easton.

The Easton Neighbourhood Plan identifies the following projects and schemes:

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

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

Easton Parish Council are now undertaking a review of their current, adopted Neighbourhood Plan. [Find out more about the review.](#)

#### 11.2.4. Loddon and Chedgrave

The Loddon and Chedgrave (Chet) Neighbourhood Plan was fully adopted by South Norfolk Council on 16 December 2024 and by the Broads Authority on 24 January 2025, following a local referendum in which 86% of voters supported the Plan. The plan covers the period up to 2038 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Loddon and Chedgrave.

The Loddon and Chedgrave Neighbourhood Plan identifies the following projects and schemes:

- Better lighting on some footways.
- Improvements to accessibility/width of some footways, cycle routes and parking.
- A new bus stop at the George Lane roundabout and improved frequency to Norwich.
- Improved parking enforcement along the High Street in Loddon.
- Better enforcement of the 20mph speed limit.
- New cycle links - from Chedgrave onto the bypass as far as Nursery Lane; from Loddon to Thurton; down the side of Jubilee Hall Field; and upgrades of the footpath alongside Hobart High School to accommodate cyclists.
- Upgrade to the footpath from the Church to Beccles Road.
- A new pedestrian crossing near the Co-op or outside the Post Office.
- Maintenance of drainage and flooding concerns.
- Local action to encourage wildlife.
- Improving and supporting the use of local businesses and services.
- Regenerating sites.
- Improving the areas parking facilities.

[Find out more about the Loddon and Chedgrave Neighbourhood Plan.](#)

### 11.2.5. Long Stratton

The Long Stratton Neighbourhood Plan, which covers the whole of the parish of Long Stratton and part of Tharston and Hapton, was fully adopted by South Norfolk Council on 12 October 2021, following a local referendum in which 78% of voters supported the Plan. The plan covers the period up to 2036 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Long Stratton and part of Tharston and Hapton.

The Long Stratton Neighbourhood Plan identifies the following projects and schemes:

- Long Stratton Town Centre improvements:
  - Traffic calming measures along The Street.
  - Widen pavements and remove obstacles.
  - Improve pedestrian safety at Flowerpot Lane/A140 junction and Swan Lane/Star Lane junction.
  - Greening the environment, e.g. pocket parks along The Street.
  - Creation of equipped play areas and seating in areas of high amenity value.
  - Install bicycle parking facilities.
  - Create cycle routes in town centre routes.
  - Improve public toilet facilities.
- Delivery of new Long Stratton Market Place with parking.
- Delivery of a new centrally located Long Stratton Community Meeting Space accessible by all forms of transport.
- Ensure that new developments conserve or enhance the distinctive character of the historic core.
- Industry led initiatives to support training and apprenticeship schemes to high levels, to benefit the workforce.
- Further exploration into the viability of delivering a new swimming pool in Long Stratton.

- A sheltered housing scheme or similar.
- Improvements to cycle infrastructure to outlying areas including Tasburgh.
- A renewable energy scheme in the plan area that delivers community benefits such as tariffs from the energy generated, without impacting adversely on landscape character.
- Delivery of a Tharston and Hapton community building.

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

### 11.2.6. Mulbarton

The Mulbarton Neighbourhood Plan was fully adopted by South Norfolk Council on 23 February 2016, following a local referendum in which a large majority of voters supported the Plan. The plan covers the period up to 2030 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Mulbarton.

The Mulbarton Neighbourhood Plan identifies the following projects and schemes:

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

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

### 11.2.7. Poringland

The Poringland Neighbourhood Plan was fully adopted by South Norfolk Council on 26 July 2021, following a local referendum in which 92% of voters supported the Plan. The plan covers the period up to 2039 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Poringland.

The Poringland Neighbourhood Plan identifies the following projects and schemes:

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

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

### 11.2.8. Redenhall with Harleston

The Redenhall with Harleston Neighbourhood Plan was fully adopted by South Norfolk Council on 17 October 2022, following a local referendum in which 87% of voters supported the Plan. The plan covers the period up to 2038 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Redenhall with Harleston.

The Redenhall with Harleston Neighbourhood Plan identifies the following projects and schemes:

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

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

### 11.2.9. Starston

The Starston Neighbourhood Plan was fully adopted by South Norfolk Council on 12 December 2022, following a local referendum in which 79% of voters supported the Plan. The plan covers the period up to 2042 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Starston.

The Starston Neighbourhood Plan identifies the following projects and schemes:

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

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

### 11.2.10. Tasburgh

The Tasburgh Neighbourhood Plan was fully adopted by South Norfolk Council on 22 July 2024, following a local referendum in which 85% of voters supported the Plan. The plan covers the period up to 2038 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Tasburgh.

