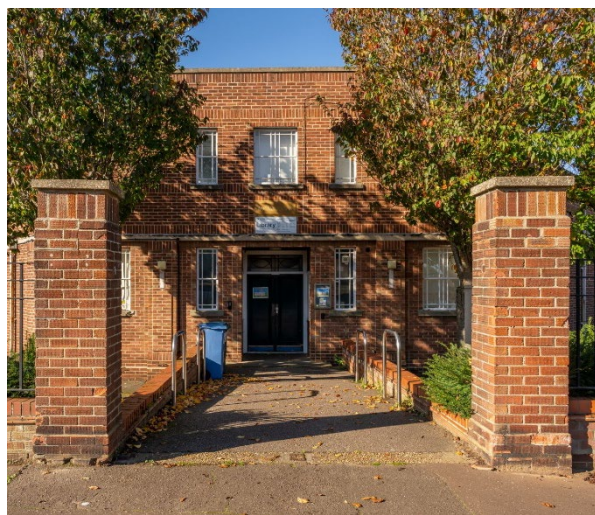


Greater Norwich Infrastructure Plan

June 2026



Jobs, homes, prosperity for local people

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- [Additional Infrastructure \(Page 53\)](#): Provides an update on the delivery of the additional infrastructure required to support growth, as outlined in the Greater Norwich Local Plan.
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1. Introduction

- 1.1. Greater Norwich consists of the combined administrative areas of Broadland District Council, Norwich City Council and South Norfolk Council. Recognising the opportunities and pressures of being one of the fastest growing parts of the country, the district authorities, in partnership with Norfolk County Council, work together through the Greater Norwich Growth Board (GNGB) - a unique voluntary arrangement, established to plan for growth and deliver essential infrastructure.
- 1.2. Planning for growth is informed by a breadth of national and regional policies and strategies, figure one identifies some of these.

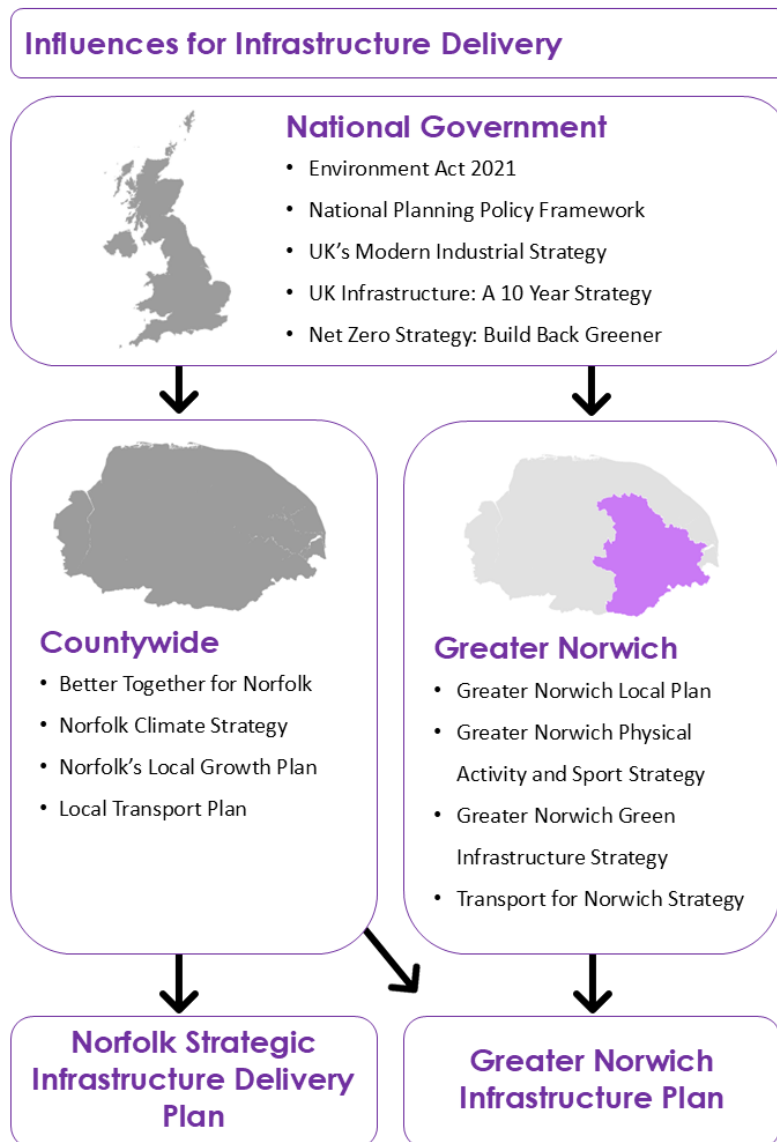


Figure 1- Policies and strategies that influence infrastructure delivery across Greater Norwich.

- 1.3. The authorities work within a robust planning framework, following national legislation and strategies, including the [Environment Act 2021](#), the [National Planning Policy Framework](#), the [UK's Modern Industrial Strategy](#), the [UK Infrastructure 10 Year Strategy](#) and the [Net Zero Strategy: Build Back Greener](#). Together they set the direction for clean growth and long-term economic development.
- 1.4. At a regional level, the partners collaborate with all Norfolk district authorities and plan for growth through the collective endorsement of the [Norfolk Strategic Infrastructure Delivery Plan \(SIDP\)](#). The SIDP outlines Norfolk's high-level priorities for the next ten years to deliver sustainable economic growth. It encompasses the most significant strategic level projects that the Norfolk local authorities are actively advancing, with established routes to delivery. View the online map of all SIDP projects, along with key details, on the [Norfolk Strategic Infrastructure Plan Map](#).
- 1.5. Locally the partners have adopted the [Greater Norwich Local Plan 2024](#) (GNLP), which is a shared strategic framework that sets out where new homes, jobs and supporting infrastructure will be delivered up to 2038. The GNLP establishes the policy basis for infrastructure planning, and identifies the themes that must be monitored to ensure growth is delivered as intended. Climate and sustainability principles are woven throughout the whole plan rather than addressed through a single policy. The [climate change statement of the GNLP](#) explains how these principles are integrated: from locating development in accessible areas to reduce the need to travel, to requiring high standards for water efficiency and sustainable design. This policy complements existing commitments made by the four Greater Norwich authorities, which have set an ambition to reduce emissions from their own operations to net zero by 2030.
- 1.6. The partnership also benefits from a range of jointly developed strategies that strengthen our understanding of infrastructure needs and help shape future investment. These include a joint [Physical Activity and Sport Strategy](#), a joint [Green Infrastructure Strategy](#) alongside close partnership working with Norfolk County Council in the development of its adopted [Local Transport Plan](#) and [Transport for Norwich Strategy](#). Together, these provide a robust evidence base to support infrastructure delivery and guide decision-making across Greater Norwich.

1.7. This Document

- 1.7.1. As a partnership, we produce the Greater Norwich Infrastructure Plan (GNIP) each year to provide a strategic update on the infrastructure needed to support the growth set out in the GNLP. The GNIP brings together information from a wide range of stakeholders to monitor progress, report on delivery, and provide transparency about how infrastructure is supporting communities. By presenting a shared and up to date evidence base, it helps ensure that planning and delivery remain coordinated, sustainable and aligned with the policies and commitments that shape how Greater Norwich grows.
- 1.7.2. Keeping in line with the GNLP, the GNIP adopts a ‘whole systems’ approach, recognising that infrastructure is interconnected and that sustainable outcomes are achieved when community facilities, education provision, green spaces and transport are planned and delivered in a coordinated way. Embedding sustainability within every project ensures that growth supports healthier, more resilient communities and aligns with the long-term ambitions of the GNLP. Because these principles underpin all infrastructure activity, the GNIP reflects them throughout the document rather than presenting them as a standalone topic.
- 1.7.3. The GNIP identifies a range of infrastructure projects, some of which are essential to unlocking planned housing and employment sites, while others help create greener, safer and more connected places. The plan does not prioritise individual projects or assess their deliverability. Instead, it provides a refreshed, high-level picture of infrastructure activity across the area, ensuring our programme remains current, transparent and responsive to change.
- 1.7.4. There are many external factors that can influence the delivery of infrastructure; national policy changes, funding availability, market conditions and wider global events can all shift rapidly. For that reason, the GNIP is presented as an annual snapshot in time. It enables us to track progress, identify emerging needs and ensure delivery remains aligned with the GNLP and with Greater Norwich’s long-term ambitions for sustainable growth.
- 1.7.5. In summary, this Plan highlights the scale of activity and investment underway across Greater Norwich. It demonstrates how we, as the GNGB partners, are working together to deliver coordinated, environmentally responsible growth, and provides the shared evidence base needed to plan confidently and respond effectively to the challenges of the 21st century.

2. Background to Greater Norwich

- 2.1. Greater Norwich is a voluntary partnership, unlike any other in the UK, between **Broadland District Council, Norfolk County Council, Norwich City Council and South Norfolk Council**. We have chosen to work together to accelerate the delivery of infrastructure within our joint area, because we understand the benefits that can be achieved by looking beyond individual administrative boundaries.