The Tasburgh Neighbourhood Plan identifies the following projects and schemes:

- Repair/replacement of Village Hall play area.
- Provide a cycle path between Tasburgh and Long Stratton.
- Investigate potential for linking the Boudicca Way with a pathway from Fairstead Lane northwards.
- Investigate other potential linking footpaths within the parish.
- Additional allotment provision.
- Long term plans for burial spaces within the parish.

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

### 11.2.11. Tivetshalls

The Tivetshalls Neighbourhood Plan was fully adopted by South Norfolk Council on 12 December 2022, following a local referendum in which 89% of voters supported the Plan. The plan covers the period up to 2042 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Tivetshall St Mary and Tivetshall St Margaret.

The Tivetshalls Neighbourhood Plan identifies the following projects and schemes:

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

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

### 11.2.12. Trowse with Newton

The Trowse with Newton Neighbourhood Plan was fully adopted by South Norfolk Council on 16 December 2024 and by the Broads Authority on 24 January 2025, following a local referendum in which 94% of voters supported the Plan. The plan covers the period up to 2038 and now forms part of the district's development strategy. It is a key consideration in determining future planning applications submitted in Trowse with Newton.

The Trowse with Newton Neighbourhood Plan identifies the following projects and schemes:

- Local action to encourage wildlife.
- Maintenance of watercourses.
- Enhanced bus services.
- Expand Public Rights of Way network for recreational walking.
- Traffic Management.
- Off street parking.
- Electric vehicle charging points.

[Find out more about the Trowse with Newton Neighbourhood Plan.](#)

### 11.2.13. Wymondham

The Wymondham Neighbourhood Plan was fully adopted by South Norfolk Council on 24 July 2023, following a local referendum on 8 June 2023, in which 85% of voters supported the Plan. The plan now forms part of the district's development strategy and is a key consideration in determining future planning applications submitted in Wymondham.

The Wymondham Neighbourhood Plan identifies the following projects and schemes:

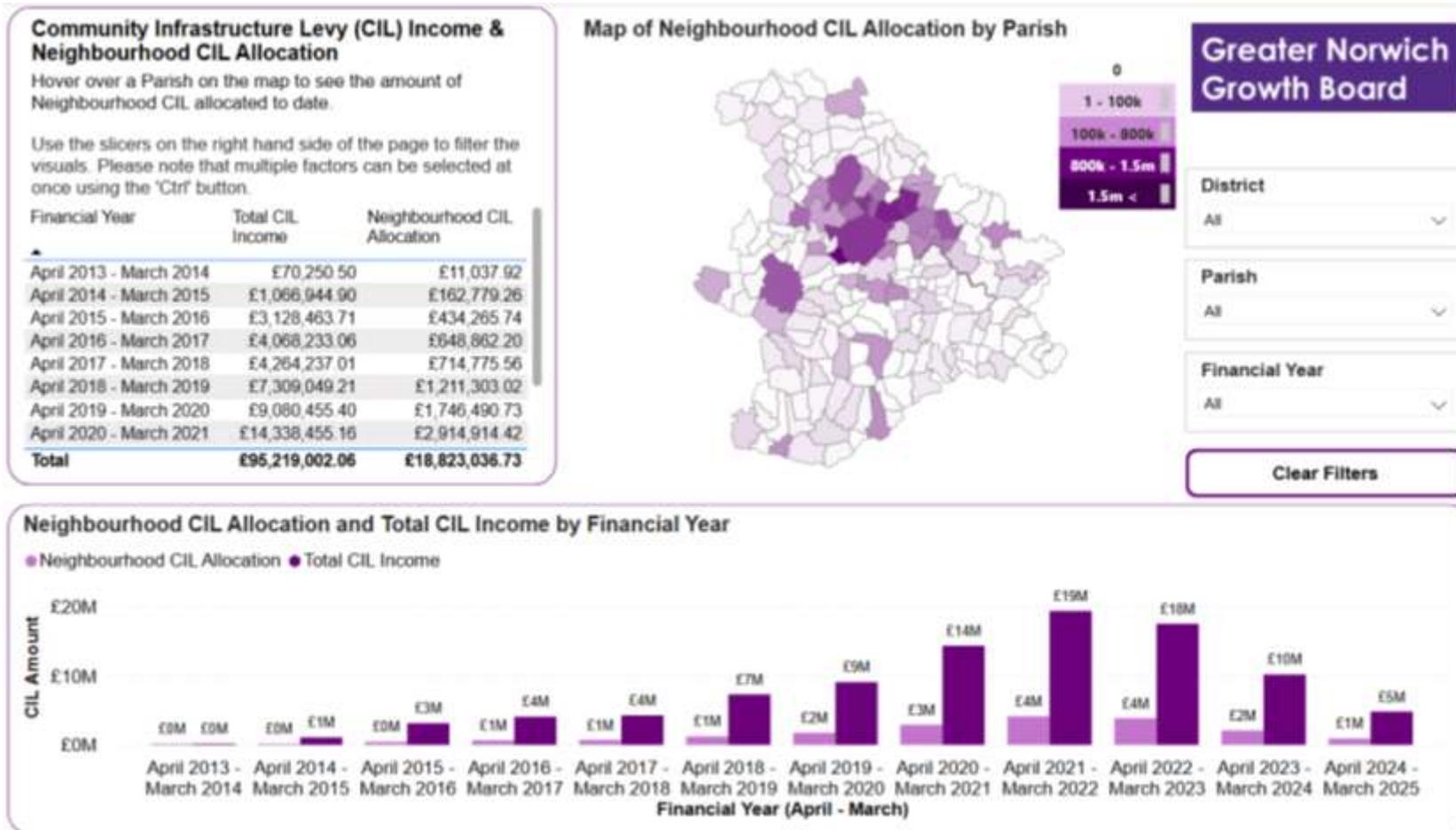
- Town Centre public realm improvements.
- Development of a network of Green Infrastructure Ribbons in Wymondham.
- Pedestrian and Cyclist wayfinding improvements.
- Diversity of greenspaces.
- Decluttering of public realm.
- Enhancement of gateways to town.
- Town Centre signage improvements.