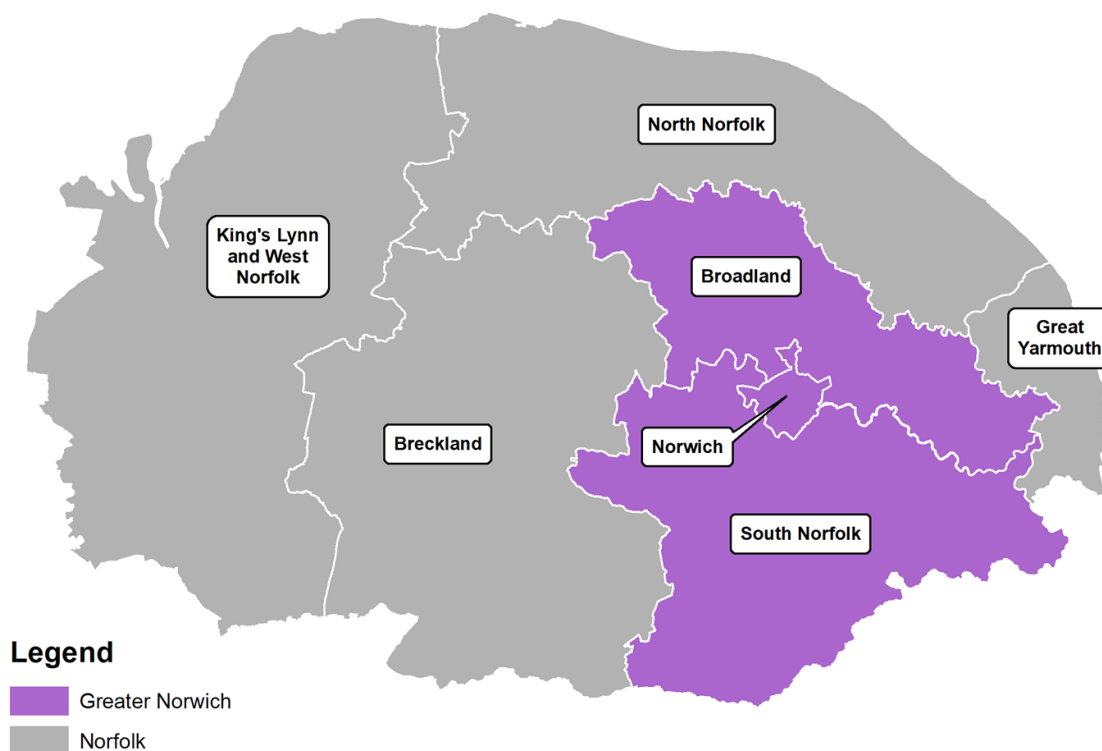


Figure 2 – Map of Norfolk and Greater Norwich.

- 2.2. Our collaborative approach began with the creation of the Greater Norwich Development Partnership (GNDP), which led the production of the [Joint Core Strategy \(JCS\)](#), adopted in 2011 and amended in 2014. This provided a shared framework for growth to 2026.
- 2.3. In 2013, we strengthened our collaborative model by signing a [City Deal](#) with Central Government. This led to the creation of the Greater Norwich Growth Board (GNGB), established to drive forward infrastructure delivery in line with our planned growth.
- 2.4. Our partnership approach has continued to evolve with the adoption of the [Greater Norwich Local Plan \(GNLP\)](#) in March 2024. It supersedes the JCS, extending the planned period for a further 12 years to 2038, and work is already

underway to complete another update by 2029 to ensure our planning approach remains dynamic and responsive.

- 2.5.** In addition to our joint plan making, we have developed a unique model for funding infrastructure through our [Infrastructure Investment Fund \(IIF\)](#), which pools Community Infrastructure Levy (CIL) income. Eligible projects must fall within four priority themes (Community, Education, Green Infrastructure and Transport), clearly support growth, and align with the strategic priorities identified in this plan.
- 2.6.** Over the past decade, we have become widely acknowledged as national leaders in collaborative planning and infrastructure delivery. Our innovative IIF is regarded as a model of best practice. The Planning Advisory Service has commended us for “pursuing ambitious growth agendas under strong strategic leadership through cross boundary collaboration” reflecting the maturity and impact of the partnership. This recognition is matched by national awards: the GNGB won the Partnership Working category at the 2020 National Planning Awards, and the GNLP received a Highly Commended award for Plan Making in 2025. More recently, national guidance for [Infrastructure Delivery Plans \(IDPs\): Practical guidance and tools](#) has recognised the [GNGB’s Five Year Infrastructure Investment Plan](#) as an exemplar of best practice as an infrastructure spending plan. These accolades demonstrate Greater Norwich’s position not only as an effective partnership, but as a trailblazer that consistently pushes the boundaries of innovation in infrastructure planning.
- 2.7.** The strength of our partnership is also evident in our funding achievements. To date, the GNGB has **allocated just under £44 million from the IIF** and a further **£61.5 million** in CIL-supported borrowing, to a shared programme of infrastructure projects. Together, these investments have **leveraged over £305 million of additional match funding**, enabling the delivery of transformative infrastructure across the Greater Norwich area. Our ability to combine local, regional and national funding streams has been instrumental in supporting sustainable, coordinated growth.

3. Planning for Growth

- 3.1. Local authorities have a legal responsibility to plan for growth. Communities change, populations grow, new homes are needed and businesses require the right spaces and connections to thrive. Without a long-term plan, development can become uncoordinated, putting pressure on schools, roads, health services, green spaces and community facilities. By planning for growth in an organised way, we can make sure the right infrastructure is delivered in the right places, at the right time.
- 3.2. This is why we have the [Greater Norwich Local Plan \(GNLP\)](#). The GNLP is our shared long-term plan for where new homes, jobs, services and supporting infrastructure will go across Broadland, Norwich and South Norfolk up to 2038. It sets out how the area is expected to grow and plans for this in a way that protects the environment and ensures that new development is supported by the schools, transport links, green spaces and community facilities which people need. It gives residents, businesses and developers clarity about how Greater Norwich will develop over time.
- 3.3. A key component of the GNLP is the identification of the Greater Norwich Strategic Growth Area (SGA). This is the area where most of our economic strength and biggest opportunities for growth are concentrated (further details can be found in [paragraphs 171 to 173 of the GNLP](#)). As the SGA links into major regional and national growth corridors, it places Greater Norwich firmly on the national stage and increases our ability to attract external funding.
- 3.4. The SGA encompasses the following growth areas:
- [North-East Norwich](#): Covers Norwich Airport, major commercial development along the A140 and the Broadland Growth Triangle, strategic housing developments (Beeston Park, Sprowston and North Rackheath), as well as key commercial areas (St Andrews Business Park, Broadland Gate and Broadland Business Park).
 - [Norwich Urban Area](#): Includes central Norwich, the urban extensions at Costessey, Bowthorpe, Hellesdon and Taverham, plus the strategic regeneration areas at [Anglia Square](#) and [East Norwich](#).
 - [Cambridge Norwich Tech Corridor](#): Comprises Norwich Research Park, Food Enterprise Park, Hethel Technology Park, Browick Enterprise Park and the significant residential expansions of Wymondham, Hethersett, Cringleford and Easton.
- 3.5. The SGA covers all the strategic employment areas and housing locations in Greater Norwich, with the exception of [Long Stratton](#). It also includes the most suitable brownfield redevelopment opportunities (previously developed land that

can be reused for new development).

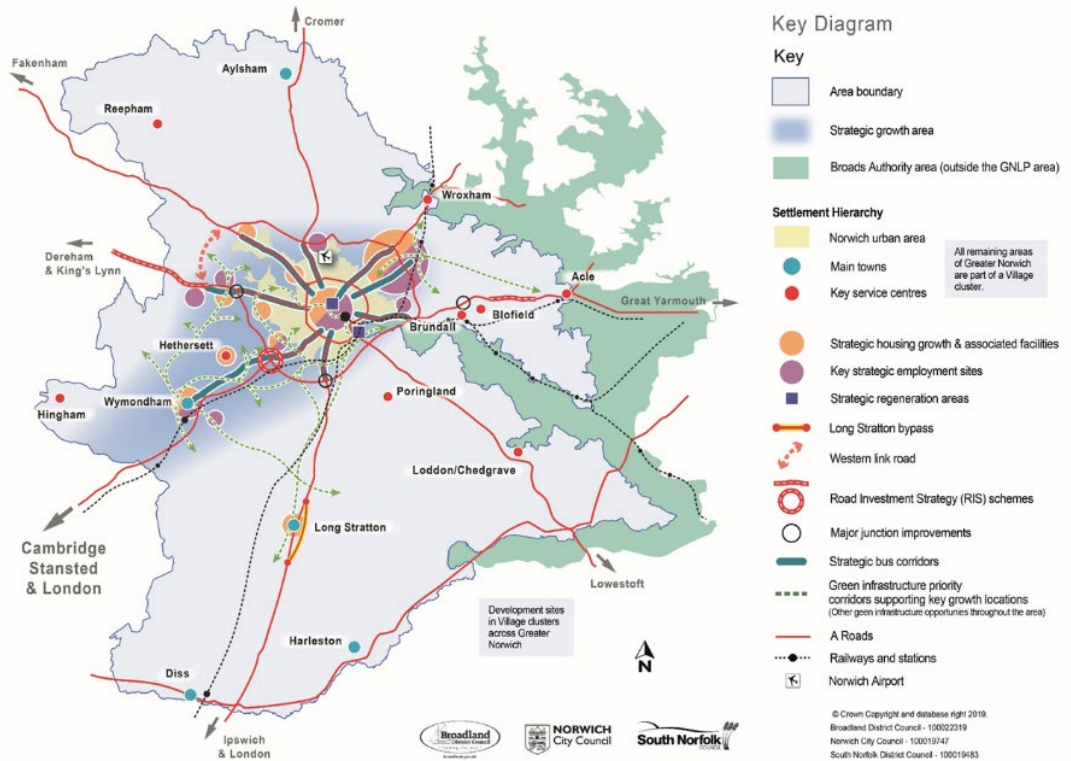


Figure 3 - Strategic Growth Area as identified in the Greater Norwich Local Plan.

- 3.6.** In addition to the SGA, main towns and key service centres, such as Aylsham, Hethersett, Reepham and Wymondham, will provide just over 10,500 homes, around 24% of the proposed housing growth planned to 2038. These locations play an essential role in the rural economy, providing employment opportunities and services for wider hinterlands. Planned development in these locations is essential to ensure growth is delivered at appropriate scales, having regard to infrastructure and environmental issues, to enable them to thrive.
- 3.7.** Updates about our key growth areas are provided below.

3.8. North-East Norwich

- 3.8.1.** This area is referred to as the North East Growth Triangle (NEGT) within the GNLPP but is more commonly known as North-East Norwich. It is the largest area of growth across Greater Norwich, comprising strategic residential and employment development areas adjacent to the built-up area of Norwich.
- 3.8.2.** It sits between the A140 Holt/Cromer Road and the A47 at Postwick, alongside the Broadland Northway. This area covers Norwich Airport, its adjacent industrial estate and the strategic employment sites adjacent to the A47 Postwick junction, including St Andrews Business Park, Broadland Gate and Broadland Business Park. Key housing sites span Beeston Park, Sprowston and North Rackheath. Planned growth is set out in the [Growth Triangle Area Action Plan 2016](#).
- 3.8.3.** As of 01 April 2023, there were identified sites for approximately 12,300 further dwellings and 270,000 m² of additional employment/commercial floorspace across North-East Norwich. Given the scale of development planned across North-East Norwich, delivery will span a significant number of years. Most sites have now secured outline or detailed planning permission. Progress on notable sites includes:
- **St Andrews Business Park:** The majority of the business park has been delivered. The former hospital site is still awaiting proposals for redevelopment.
 - **Broadland Gate Business Park (GT10):** Development is well underway with several commercial units completed or under construction, only a few plots remain to be built.
 - **Broadland Business Park:** The majority of the business park has been delivered. The most recently completed scheme is the ancillary offices development next to Bertram House on Peachman Way.
 - **Imperial Park (STR.03):** Outline planning consent was granted in January 2023 for 60,000m² of floor space for aviation related uses and a further 60,000m² of general employment use floor space.
 - **Broadway Enterprise Park (STR.14):** Access to the site has been created from the A140, and the Norwich North Recycling Centre has been operating there from some time. Commercial development proposals are coming forward, and a planning application has been approved for five commercial units.
 - **Beeston Park (GT12):** Granted detailed permission in 2023 for upfront strategic infrastructure, along with the agreement of a [nutrient mitigation](#) scheme. A reserved matters application is pending consideration for Phase A, consisting of 338 dwellings.

- **Sprowston:** David Wilson Homes and Kier are nearing completion of building c.750 dwellings on land south of Salhouse Road ([GT7](#)), while Halsbury Homes are progressing delivery of a further 351 dwellings. The GNLP allocates up to 1,200 dwellings north to Atlantic Avenue ([STR10](#)), initial preapplications have been received.
- **North Rackheath ([GT16](#)):** Taylor Wimpey, the majority landholder and deliverer of the new settlement, received a planning committee resolution to grant planning permission in February 2026, with discharge of commencement conditions to follow. While Halsbury Homes, the smaller landholder, is awaiting determination of planning permission.

3.8.4. In addition to these schemes, smaller sites have also progressed:

- The development south of Rackheath ([GT18](#)), by Norfolk Homes, Lovell and Persimmon are nearing completion.
- At Postwick ([GT11](#)), Allison Homes continue to develop their site of 520 dwellings. Also, at Postwick, Great Plumstead north of Smea Lane, Orbit Homes have begun construction of a further scheme totalling 272 dwellings. A reserved matters application has been approved for 239 dwellings at Racecourse Plantation in Thorpe St Andrew.

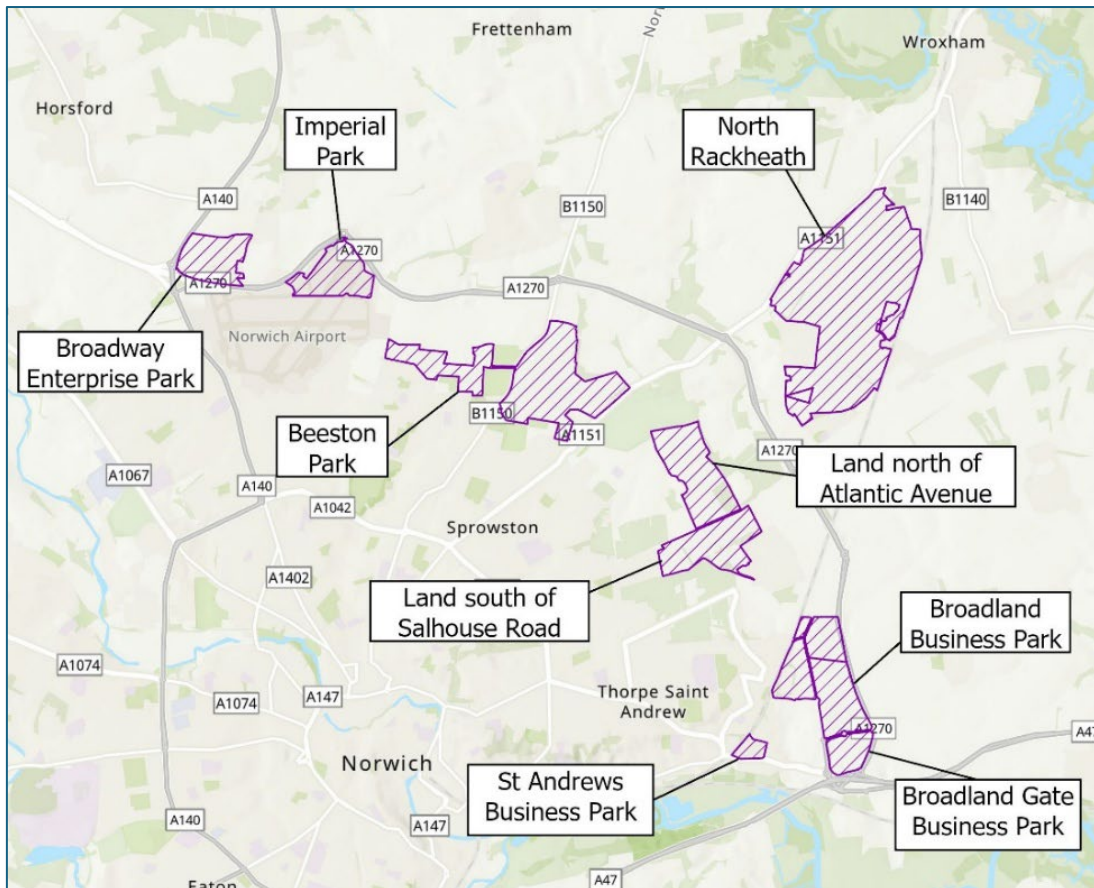


Figure 4 - Map of North-East Norwich, showing key strategic sites.

3.9. Norwich Urban Area

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

3.9.2. Progress in the Norwich Urban Area includes:

- **Costessey:** Planned growth is largely delivered. 44 dwellings are due to be delivered on a small parcel of land at Lodge Farm over the coming years.
- **Bowthorpe (STR.04):** 666 dwellings with outline consent remaining from the originally approved 1,000 dwellings at Three Score. Phases one, two and three are already complete.
- **Hellesdon (STR.09):** 252 dwellings have been delivered on the former golf course, phases three, four and five are expected to come forward in the future.
- **Taverham (STR.11):** 1,530 dwellings and associated facilities are planned at Marriotts Park. A committee resolution to grant planning permission was made in December 2023. Three reserved matters applications, consisting of 600 dwellings are pending consideration.

3.9.3. Detailed updates about [Anglia Square](#) and [East Norwich](#) are provided in the following sections.

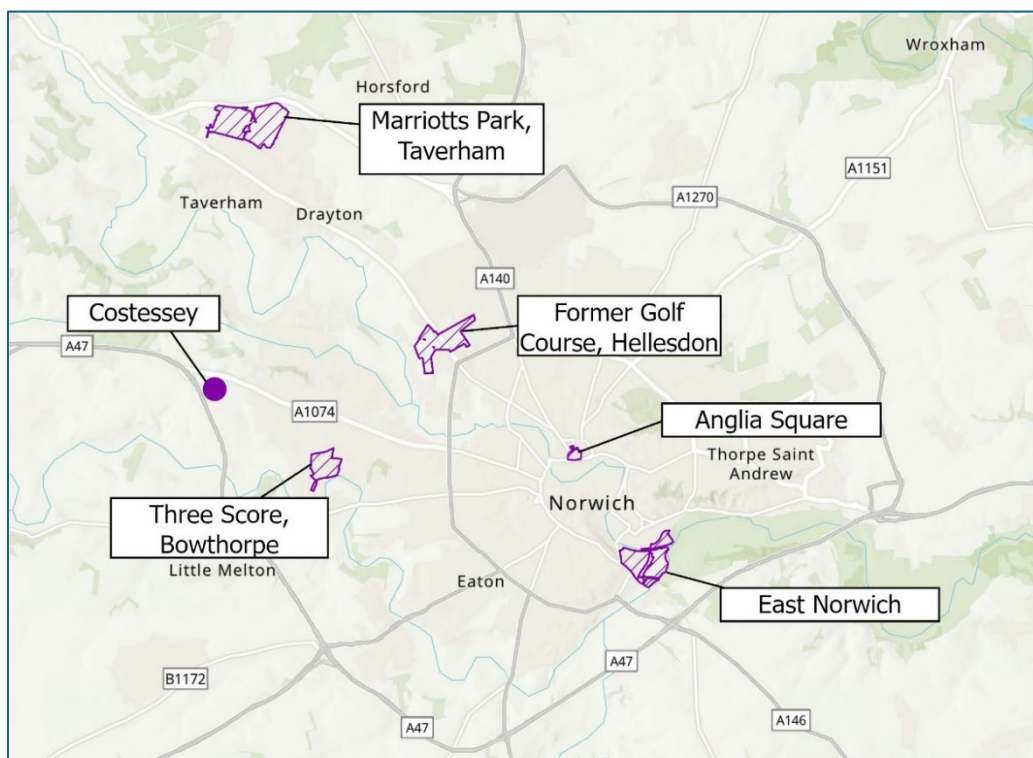


Figure 5 – Map of the Norwich Urban Area, showing key strategic sites.

3.10. Anglia Square

- 3.10.1.** The redevelopment of Anglia Square is Norwich City Council’s top regeneration priority for the city centre. The GNLP designates Anglia Square and its adjoining land (approximately 4.79 hectares) ([STR.02](#)) 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.
- 3.10.2.** Planning permission was granted in April 2023 for the comprehensive redevelopment of the site, but the previous developer announced their withdrawal in early 2024 citing multiple viability concerns.
- 3.10.3.** In 2019 Norwich City Council was awarded £15m from the Government’s Housing Infrastructure Fund (HIF) to support the regeneration of Anglia Square. Following project delays and increased costs, Norwich City Council sought additional funding from the HIF and in December 2024 was awarded a further £19m, taking the total allocation to £34m. This funding has enabled Norwich City Council to acquire the site and finance the demolition, remediation and site infrastructure. In 2025, DSM Demolition Limited began the demolition of existing infrastructure, significant progress has been made and is due to complete in 2026. It has paved the way for the development of up to 1,100 new homes, as well as retail, commercial and community spaces. Following demolition, the delivery of new homes will commence.