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

## 12. Appendix D - Neighbourhood CIL

View the distribution of CIL income across Greater Norwich, using the [Community Infrastructure Levy Dashboard](#). The same information is presented in a tabular format below. Although data is available to 2013, the tables below only present data since April 2016.

Figure 20 - Screenshot of the Community Infrastructure Levy Data Dashboard



**Table 18 - Neighbourhood CIL Allocations in Broadland**

<b>Parish</b>	<b>April 2016 - March 2017</b>	<b>April 2017 - March 2018</b>	<b>April 2018 - March 2019</b>	<b>April 2019 - March 2020</b>	<b>April 2020 - March 2021</b>	<b>April 2021 - March 2022</b>	<b>April 2022 - March 2023</b>	<b>April 2023 - March 2024</b>	<b>April 2024 - March 2025</b>	<b>Total</b>
<b>Sprowston</b>	£21,108	£5,032	£94,469	£16,499	£181,833	£317,097	£612,111	£331,617	£1,832	£1,581,598
<b>Rackheath</b>	£219	£148	£2,875	£12,891	£36,665	£86,164	£954,179	£473,371	£0	£1,566,512
<b>Drayton</b>	£0	£0	£11,588	£55,426	£149,361	£140,180	£254,584	£363,604	£17,354	£992,097
<b>Horsford</b>	£5,142	£17,504	£131,021	£125,702	£237,827	£350,852	£20,933	£1,855	£0	£890,837
<b>Blofield</b>	£115,062	£79,144	£104,085	£166,978	£279,610	£27,295	£65,708	£1,129	£2,930	£841,941
<b>Old Catton</b>	£6,762	£47,379	£0	£114,034	£247,201	£360,873	£8,762	£0	£0	£785,010
<b>Spixworth</b>	£3,186	£17,489	£0	£8,431	£0	£58,997	£419,851	£0	£30,935	£538,889
<b>Hellesdon</b>	£11,358	£204	£31,681	£108,583	£75,897	£63,122	£227,803	£8,784	£0	£527,431
<b>Great and Little Plumstead</b>	£33,582	£84,672	£19,142	£75,959	£42,699	£122,995	£70,211	£10,204	£0	£459,464
<b>Brundall</b>	£4,335	£838	£0	£0	£49,989	£125,308	£177,663	£53,153	£15,659	£426,944
<b>Postwick with Witton</b>	£3,228	£0	£2,478	£0	£7,247	£37,135	£29,477	£81,433	£125,911	£286,910
<b>Acle</b>	£9,644	£30,395	£0	£1,385	£60,677	£143,972	£21,716	£0	£15,909	£283,698
<b>Taverham</b>	£1,692	£2,753	£8,046	£3,725	£197,438	£21,489	£2,174	£8,749	£17,066	£263,132
<b>Salhouse</b>	£17,587	£540	£3,938	£3,619	£20,002	£0	£0	£29,379	£18,699	£93,764
<b>Horsham St. Faith and Newton St. Faith</b>	£0	£2,110	£450	£31,396	£46,185	£1,543	£3,218	£3,847	£0	£88,748
<b>Aylsham</b>	£3,880	£4,531	£2,565	£8,629	£28,908	£12,454	£6,265	£7,008	£8,831	£83,069
<b>Strumpshaw</b>	£0	£9,620	£29,083	£9,814	£0	£0	£0	£0	£0	£48,517
<b>Thorpe St. Andrew</b>	£2,033	£300	£8,432	£9,113	£13,523	£6,048	£4,176	£2,984	£0	£46,610
<b>Freethorpe</b>	£0	£1,784	£0	£2,518	£7,553	£3,062	£0	£6,791	£20,372	£42,079
<b>Weston Longville</b>	£1,344	£2,615	£14,414	£1,080	£1,773	£7,108	£363	£1,655	£2,550	£32,901

Parish	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023	April 2023 - March 2024	April 2024 - March 2025	Total
Honingham	£0	£0	£0	£8,388	£510	£15,137	£0	£2,818	£2,699	£29,552
Reedham	£3,600	£14,247	£5,961	£0	£0	£0	£0	£0	£0	£23,809
Hemblington	£0	£0	£0	£17,416	£0	£1,442	£0	£0	£0	£18,858
Reepham	£9,566	£180	£1,317	£3,272	£3,591	£631	£0	£0	£0	£18,557
<b>Great</b>										
Witchingham	£0	£0	£0	£12,374	£3,512	£0	£0	£0	£1,148	£17,035
Coltishall	£0	£0	£4,419		£235	£1,025	£0	£4,046	£7,292	£17,016
Cawston	£0	£0	£2,556	£1,455	£705	£1,762	£1,632	£1,046	£7,691	£16,847
Felthorpe	£0	£5,607	£3,275	£1,932	£758	£0	£783	£0	£226	£12,579
Foulsham	£0	£0	£8,646	£1,377	£1,550	£183	£249	£0	£0	£12,005
<b>Great</b>										
Plumstead	£0	£0	£0	£0	£0	£0	£0	£0	£11,303	£11,303
<b>Horstead with</b>										
Stanninghall	£2,025	£0	£859	£895	£0	£0	£0	£6,291	£0	£10,070
Marsham	£2,063	£994	£1,235	£0	£3,066	£0	£2,423	£0	£0	£9,783
Brandiston	£0	£0	£0	£0	£0	£0	£4,361	£5,155	£0	£9,516
Beighton	£0	£153	£849	£0	£1,557	£4,670	£245	£0	£0	£7,475
Hevingham	£4,294	£1,068	£0	£0	£0	£1,756	£0	£193	£0	£7,311
Hainford	£6,375	£0	£0	£0	£0	£0	£879	£0	£0	£7,254
Swannington	£0	£0	£169	£0	£5,240	£0	£217	£0	£0	£5,626
Frettenham	£20	£1,582	£1,170	£0	£1,576	£0	£0	£0	£1,194	£5,542
<b>Stratton</b>										
Strawless	£0	£0	£0	£1,895	£3,216	£0	£135	£0	£0	£5,246
<b>South</b>										
Walsham	£0	£1,264	£0	£0	£0	£39	£0	£0	£3,896	£5,199
Salle	£0	£760	£0	£0	£1,932	£2,331	£0	£0	£0	£5,023
<b>Beeston St.</b>										
Andrew	£0	£0	£0	£0	£0	£975	£1,717	£2,268	£0	£4,960
<b>Lingwood and</b>										
Burlingham	£493	£746	£0	£0	£2,133	£0	£0	£0	£863	£4,236

Parish	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023	April 2023 - March 2024	April 2024 - March 2025	Total
Haveringland	£0	£4,018	£0	£0	£0	£0	£0	£0	£0	£4,018
Heydon	£0	£0	£3,682	£14	£0	£0	£0	£0	£0	£3,696
Buxton with Lammas	£1,689	£1,953	£0	£0	£0	£0	£0	£0	£0	£3,642
Ringland	£3,109	£0	£0	£0	£0	£0	£0	£0	£0	£3,109
Wroxham	£1,523				£0	£1,523	£0	£0	£0	£3,046
Wood Dalling Little	£0	£0	£0	£0	£0	£0	£0	£2,955	£0	£2,955
Witchingham	£0	£0	£0	£0	£0	£0	£2,696	£0	£0	£2,696
Halvergate	£0	£0	£0	£0	£1,405	£1,097	£0	£0	£0	£2,502
Cantley, Limpenhoe and Southwood	£0	£936	£0	£0	£0	£0	£898	£0	£0	£1,833
Guestwick	£0	£245	£353	£234	£0	£0	£639	£0	£0	£1,471
Brampton	£0	£0	£0	£544	£0	£0	£0	£860	£0	£1,404
Upton with Fishley	£529	£0	£0	£0	£706	£0	£0	£0	£0	£1,235
Oulton	£0	£0	£0	£867	£330	£0	£0	£0	£0	£1,197
Booton	£0	£1,110	£0	£0	£0	£0	£0	£0	£0	£1,110
Themelthorpe	£0	£0	£0	£495	£0	£0	£0	£222	£0	£717
Belaugh	£0	£0	£0	£0	£0	£0	£0	£0	£377	£377
Attlebridge	£0	£0	£0	£0	£0	£0	£0	£0	£282	£282
Woodbastwick	£0	£0	£151	£0	£0	£0	£0	£0	£0	£151
Alderford	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Carleton St. Peter	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Langley with Hardley	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Crostwick	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0