Figure 6 – Map of Anglia Square.

3.11. East Norwich

3.11.1. East Norwich, known as the East Norwich Strategic Regeneration Area (ENSRA) in the GNL (STR.01), is one of the largest regeneration opportunities in the East of England. The area comprises of four sites:

1. Land at the Deal Ground, Bracondale and Trowse Pumping Station in Norwich, and the former May Gurney site at Trowse in South Norfolk (approx. 21.35 ha).
2. Utilities Site, Norwich (approx. 6.92 ha).
3. Land at Carrow Works, Norwich (approx. 19.91 ha).
4. Land in front of ATB Lawrence Scott (0.39 ha).

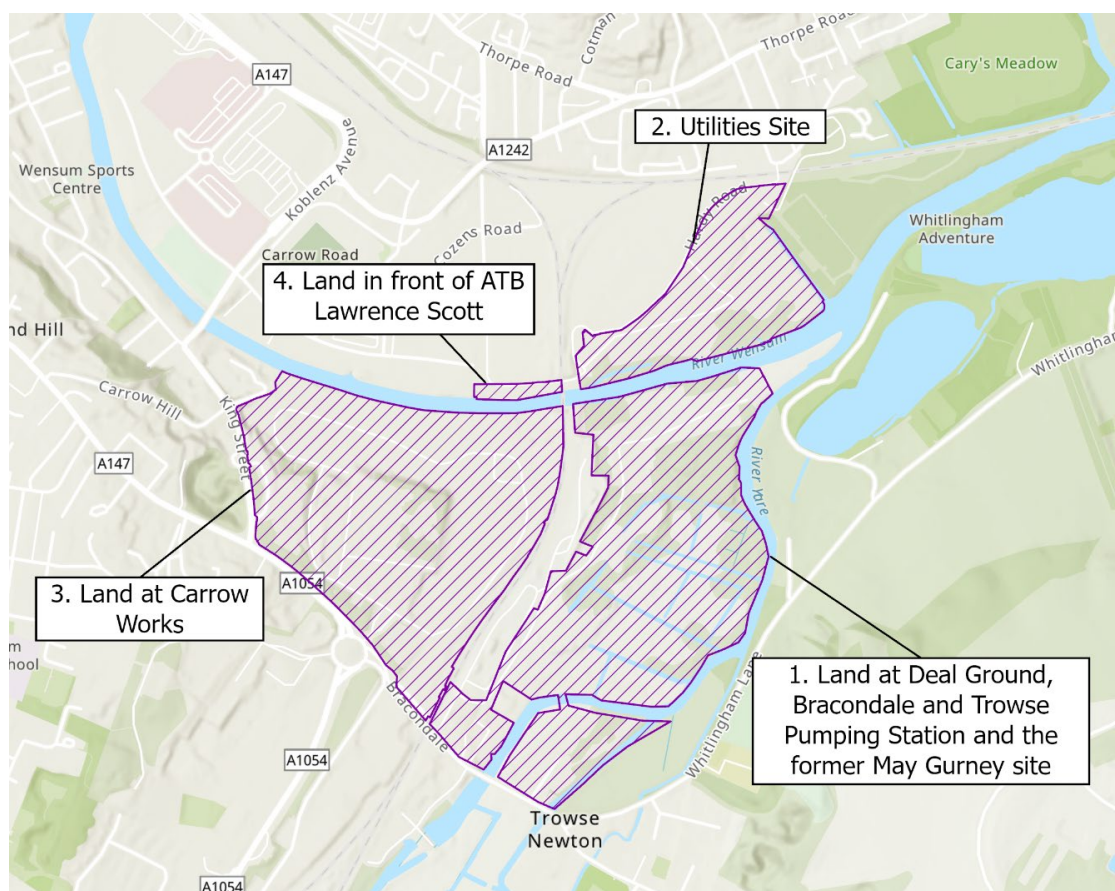


Figure 7 - Map of East Norwich.

3.11.2. The sustainable regeneration of these brownfield sites presents a major opportunity to provide new homes and employment opportunities, serving residents and optimising economic benefits for Greater Norwich. Planned development aims to create a highly sustainable mixed-use area, opening up historically significant parts of the City and providing improved connections between the City and Broads.

- 3.11.3.** The GNLP sets out delivery plans for the majority of the area, with the remaining land falling within the boundaries of the Broads Authority. The GNLP identifies delivery of up to 3,362 dwellings, with 3,000 of these expected to be completed by 2038. The adopted [Broads Local Plan Policy NOR1](#) allocates the eastern part of the Utilities site for mixed use development, including up to 120 dwellings. An emerging revised policy, [PONOR1](#), increases this to 271 dwellings. Therefore, the overall housing capacity of East Norwich is in the region of 3,630 dwellings. Meanwhile the regeneration is expected to create around 4,100 jobs.
- 3.11.4.** Several key infrastructure requirements are necessary to support delivery. This includes infrastructure relating to movement and connectivity, access and the highway network, school and healthcare provision, and neighbourhood shopping facilities.
- 3.11.5.** 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.
- 3.11.6.** The East Norwich Delivery Board was established in late 2022, comprising principal public sector funders, approval and delivery bodies: Norwich City Council, Norfolk County Council, South Norfolk Council, Broadland District Council, the Broads Authority and Homes England. The board aims to oversee the transition from master planning to delivery, focusing on finding solutions to unlock delivery and inform business case development.
- 3.11.7.** In March 2026, Homes England acquired Carrow Works, giving the public sector the opportunity to accelerate delivery on this critical site by initiating planning and delivery. Homes England and Norwich City Council are working collaboratively on a scheme for the first phase, to enable delivery that aligns with the Government’s objectives for housebuilding during this parliament.

3.12. Cambridge Norwich Tech Corridor

3.12.1. The [Cambridge Norwich Tech Corridor \(CNTC\)](#) is a partnership linking Greater Norwich and Cambridge to create one of the UK’s leading regions for technology, research, and innovation. The 62-mile corridor brings together top universities, research institutes and high growth businesses working in advanced engineering, clean energy, life sciences, agrifood and digital technology.

3.12.2. Greater Norwich is key to the region’s economy with considerable potential for growth in high skilled, knowledge-based industries. As part of the UK’s largest agrifood sector, and home to nationally important research in plant science, microbiology and climate change, Greater Norwich is well positioned to support food security and environmental innovation.

3.12.3. The area’s growing tech sector and its position within the world-leading offshore wind energy region mean Greater Norwich also contributes to the development of clean, sustainable energy and the transition to a low carbon economy.

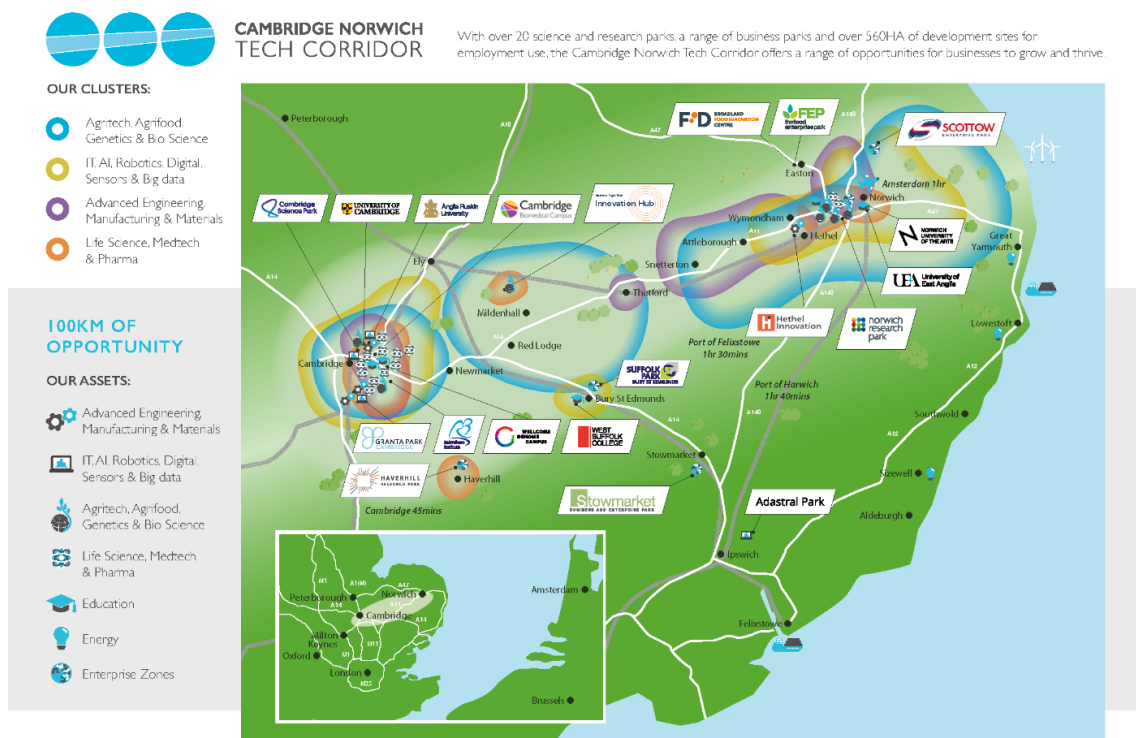


Figure 8 - Map of the Cambridge Norwich Tech Corridor, with key locations identified.

3.12.4. The CNTC is a key growth location in Greater Norwich, containing a large proportion of South Norfolk housing growth and employment sites. It is anticipated that over 3,110 homes will be delivered by 2038, with the four major growth towns of Wymondham, Hethersett, Cringleford and Easton, supporting the major employment areas: Norwich Research Park (NRP), Food Enterprise Park (FEP), Hethel Technology Park and Browick Enterprise Park. Together, these

assets position Greater Norwich as an important hub for innovation and sustainable economic growth across the region and beyond.

3.12.5. Progress includes:

- **Norwich Research Park (NRP) and NRP Enterprise Zone (STR.05):** Significant work is underway at the John Innes Centre, with the Next Generation Infrastructure (NGI) project receiving full planning consent in spring 2026. Construction is advancing on the John Innes data centre and the installation of a combined heat and power system. Further progress includes construction of the Hawkmoth Building, which began in September 2025 and is expected to open in 2027, as well as an extension to the Edith Cavell Building. This extension is due for completion in summer 2026 and will accommodate the University of East Anglia’s School of Anatomy and new School of Dentistry. An outline application for 80,000 sqm of new research and development and hospital use floorspace, as allocated in the GNLP, is also live. The completion of the Colney roundabout in 2025 has significantly enhanced accessibility, while improvements to cycle connections between Wymondham, Hethersett and the NRP are scheduled for 2026 and 2027.
- **Food Enterprise Park (40 Hectares) (FEP):** Two Local Development Orders (LDO), which provide pre-approved development rights for specified types of development, are in place for the Food Enterprise Zone, making it easier and quicker for businesses to build and develop within this zone. Over 70% of phase one, covering approximately 18 hectares, is either under offer or has been developed for businesses including Condimentum, FlowerVision, the Broadland Food Innovation Centre and Fischer Farms. Phase two was agreed in September 2025, covering the remaining 22 hectares and will support delivery of an additional 37,000 sqm of development. Planning permission has been secured for a 40MW solar farm to supply occupiers with renewable energy. Planning permission is also in place for an improved access road between the Food Enterprise Park and the A47.
- **Hethel Technology Park (20 Hectares) (STR.12, S.HT.1 & S.HT.2):** A new three arm roundabout is currently under construction, improving access, traffic flow and enabling future development. In parallel, the Council is exploring the introduction of an LDO for the site to simplify the planning process, accelerate delivery and support inward investment.
- **Browick Enterprise Park (20 Hectares) (Browick Road):** An LDO is currently being developed, which will help speed up delivery of the 65,000 sqm of commercial development.

- **Wymondham (WYM 3):** 769 dwellings are planned at major sites on land in South Wymondham from the original allocation of 1,230. Delivery of these homes has progressed, and 464 dwellings remain to be delivered.
- **Hethersett (STR.13):** 436 dwellings remain to be delivered to the north of the village from the original allocation of 1,369.
- **Cringleford (STR.07):** 921 dwellings are planned to be delivered on land north of the A11 from the original allocation of 1,060. Delivery of these homes has progressed, and 486 dwellings remain to be delivered.
- **Easton (STR.08):** Outline permission was granted in 2016 for 890 dwellings. One phase has completed delivery, and a further phase is underway. Phases three and four, consisting of 317 dwellings, has received planning permission, and is awaiting development.

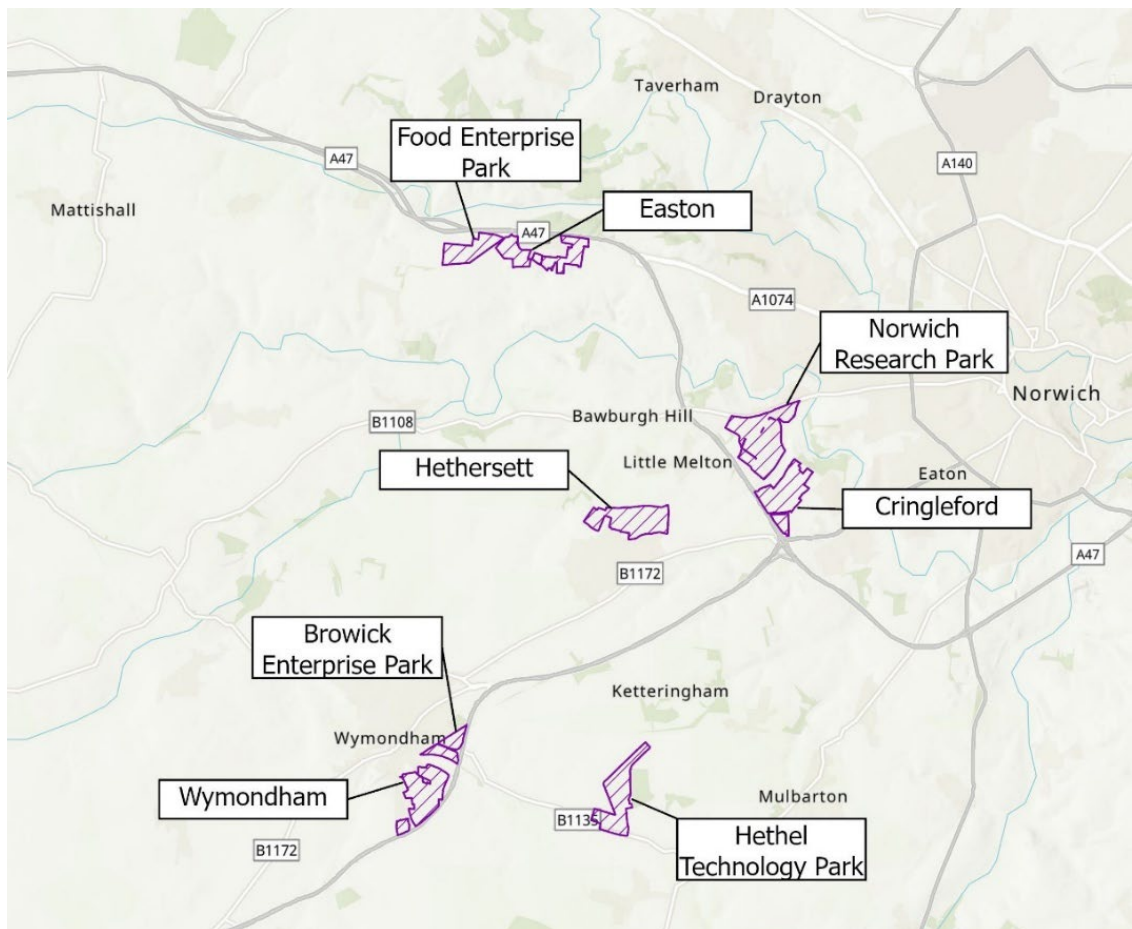


Figure 9 - Map of Cambridge Norwich Tech Corridor in Greater Norwich, showing key strategic sites.

3.13. Long Stratton

3.13.1. [Long Stratton](#) is the only strategic growth site identified in the GNLP outside the SGA. Located approximately 12 miles south of Norwich, the area already has a range of services and facilities including primary and secondary schools, a library, GP surgery and leisure centre.

3.13.2. [The Long Stratton Area Action Plan](#), adopted May 2016, identifies sites (LNGS1) for a minimum of 1,800 houses, 12 hectares of employment, an enhanced town centre and supporting infrastructure and a bypass on the eastern side of the town. These plans will grow Long Stratton from a well-served large village to a small town, with the bypass facilitating a better-quality environment for the town centre. The mixture of infrastructure will complement existing facilities, provide local job opportunities and support economic growth.

3.13.3. 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.

3.13.4. On 40.8 hectares of arable farmland west of the A140, on a site between Brand's Lane to the north and Swan Lane to the south:

- Outline planning permission for 387 dwellings and 1.5 hectares of employment land, associated infrastructure and public open space.
- Full planning permission for a western relief road including a roundabout junction with the A140 to the north and a priority junction access to Swan Lane in the south, as well as 213 dwellings.

3.13.5. 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.

3.13.6. Following confirmation of funding in late 2023, including £26.2m from the Department for Transport and £16.5m from the GNGB, the procurement process took place. Work on the bypass commenced in May 2024 led by Octavius Infrastructure. The main road works completed, and the bypass was opened to traffic in August 2025.

3.13.7. Following delivery of the bypass, housing delivery has also commenced. Phase 1 on land north of Swan Lane, consisting of 600 dwellings has begun delivery, with the western relief road already constructed.

3.13.8. Following the opening of the bypass and the change in traffic flows there is local town council ambition to invest in the high street and improve the public realm. At present though, there is no defined project or route to funding.

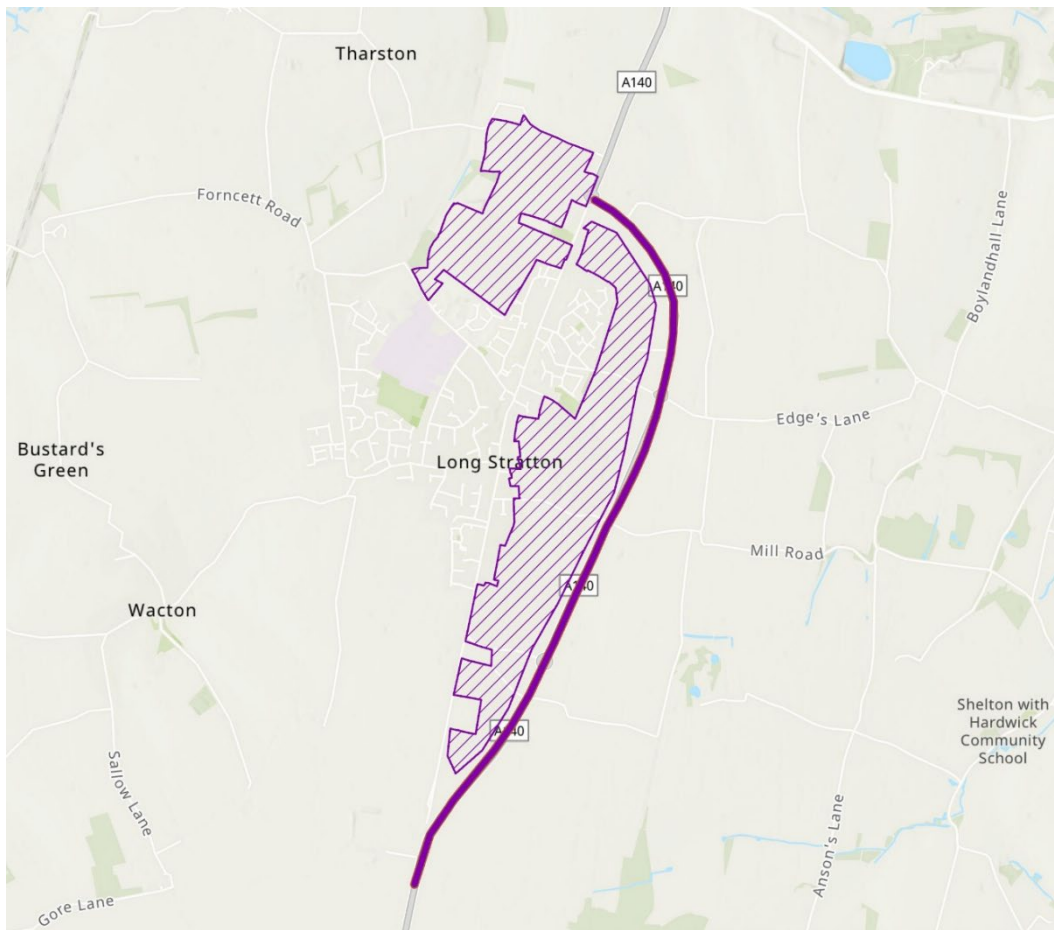


Figure 10 - Map of Long Stratton's housing allocation and the Long Stratton Bypass.