<b>Parish</b>	<b>April 2016 - March 2017</b>	<b>April 2017 - March 2018</b>	<b>April 2018 - March 2019</b>	<b>April 2019 - March 2020</b>	<b>April 2020 - March 2021</b>	<b>April 2021 - March 2022</b>	<b>April 2022 - March 2023</b>	<b>April 2023 - March 2024</b>	<b>April 2024 - March 2025</b>	<b>Total</b>
<b>Total</b>	<b>£275,449</b>	<b>£341,919</b>	<b>£498,909</b>	<b>£806,936</b>	<b>£1,716,409</b>	<b>£1,918,268</b>	<b>£2,896,066</b>	<b>£1,411,416</b>	<b>£315,020</b>	<b>£10,180,391</b>

**Table 19 - Neighbourhood CIL Allocations in South Norfolk**

<b>Parish</b>	<b>April 2016 - March 2017</b>	<b>April 2017 - March 2018</b>	<b>April 2018 - March 2019</b>	<b>April 2019 - March 2020</b>	<b>April 2020 - March 2021</b>	<b>April 2021 - March 2022</b>	<b>April 2022 - March 2023</b>	<b>April 2023 - March 2024</b>	<b>April 2024 - March 2025</b>	<b>Total</b>
<b>Cringleford</b>	£26,013	£0	£0	£366,687	£585,403	£1,307,268	£183,395	£15,912	£106,168	£2,590,846
<b>Wymondham</b>	£22,487	£17,390	£34,532	£146,924	£110,836	£400,103	£137,946	£9,186	£13,536	£892,941
<b>Easton</b>	£0	£0	£0	£0	£0	£88,819	£207,243	£296,062	£62,260	£654,383
<b>Poringland</b>	£1,249	£45,949	£159,561	£1,076	£2,857	£18,578	£893	£8,402	£7,090	£245,655
<b>Trowse with Newton</b>	£0	£0	£0	£34,371	£91,525	£1,118	£26,939	£80,043	£0	£233,996
<b>Redenhall with Harleston</b>	£607	£1,413	£6,852	£31,957	£0	£16,586	£39,858	£15,611	£116,199	£229,082
<b>Diss</b>	£3,373	£29,657	£72,720	£3,177	£3,413	£3,078	£22,588	£48,734	£1,767	£188,507
<b>Hempnall</b>	£0	£0	£608	£0	£7,787	£29,882	£151	£19,141	£58,811	£116,380
<b>Stoke Holy Cross</b>	£393	£29,153	£82,970	£171	£0	£479	£0	£0	£0	£113,166
<b>Little Melton</b>	£12,044	£2,927	£20,640	£12,371	£11,797	£13,561	£36,968	£0	£0	£110,308
<b>Costessey</b>	£3,372	£16,047	£17,163	£12,513	£10,959	£1,001	£0	£6,596	£11,484	£79,134
<b>Swardeston</b>	£1,453	£4,619	£0	£0	£62,054	£4,717	£0	£1,708	£0	£74,552
<b>Hingham</b>	£46,185	£8,299	£1,209	£127	£0	£464	£6,364	£247	£4,831	£67,726
<b>Spooner Row</b>	£0	£0	£26,398	£8,285	£8,263	£760	£7,191	£13,933	£1,743	£66,575
<b>Long Stratton</b>	£3,787	£5,814	£0	£286	£1,896	£1,508	£5,671	£3,437	£34,494	£56,893
<b>Bergh Apton</b>	£6,136	£24,513	£9,521	£2,713	£0	£0	£0	£340	£0	£43,223
<b>Shelfanger</b>	£773	£0	£0	£0	£664	£0	£0	£3,531	£34,883	£39,852
<b>Bunwell</b>	£4,666	£11,141	£1,718	£1,278	£2,367	£10,368	£0	£3,292	£0	£34,830
<b>Bressingham and Fersfield</b>	£1,522	£2,244	£6,053	£5,063	£11,818	£0	£1,783	£3,209	£2,476	£34,168
<b>Caistor St. Edmund and Bixley</b>	£5,072	£0	£0	£0	£0	£5,774	£0	£7,500	£15,395	£33,741
<b>Rockland St. Mary</b>	£0	£0	£9,275	£24,348	£0	£0	£0	£0	£0	£33,623

Parish	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023	April 2023 - March 2024	April 2024 - March 2025	Total
<b>Dickleburgh and Rushall</b>	£3,045	£5,950	£18,372	£3,584	£0	£0	£0	£609	£0	£31,560
<b>Woodton</b>	£0	£0	£0	£0	£0	£5,149	£24,087	£0	£427	£29,662
<b>Brooke</b>	£0	£0	£12,178	£916	£3,023	£4,413	£0	£6,262	£2,803	£29,595
<b>Wreningham</b>	£12,233	£3,713	£357	£9,600	£0	£0	£1,918	£0	£1,094	£28,915
<b>Gillingham</b>	£0	£0	£0	£0	£6,149	£22,590	£0	£0	£0	£28,739
<b>Bawburgh</b>	£515	£0	£1,496	£0	£602	£24,756	£0	£0	£0	£27,370
<b>Hethersett</b>	£3,783	£7,861	£0	£0	£2,735	£8,193	£0	£4,222	£0	£26,794
<b>Pulham St. Mary</b>	£1,567	£0	£13,773	£1,012	£0	£0	£5,273	£4,050	£1,114	£26,789
<b>Bracon Ash</b>	£941	£0	£2,590	£13,234	£1,332	£3,995	£3,409	£536	£0	£26,036
<b>Heckingham</b>	£0	£0	£0	£0	£0	£0	£7,832	£18,200	£0	£26,032
<b>Thurlton</b>	£4,051	£742	£5,013	£14,816	£0	£600	£369	£0	£0	£25,592
<b>Broome</b>	£0	£0	£5,512	£9,024	£8,764	£1,478	£0	£0	£127	£24,903
<b>Alpington</b>	£15,285	£3,084	£362	£0	£3,367	£0	£0	£0	£303	£22,401
<b>Chedgrave</b>	£0	£0	£0	£0	£1,607	£18,023	£2,299	£0	£0	£21,929
<b>Great Moulton</b>	£2,419	£0	£3,581	£214	£0	£4,337	£204	£2,708	£8,416	£21,880
<b>Seething</b>	£0	£8,680	£2,251	£10,705	£0	£0	£0	£0	£0	£21,635
<b>Scole</b>	£0	£884	£0	£0	£5,030	£15,091	£0	£0	£0	£21,006
<b>Carleton Rode</b>	£169	£0	£856	£644	£592	£4,887	£6,109	£6,662	£0	£19,919
<b>Ashwellthorpe and Fundenhall</b>	£128	£308	£3,638	£3,685	£2,485	£3,918	£3,485	£1,807	£0	£19,453
<b>Pulham Market</b>	£1,103	£130	£214	£12,048	£4,143	£402	£379	£0	£449	£18,869
<b>Geldeston</b>	£0	£0	£18,332	£0	£0	£0	£0	£0	£0	£18,332
<b>Earsham</b>	£1,186	£1,445	£95	£12,720	£0	£0	£0	£556	£2,156	£18,158
<b>Ditchingham</b>	£0	£0	£0	£444	£0	£3,766	£11,848	£0	£1,069	£17,128
<b>Aslacton</b>	£120	£0	£476	£165	£2,318	£5,758	£168	£7,824	£124	£16,953
<b>Surlingham</b>	£0	£2,775	£11,344	£312	£0	£326	£0	£0	£90	£14,847

Parish	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023	April 2023 - March 2024	April 2024 - March 2025	Total
Tasburgh	£0	£283	£0	£11,813	£0	£1,580	£0	£0	£0	£13,676
Burston and Shimpling	£0	£639	£3,439	£3,836	£3,581	£471	£0	£0	£1,438	£13,405
Barford	£117	£210	£1,929	£2,685	£8,055	£0	£0	£0	£0	£12,997
Loddon	£2,002	£525	£441	£539	£490	£0	£614	£5,276	£2,161	£12,048
Forncett	£1,994	£0	£0	£915	£0	£7,429	£175	£0	£133	£10,646
Bramerton	£0	£0	£0	£0	£2,983	£0	£2,750	£0	£4,105	£9,839
Tacolneston	£2,280	£5,862	£0	£1,469	£0	£0	£0	£0	£0	£9,611
Hedenham	£0	£0	£0	£0	£0	£2,821	£0	£3,543	£2,584	£8,948
Tibenham	£682	£1,878	£76	£966	£97	£4,658	£277		£265	£8,899
East Carleton	£0	£0	£0	£0	£0	£1,633	£6,844	£0	£0	£8,477
Tharston and Hapton	£736	£153	£0	£5,195	£1,904	£0	£0	£431	£0	£8,420
Brockdish	£0	£0	£475	£0	£0	£0	£281	£7,441	£0	£8,197
Mulbarton	£0	£0	£0	£1,526	£5,995	£0	£0	£0	£0	£7,521
Wortwell	£0	£1,237	£584	£2,857	£1,222	£1,128	£0	£0	£0	£7,028
Deopham	£0	£0	£0	£6,338	£0	£0	£625	£0	£0	£6,964
Tivetshall	£2,335	£751	£1,366	£399	£240	£0	£134	£1,106	£454	£6,785
Flordon	£0	£420	£0	£2,677	£3,117	£0	£487	£0	£0	£6,701
Marlingford and Colton	£0	£1,673	£5,018	£0	£0	£0	£0	£0	£0	£6,690
Gissing	£495	£0	£1,941	£2,073	£443	£1,644	£0	£0	£0	£6,596
Wicklewood	£0	£0	£0	£3,795	£0	£0	£0	£762	£1,881	£6,438
Framingham Earl	£0	£0	£0	£0	£0	£0	£0	£0	£6,269	£6,269
Morley	£0	£0	£0	£3,199	£0	£0	£957	£1,941	£0	£6,098
Great Melton	£0	£0	£0	£0	£0	£5,156	£0	£0	£0	£5,156
Hales	£0	£1,129	£2,338	£0	£1,612	£0	£0	£0	£0	£5,078
Starston	£703	£334	£320	£731	£0	£0	£1,613	£0	£1,122	£4,822