3.14. Outside the Strategic Growth Area

3.14.1. Whilst most of the development is proposed to take place within the SGA, around 24% of planned growth lies elsewhere in Broadland and South Norfolk.

3.14.2. In addition to the growth planned at [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:

- **Acle:** A 137 dwelling development on Norwich Road ([B.AC.2](#)), by Repton Homes, completed in March 2024. An application has been received for a mixed housing scheme on land south of Leffins Lane comprising of 100 dwellings and 90 retirement apartments.
- **Aylsham:** An application, from Norfolk Homes, for phased development of 252 dwellings and a 90-unit care home on Norwich Road ([B.AY.2](#)) was approved in November 2024, and delivery is now underway. A hybrid application from Hopkins Homes, including 242 dwellings on Burgh Road ([B.AY.1](#)) has received a resolution to approve, subject to [nutrient neutrality](#) and s106 agreements being resolved.
- **Chedgrave & Loddon:** Permission was granted in July 2024 for 180 dwellings on Beccles Road ([S.LO.1](#)), and construction commenced in 2025/2026. In 2024 reserved matters permission was granted for 76 dwellings on land east of Langley Road ([S.CH.1](#)), Chedgrave. In February 2025 outline permission was granted for 85 dwellings on land north of Beccles Road, and a reserved matters application has been received.
- **Diss and surrounding parishes:** The Diss and District Neighbourhood Plan allocates 345 dwellings in Diss and 125 dwellings over the Village Cluster Parishes of Roydon, Burston and Shimpling and Scole. 35 dwellings have been constructed on land east of Vinces Road ([DDNP6](#)), and outline permission has been granted for 179 dwellings on land west of Heywood Road ([DDNP1](#)). Planning permission was issued in 2024 for a 112 dwelling development on land east of Norwich Road ([DDNP10](#)), alongside open space and sports pitches.
- **Harleston:** Full permission was granted in October 2024 for 162 dwellings on the south of Spirketts Lane ([S.HA.1](#)), and 89 dwellings north of Spirketts Lane ([S.HA.3](#)). Construction is underway for the site north of Spirketts Lane. In February 2023 full permission was granted for 354 dwellings, 107 care units, allotments and 1.61ha of land for community use at Briar Farm ([S.HA.2](#)). 265 dwellings and the care unit are still to be built.
- **Reepham:** Planning permission was granted in March 2026 for a 141 dwelling development by Lovell Homes on land west of Broomhill Lane

(B.RE.2). This will also include an extension to Reepham Cemetery, while S106 funding was secured to support sports hall provision.

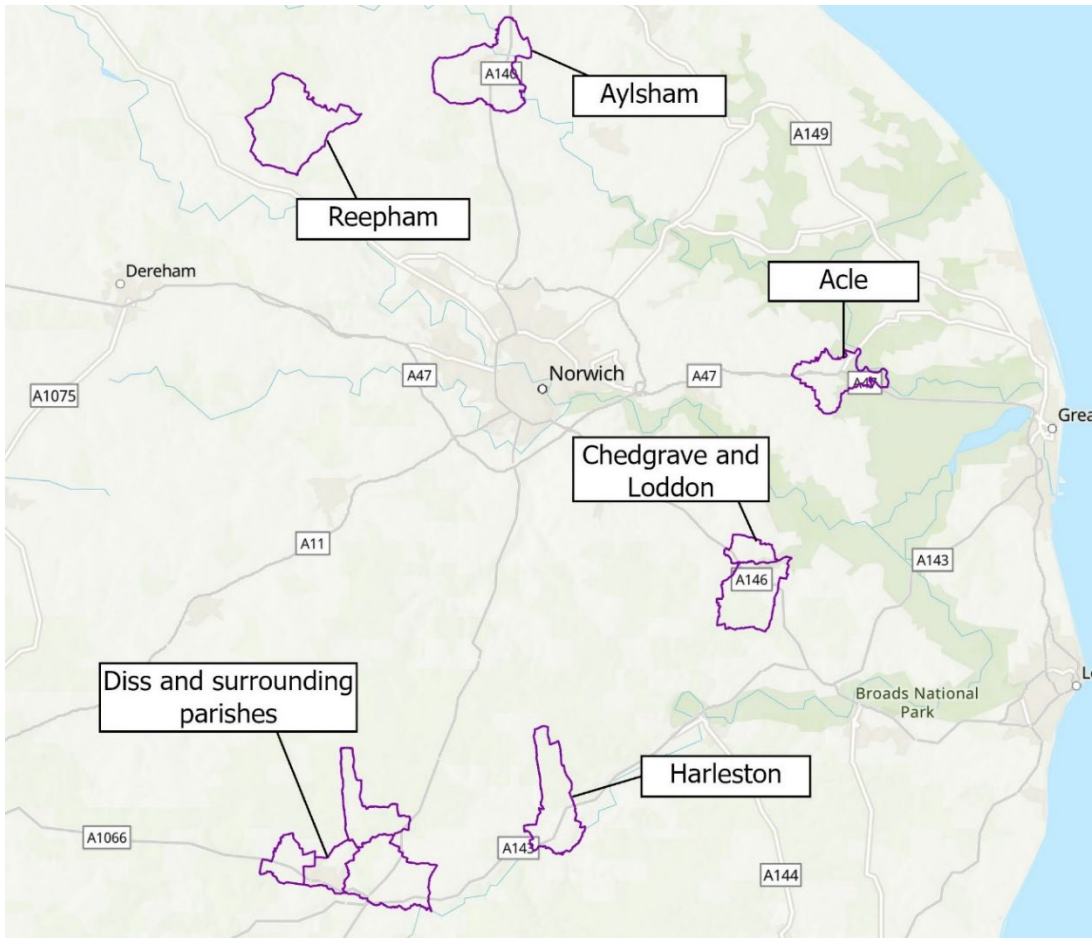


Figure 11 - Map of the parishes identified outside of the Strategic Growth Area.

3.14.3. To support housing delivery across smaller South Norfolk parishes, a [South Norfolk Village Clusters Housing Allocation Plan \(VCHAP\)](#) is being developed. Alongside village cluster allocations within Neighbourhood Plans, the VCHAP will provide a minimum of 1,200 dwellings across smaller villages in South Norfolk. Examination hearing sessions were held in January 2026 and the VCHAP is due for adoption by the beginning of 2027.

3.15. Nutrient Neutrality

- 3.15.1.** 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 (such as the Broads and River Wensum) will be mitigated.
- 3.15.2.** NN is no longer an impediment to growth in the Greater Norwich area because a broadening supply of nutrient mitigation solutions are available to developers. The cost of nutrient mitigation does however impact housing delivery and scheme viability and as a result Community Infrastructure Levy (CIL) income.
- 3.15.3.** 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.
- 3.15.4.** In 2023, Broadland District Council (BDC), Breckland District Council, North Norfolk District Council and South Norfolk Council came together to create [Norfolk Environmental Credits Ltd \(NEC\)](#). The not-for-profit organisation allows developers to buy 'credits' which allows them to progress through planning. Environmental schemes then benefit from the investment generated by the sale of these credits, which provides the required levels of mitigation to offset the growth. Norwich City Council joined the company in 2025.
- 3.15.5.** NEC trades NN credits in the Yare, Bure, Thurne, Ant and Wensum River catchments. As of April 2026, 310 housing schemes have purchased credits and are being granted planning permission, unlocking delivery of over 3,000 homes. Initially, NN credit sales were prioritised for smaller developers, but larger schemes are now securing credits. NEC will continue to work on creating a strong pipeline of mitigation schemes, which will further facilitate housing development across all Norfolk river catchment areas.
- 3.15.6.** Norwich City Council has also secured its own NN mitigation scheme, which generates credits from retrofitting its existing housing stock with more efficient water fittings. To March 2026 this has allowed 1,374 new homes to be built, with the possibility of further capacity to unlock the delivery of more homes in the future.
- 3.15.7.** BDC submitted bids to the Department for Levelling Up, Housing and Communities (DLUHC) on behalf of the authorities within the Norfolk rivers catchment. As a result, £18.4m was secured to establish the Norfolk Nutrient Mitigation Fund. This recyclable fund offers loan capital investment for nutrient mitigation schemes in the catchment areas. Since governance arrangements for

the fund were put in place in 2024, BDC has received over 30 bids from third parties seeking to develop mitigation schemes within the river catchment.

- 3.15.8.** Schemes supported through the Norfolk Nutrient Mitigation Fund include returning land to its natural state, constructing artificial wetlands and enhanced drainage ditches, and replacement of septic tanks with more efficient small-scale treatment plants. Additionally, the scheme supports the use of specialist materials placed in fields or drainage systems to bind and remove nutrients before they reach watercourses.
- 3.15.9.** In addition to the significant investment by the public sector, a number of private organisations have been established to provide credits and help alleviate the pressure of NN.
- 3.15.10.** In summary, the partners are working together to address both major environmental and economic challenges, bringing forward much needed housing while ensuring it is delivered in a well-planned, innovative and responsible way.