Parish	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023	April 2023 - March 2024	April 2024 - March 2025	Total
Ashby St. Mary	£0	£0	£1,225	£2,942	£0	£75	£0	£0	£0	£4,242
Swainsthorpe	£0	£0	£3,655	£0	£211		£0	£0	£314	£4,181
Wrampingham	£0	£0	£0	£0	£1,291	£2,294	£0	£0	£0	£3,584
Colney	£0	£0	£0	£0	£0	£875	£0	£0	£2,698	£3,572
Aldeby	£493	£0	£115	£0	£2,898		£0	£0	£0	£3,506
Roydon	£0	£0	£0	£1,084	£0	£2,219	£0	£0	£0	£3,303
Burgh St. Peter	£0	£0	£0	£3,047	£0	£0	£0	£0	£0	£3,047
Alburgh	£0	£153	£0	£1,097	£0	£0	£1,331	£417	£0	£2,998
Kirby Bedon	£83	£0	£0	£0	£0	£0		£2,908	£0	£2,992
Langley with Hardley	£0	£0	£0	£0	£0	£0	£0	£0	£2,665	£2,665
Framingham Earl	£218	£0	£0	£0	£0	£0	£2,191	£0	£0	£2,409
Needham	£1,195	£0	£0	£946	£185	£0		£0	£0	£2,326
Morningthorpe and Fritton	£231	£0	£396	£0	£623	£0	£570	£422	£0	£2,241
Barnham Broom	£0	£690	£0	£0	£982	£0	£504	£0	£0	£2,176
Norton Subcourse	£322	£187	£0	£0	£1,406	£0	£207	£0	£0	£2,122
Toft Monks	£127	£0	£0	£489	£207	£0	£0	£0	£1,167	£1,990
Topcroft	£434	£0	£0	£272	£0	£1,243	£0	£0	£0	£1,949
Ketteringham	£0	£253	£653	£900	£0	£0	£0	£0	£0	£1,806
Brandon Parva, Coston, Runhall and Welborne	£236	£234	£202	£0	£0	£0	£0	£0	£1,001	£1,673
Heywood	£0	£0	£0	£0	£0	£0	£0	£0	£1,427	£1,427
Wheatacre	£0	£0	£0	£0	£0	£1,078	£0	£114	£0	£1,192
Kirby Cane	£0	£0	£952	£0	£0	£0	£0	£0	£189	£1,141

Parish	April 2016 - March 2017	April 2017 - March 2018	April 2018 - March 2019	April 2019 - March 2020	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023	April 2023 - March 2024	April 2024 - March 2025	Total
<b>Shelton and Hardwick</b>	£0	£0	£0	£435	£175	£503	£0	£0	£0	£1,113
<b>Raveningham</b>	£0	£0	£0	£0	£0	£940	£0	£0	£0	£940
<b>Saxlingham Nethergate</b>	£769	£0	£0	£80	£0	£0	£0	£0	£0	£849
<b>Keswick and Intwood</b>	£585	£0	£0	£0	£230	£0	£0	£0	£0	£816
<b>Kimberley</b>	£0	£0	£0	£0	£0	£448	£0	£0	£318	£766
<b>Denton</b>	£0	£0	£0	£525	£236	£0	£0	£0	£0	£761
<b>Holverston</b>	£0	£0	£0	£0	£0	£0	£0	£0	£601	£601
<b>Newton Flotman</b>	£0	£0	£0	£0	£0	£0	£395	£191	£0	£586
<b>Hellington</b>	£0	£0	£0	£0	£0	£0	£0	£0	£537	£537
<b>Winfarthing</b>	£100	£0	£0	£0	£0	£0	£176	£158	£0	£434
<b>Yelverton</b>	£0	£0	£0	£0	£0	£0	£0	£0	£367	£367
<b>Shotesham</b>	£0	£0	£0	£225	£0	£0	£0	£0	£0	£225
<b>Burston and Shimpling</b>	£0	£0	£0	£0	£0	£0	£0	£0	£152	£152
<b>Ellingham</b>	£0	£0	£0	£0	£0	£0	£0	£143	£0	£143
<b>Haddiscoe</b>	£0	£0	£0	£0	£0	£130	£0	£0	£0	£130
<b>Wacton</b>	£43	£0	£0	£0	£0	£0	£0	£0	£0	£43
<b>Stockton</b>	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
<b>Framingham Pigot</b>	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
<b>Bedingham</b>	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
<b>Sisland</b>	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
<b>Claxton</b>	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
<b>Thurton</b>	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
<b>Mundham</b>	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0