4. Community Infrastructure Levy

- 4.1. Community Infrastructure Levy (CIL) is a charge which can be levied by Local Planning Authorities (LPA, also known as district authorities) on new developments in their area. It provides a vital source of funding for the infrastructure needed to support housing growth.
- 4.2. The Greater Norwich district authorities of Broadland, Norwich and South Norfolk all formally adopted CIL in 2014, after creating and agreeing a CIL charging schedule for each district area.
- 4.3. Once CIL income is received by the district authority, a 5% administration fee is retained by the authority to manage CIL collection and distribution.
- 4.4. Following this deduction, CIL is passed onto the relevant authorities to manage and allocate to infrastructure projects:
 - **Neighbourhood CIL:** 15 - 25% is allocated as Neighbourhood CIL to the local area where the housing growth was delivered.
 - **Strategic CIL:** The remaining 70 - 80% is transferred to the GNGB to support delivery of broader infrastructure requirements through the Infrastructure Investment Fund (IIF).
- 4.5. The 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 (GNLP). However, this was put on hold following the publication of the Planning For The Future - White Paper in August 2020, which proposed the cessation of CIL in favour of a new Infrastructure Levy (IL). This change was reconfirmed over subsequent years and a framework for its implementation was included within the Levelling up and Regeneration Act.
- 4.6. In September 2024, the new Labour Government's consultation on the National Planning Policy Framework (NPPF) confirmed that the IL will not be implemented. However, no further detail has yet been published on alternative national policy expectations for developer contributions.
- 4.7. The Greater Norwich partners have recently agreed to progress a review of the GNLP and will work together to consider the timing and approach for a CIL review alongside this work, whilst also considering the potential impacts of Local Government Reorganisation and Devolution. Until a new CIL charging schedule is adopted, the GNGB must continue to operate in accordance with the existing, formally adopted CIL charging policy.
- 4.8. The distribution of CIL income across Greater Norwich can be viewed using the CIL Dashboard.

4.9. Access the [Community Infrastructure Levy Income Dashboard](#) for further information about CIL income in Greater Norwich.

4.10. Neighbourhood CIL

- 4.10.1.** An allocation of CIL, known as Neighbourhood CIL, is given to the parish or town council where the housing growth was delivered. This is intended to support development at a local/community level. The parish or town council is responsible for deciding how it is spent in their area.
- 4.10.2.** All parish and town councils are entitled to 15% of the CIL received, and this amount rises to 25% in areas where a Neighbourhood Plan has been adopted.
- 4.10.3.** To date, 36 areas within South Norfolk and Broadland have adopted Neighbourhood Plans. These plans guide how development should come forward locally and help inform how Neighbourhood CIL may be used.
- 4.10.4.** In 2025, four new Neighbourhood Plans were adopted:
- [Buxton with Lamas Neighbourhood Plan](#)
 - [Hingham Neighbourhood Plan](#)
 - [Newton Flotman Neighbourhood Plan](#)
 - [Postwick with Witton Neighbourhood Plan](#)
- 4.10.5.** You can view all the areas with adopted Neighbourhood Plans, and access the final documents, on [South Norfolk and Broadland District Council's website](#).
- 4.10.6.** There are currently no Neighbourhood Plans within the Norwich City Council area, however one is in development within the [Norwich Over the Wensum](#) area, which covers the Anglia Square regeneration site.
- 4.10.7.** The district authorities in Greater Norwich operate slightly differently in terms of local governance. Broadland and South Norfolk Councils have parish and town councils, whereas Norwich City Council has no lower-tier authorities. As a result, the processes for managing and spending Neighbourhood CIL vary.

4.10.8. South Norfolk and Broadland District Council areas

- 4.10.8.1.** Broadland District Council and South Norfolk Council areas are made up of parish and town councils. These authorities receive their Neighbourhood CIL allocation and decide locally how it is spent.
- 4.10.8.2.** The district councils engage with parish and town councils about the delivery of infrastructure, including how this relates to the development and implementation of Neighbourhood Plans. Neighbourhood CIL has supported the delivery of various projects, including but not limited to, public realm improvements, community buildings and green infrastructure enhancements.
- 4.10.8.3.** One recently completed project is the replacement of a community facility in Stoke Holy Cross. The project delivered a new community hall overlooking the

village playing fields with a sub-dividable main hall, meeting room, kitchen and café space. It houses a pre-school during term times which has a dedicated external play space and separate access. The project was part of a comprehensive upgrade to the village's central recreation site. It received around £250,000 from Neighbourhood CIL, consequently allowing the £1m project be delivered.

4.10.8.4. A further example is Phase 1 of the Great Plumstead Recreation Ground project, a scheme with a total cost of approximately £600,000, including around £300,000 of investment from Neighbourhood CIL. This phase delivered the demolition and re-build of the Sea Scout Activity Centre, providing improved community facilities alongside new changing and toilet provision to support sport and recreation. It forms part of a wider programme of improvements to the recreation ground.



Figure 12 – Great Plumstead Recreation Ground project.

4.10.9. Norwich City Council

4.10.9.1. In the Norwich City Council area there are no parishes, so the council consults directly with communities to allocate this element of CIL income.

4.10.9.2. The council utilise multiple ways to allocate Neighbourhood CIL to local community projects:

- **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 activities and classes at a community café, and support to a charity specialising in community integration.

- **Bids and Suggestions:** Other Neighbourhood CIL allocations are based on bids and suggestions received during the year. Shortlisted applicants are invited to submit a full application which is scored against a select criteria, to ensure projects address locally identified priorities and deliver best value for money. Funding for this year has focused on second year funding for the new Voluntary, Community and Social Enterprise (VCSE) hub at Carrow House which is being run by [Norwich Unity Hub](#) and home to a number of VCSEs supporting Norwich residents.
- **Community Engagement:** The authority engages with the community to identify potential projects for Neighbourhood CIL funding. This can include funding feasibility studies to prepare applications for the GNGB's strategic CIL fund. The website [Get Talking Norwich](#) is used as an online engagement platform to gather local intelligence across council consultations. 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 as well as from intelligence gathered by officers in regular engagement activities.



Figure 13 – Norwich Unity Hub and member organisations.

4.11. Strategic CIL

- 4.11.1. As part of the [Greater Norwich City Deal](#) signed with Government in 2013, the authorities agreed to pool their strategic CIL into one shared Infrastructure Investment Fund (IIF) which would be managed by the GNGB.
- 4.11.2. The IIF provides grant funding for strategic infrastructure projects across the partnership area. Projects must support the growth of the local community and ensure that residents have access to the infrastructure that makes Greater Norwich a great place to live.
- 4.11.3. To March 2026, over £77m had been received into the IIF, with a further £32m forecast to be received over the next five years.
- 4.11.4. While these sums may appear significant, it represents only a small proportion of the investment required to deliver the full programme of infrastructure needed to support growth. This reality was recognised by the Greater Norwich partners from the outset and is one of the key reasons the authorities chose to work together - to achieve more collectively than would ever be possible individually.
- 4.11.5. To put the scale of need into context: one of the first projects supported through the IIF was the Broadland Northway, which alone cost over £200 million to deliver; building a new primary school typically requires more than £12 million; and the acquisition of land for Broadland Country Park cost approximately £1 million before any works were undertaken to make it suitable and accessible for public use.



Figure 14 - Broadland Northway, which was partially funded by strategic CIL.

4.11.6. Despite these financial challenges, the success of the partnership in maximising the impact of limited resources is clear. To date, the GNGB has allocated just under **£44 million** from the IIF and a further **£61.5 million** in CIL supported borrowing to over 100 projects. Together, these investments have leveraged over **£305 million** of additional match funding, enabling the delivery of transformative infrastructure across Greater Norwich. This ability to combine local, regional and national funding streams has been instrumental in supporting sustainable, coordinated growth.

5. Infrastructure Investment Fund

- 5.1. Strategic CIL income collected by the three Greater Norwich district authorities is pooled in a joint Infrastructure Investment Fund (IIF).
- 5.2. The IIF provides grant funding for strategic infrastructure projects that align with the four thematic groups set out in the adopted CIL charging policy:
 - Community (covers community buildings, libraries, public realm and sport and physical activity)
 - Education
 - Green Infrastructure
 - Transport
- 5.3. 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. Although the legal requirement for this list was withdrawn in September 2019, this does not automatically allow other thematic groups to apply to the IIF because the Greater Norwich authorities are still adhering to their locally adopted CIL charging policy.
- 5.4. Further details about eligibility for IIF funding, along with information about the potential review of the CIL Charging Policy, are available on the [Greater Norwich Growth Board's website](#), and discussed in [Section 4](#) above.
- 5.5. This chapter outlines the strategies and governance that guide each thematic group and sets out the strategic priorities for Greater Norwich when considering investment needs across these different types of infrastructure.
- 5.6. Each thematic group has developed a project pipeline, setting out infrastructure projects that are currently being progressed, and providing an indication of future projects. These lists help illustrate the projects that are needed to enable growth, whilst also highlighting the volume of schemes and the scale of funding required. **Access the [Project Pipeline Dashboard](#) for further information about forthcoming and aspirational infrastructure projects in Greater Norwich.**

5.7. Community

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.

5.7.1. Greater Norwich community facilities are broken down into four subgroups:

- Community Buildings
- Libraries
- Public Realm
- Sports and Physical Activity

5.7.2. There is, however, an interplay and overlap between these subgroups, with facilities delivered under one being mutually supportive of outcomes under another.

5.7.3. Community Buildings

Community buildings encompass a wide range of built facilities that provide spaces for community activities, events and services which support the needs of residents across urban and rural Greater Norwich.

5.7.3.1. Community buildings provide flexible, multi-functional spaces that foster social cohesion, support wellbeing and enhance quality of life, particularly in rural areas with limited facilities. Across Greater Norwich, more than 100 village halls and community centres host a wide range of activities. They accommodate community led initiatives and essential services such as Community Fridges, Men’s Sheds, Post Offices, craft clubs and exercise classes, as well as offering affordable space for voluntary and community sector organisations like Citizens Advice and the Norwich Unity Hub at Carrow House. Shared use can reduce costs, improve efficiency and enable integrated services, helping to limit the need for new facilities. Despite this many buildings remain reliant on small volunteer teams who face increasing pressure from rising energy costs and the complexity of managing and maintaining these valued community assets.