<b>Parish</b>	<b>April 2016 - March 2017</b>	<b>April 2017 - March 2018</b>	<b>April 2018 - March 2019</b>	<b>April 2019 - March 2020</b>	<b>April 2020 - March 2021</b>	<b>April 2021 - March 2022</b>	<b>April 2022 - March 2023</b>	<b>April 2023 - March 2024</b>	<b>April 2024 - March 2025</b>	<b>Total</b>
<b>Thwaite</b>	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
<b>Howe</b>	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
<b>Total</b>	<b>£201,858</b>	<b>£251,347</b>	<b>£574,781</b>	<b>£807,524</b>	<b>£991,972</b>	<b>£2,068,068</b>	<b>£764,504</b>	<b>£615,173</b>	<b>£521,156</b>	<b>£6,796,383</b>

**Table 20 - Norwich Neighbourhood CIL Allocations**

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

<b>Parish</b>	<b>April 2016 - March 2017</b>	<b>April 2017 - March 2018</b>	<b>April 2018 - March 2019</b>	<b>April 2019 - March 2020</b>	<b>April 2020 - March 2021</b>	<b>April 2021 - March 2022</b>	<b>April 2022 - March 2023</b>	<b>April 2023 - March 2024</b>	<b>April 2024 - March 2025</b>	<b>Total</b>
<b>Norwich</b>	£171,556	£119,071	£133,705	£133,363	£173,285	£146,439	£193,252	£130,369	£107,306	£1,308,346
<b>Total</b>	<b>£171,556</b>	<b>£119,071</b>	<b>£133,705</b>	<b>£133,363</b>	<b>£173,285</b>	<b>£146,439</b>	<b>£193,252</b>	<b>£130,369</b>	<b>£107,306</b>	<b>£1,308,346</b>

## 13. Appendix E - Accessible Map Alternative Text

### 13.1. Alternative text for Figure 15 - A map illustrating proposed strategic GI initiatives for Greater Norwich.

The legend on the map highlights:

#### **Strategic GI Corridors:**

- Bure Valley
- North-East Norwich to the Broads
- Yare Valley
- Waveney Valley
- South Norwich to the Waveney Valley
- South-West Norwich to Wymondham
- Wensum Valley
- North-West Norwich to the Bure Valley
- Norwich Wensum Urban Riverside
- Southern Norwich Yare Valley Parkway
- Northern Norwich
- Green Loop – A loop formed between Norwich, Wroxham, Aylsham and Reepham.

#### **Strategic GI Sites**

Potential New Country Parks:

- West of Norwich (Bawburgh/Colney Lakes)

- South-East of Norwich
- North-East of Norwich

**Expansions/Enhancements to Existing Country Parks:**

- Ladybelt Country Park
- Whitlingham Country Park
- Broadland Country Park

Blue Spaces – Near Wymondham, Wroxham, Loddon/Chedgrave and Bungay.

**Strategic GI Zones:**

- Strategic Gaps – Between Cringleford and Wymondham.

**Nature Recovery:**

- Broadland Farmlands
- South Norfolk Farmlands
- The Broads Wetlands
- Norwich Urban Area
- Urban Greening – Diss, Long Stratton, Wymondham, Norwich and Aylsham

**Other Strategic GI Initiatives:**

- Greater Norwich Local Plan Growth Locations

### 13.2. Alternative text for Figure 16 - A map illustrating proposed strategic GI initiatives for Norwich.

The legend on the map highlights:

#### **Strategic GI Corridors:**

- North-East Norwich to the Broads
- Yare Valley
- South Norwich to the Waveney Valley
- South-West Norwich to Wymondham
- Wensum Valley
- North-West Norwich to the Bure Valley
- Norwich Wensum Urban Riverside
- Southern Norwich Yare Valley Parkway
- Northern Norwich
- Green Loop

#### **Norwich Green Grid Corridors:**

- North City
- Wensum Ridges
- Earlham and Eaton
- City Ridges
- Lakenham Way

- Hellesdon to Sprowston

### **Strategic GI Sites**

Potential New Country Parks:

- West of Norwich (Bawburgh/Colney Lakes)
- South-East of Norwich
- North-East of Norwich

### **Expansions/Enhancements to Existing Country Parks:**

- Ladybelt Country Park
- Whitlingham Country Park

### **Strategic GI Zones:**

- Strategic Gaps – From Cringleford to Wymondham

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**Greater Norwich Infrastructure Plan**  
**June 2025**