5.7.3.2. Across Greater Norwich, community buildings are managed by a variety of organisations, including local authorities, parish and town councils, charities, community trusts, faith groups and volunteered committees. In Norwich, many buildings are leased or licensed by the City Council, often at token rents, and may undergo community asset transfer so that community organisations can take responsibility for management and maintenance. In South Norfolk and Broadland, community buildings are typically managed and maintained by parish and town councils, funded through the parish portion of council tax, plus income generated from lettings.

5.7.3.3. Delivery of community buildings is shared across multiple partners:

- **District Councils:** Help to enable provision, particularly through planning processes linked to new development.
- **Parish and Town Councils:** Frequently take on responsibility for running and maintaining new or existing buildings, though the scale and complexity of modern facilities can present challenges.
- **Developers:** Often contribute community buildings through Section 106 obligations, though early collaboration is essential to ensure clarity on future operation. In some cases, when a long-term operator hasn’t been secured, the funding has instead been taken as a cash contribution for other

community assets. This has meant that a new building is not delivered, leaving new communities without essential local spaces.



Figure 15 - Stoke Holy Cross Community Building.

5.7.3.4. Delivery of community buildings in Greater Norwich are supported and influenced by a number of local strategies and plans, including:

- **Pride in Place Strategy 2025**: The Government's plan to create safer, healthier neighbourhoods where communities can thrive.
- **Greater Norwich Local Plan 2024**: Guides where new community facilities are required to support growth.
- **Greater Norwich Built Facilities Strategy 2022**: Identifies opportunities to enhance community buildings to support physical activity and expand their use.
- **Neighbourhood Plans**: Identify local community projects and priorities, including community buildings.

5.7.3.5. Strategic priorities for delivering community buildings in Greater Norwich are:

- Investing in existing community buildings to ensure they remain fit for purpose.
- Diversifying the use of existing facilities to support financial sustainability, especially in rural areas with limited access to services.
- Delivering new facilities to support planned developments and areas experiencing significant population growth.
- Supporting delivery of the community hall actions within the Built Facilities Strategies for Broadland, Norwich and South Norfolk.
- Supporting projects that have been identified in Neighbourhood Plans.

5.7.4. Libraries

Library infrastructure includes the physical and digital systems that support the delivery of library services and programmes. This ranges from library buildings, providing accessible entrances and welcoming community spaces, to technology that enables modern service delivery, extended opening hours and access to digital resources.

5.7.4.1. Libraries provide safe, inclusive and welcoming community spaces that support reading, learning, digital inclusion and community cohesion. They act as a front door for public information, early help services and community engagement, while offering family friendly environments that support children’s reading, learning and development. Libraries also contribute to the local economy by enabling digital access, creativity and online safety. This includes, but is not limited to, enabling residents to develop digital skills, access training and education, apply and interview for jobs, start or sustain small businesses, and engage with online services, local businesses, and digital marketplaces.

5.7.4.2. Through resource sharing, book lending and community spaces, libraries help minimise waste and promote the sustainable use of public resources.

5.7.4.3. Norfolk County Council (NCC) has a statutory responsibility to provide a comprehensive and efficient library service. 21 libraries are available across Greater Norwich. 18 of these have extended opening hours following the installation of open access technology and services. Management and service delivery also include mobile library provision and digital access methods, allowing residents in more rural locations to access the same opportunities.

5.7.4.4. Delivery of library infrastructure in Greater Norwich is supported and influenced by a number of local strategies and plans, including:

- **[NCC’s Library Strategy 2025](#)**: Sets a clear vision for libraries to be welcoming, family friendly community hubs that connect people with services, promote digital inclusion and operate efficiently through innovation, partnership working and climate-resilient practice.
- **[NCC’s Environmental Policy](#)**: Aims to reduce the council’s overall environmental impact. As part of this, the library service is reviewing mobile library vehicles with the aim of transitioning from diesel to electric alternatives.
- **[Greater Norwich Local Plan 2024](#)**: Influences where additional library capacity or facilities may be required to support new development.



Figure 16 - Earlham Library.

5.7.4.5. Strategic priorities for delivery of library infrastructure in Greater Norwich, are taken from NCC's Library Strategy 2025:

- Identifying a site for, and delivery of, a multi-functional hub in North-East Norwich.
- Provide family-friendly spaces and services that support children's reading, learning and development.
- Act as an accessible front door to community and public services, offering information, advice and early-help support.
- Create safe, inclusive, and welcoming environments that strengthen community cohesion and resilience.
- Support the local economy by promoting digital inclusion, enabling creativity and helping residents navigate the online world safely.
- Deliver efficient, value-for-money services through technology, innovation, partnership working and climate-resilient practices.

5.7.5. Public Realm

Public realm refers to outdoor spaces that are open and accessible to everyone, including streets, squares, pathways and open urban spaces. High quality public realm provides safe, pleasant places to spend time, makes it easy for people to get around without needing a car, reduces pollution and reinforces local identity and sense of place.

5.7.5.1. Investment in public realm enhancements delivers wide ranging benefits for residents, businesses and visitors. Well-designed public spaces increase footfall, encourage people to spend more time locally, and support economic activity by drawing people to shops, cafés and other businesses. They also improve the visitor experience through green spaces, public art, seating, lighting and signage that create welcoming and distinctive places. High quality public realm contributes to community safety and wellbeing. Providing clean, well-lit and safe environments reduces perception of crime and antisocial behaviour. Planting, trees and permeable surfaces help manage flooding, reduce heat in built up areas and enhance biodiversity. Public realm improvements are often delivered as part of wider regeneration or transport schemes, addressing multiple challenges at once. For example, well-connected spaces support sustainable and active travel, such as walking, wheeling and cycling, whilst also offering attractive places for people to gather, thus strengthening community identity and local pride.

5.7.5.2. Public realm spaces across Greater Norwich are managed and delivered by a wide range of organisations depending on their location, function and strategic purpose. Responsibilities are shared between Norfolk County Council, in its role as the highways and transport authority, and the Greater Norwich district partners, who lead on placemaking, regeneration and the maintenance of public spaces. Parish councils, partner organisations and community groups also contribute to stewardship and local delivery. Enhancements to public realm are achieved through coordinated programmes of work, including redevelopment schemes, growth related projects and targeted improvements to key public spaces. These are often delivered collaboratively by public sector teams, private developers and community volunteers.

5.7.5.3. Delivery of public realm infrastructure in Greater Norwich is supported and influenced by a number of local strategies and plans, including:

- **[Pride in Place Strategy 2025](#)**: The Government's plan to create safer, healthier neighbourhoods where communities can thrive.
- **[Greater Norwich Local Plan 2024](#)**: The strategic planning framework that guides where growth should occur, and ensures that new development contributes to high quality public realm and well connected transport networks.

- **Transport Strategies**: Frameworks that guide how streets, public spaces and active travel networks are designed, managed and connected.
- **District Public Spaces Plans**: Frameworks that assess existing public spaces, identify under-performing areas and set design standards and investment priorities for improving the public realm. Such as the [Norwich City Centre Public Spaces Plan](#) and [River Wensum Strategy delivery plan](#).
- **Neighbourhood Plans**: Set local priorities for shaping development and improving neighbourhood environments, including identifying opportunities for public realm enhancements.



Figure 17 - All Saints Green/Westlegate, Norwich.

5.7.5.4. 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, River Wensum Strategy and Neighbourhood Plans.
- Improving the quality of place by conserving and enhancing built and historic environments when taking action to improve the transport network.
- 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.

5.7.6. Sports and Physical Activity

Sports and physical activity infrastructure covers indoor and outdoor sports and leisure facilities. For example, swimming pools, sports halls, gyms and playing pitches, along with supporting buildings such as toilets, social spaces and changing rooms. It also includes infrastructure that encourages people to lead active and healthy lifestyles, such as cycling and walking routes.

- 5.7.6.1.** Population and housing growth in Greater Norwich generates additional demand for facilities, adding pressure to existing provision and creating a need for new infrastructure in growth locations. Participation in sport and physical activity is also changing. More people are taking part, and the types of activities people enjoy are changing. Physical activity is increasingly being used to support both physical and mental health, which means there is growing demand for accessible facilities and routes that help people stay active. These factors, alongside the natural lifespan of facilities, have resulted in an increased need for improvements to physical activity and sport infrastructure across the area.
- 5.7.6.2.** Sport, leisure and physical activity infrastructure is owned, operated and delivered by both public and private organisations. This includes community organisations, education providers, commercial operators, sports clubs and local authorities.
- 5.7.6.3.** The Greater Norwich Sports and Physical Activity Working Group (SPAWG), made up of specialist officer representatives from the four partner authorities, together with [Active Norfolk](#), work collaboratively to support the delivery of the [Greater Norwich Physical Activity and Sport Strategy](#) (PASS). Published in 2022, the strategy sets out Greater Norwich’s vision for increasing levels of physical activity, and broadens the scope beyond formal sport and leisure provision to informal physical activity that supports active lifestyles. The strategy was informed by an extensive evidence base, including a Playing Pitch Strategy and Built Facilities Assessment for each district area.
- 5.7.6.4.** Since then, the SPAWG have worked together to produce [three annual updates](#), showcasing the work that has been delivered to enable and encourage residents to be physically active. The SPAWG continues to work with a range of partners, including National Governing Bodies (NGBs), town and parish councils and education providers delivering projects that ensure residents have access to physical activity infrastructure.



Figure 18 - Eaton Park Pavillion, Norwich.

5.7.6.5. Delivery of infrastructure that encourages and facilitates physical activity across Greater Norwich is guided by a range of strategies, many of which also informed the development of the PASS:

- **[Sport England’s Uniting the Movement Strategy 2021](#)**: A 10-year vision that aims to transform lives and communities through sport and physical activity.
- **[Get Active: A strategy for the future of sport and physical activity 2023](#)**: Sets out how the government will work with the sector to help build a healthier nation by tackling high levels of inactivity and by making sure that the sector thrives for future generations.
- **[Pride in Place Strategy 2025](#)**: The Government's plan to create safer, healthier neighbourhoods where communities can thrive.
- **[Fit for the Future: 10 Year Health Plan for England 2025](#)**: Sets out radical shifts for the NHS placing an emphasis on the role that physical activity plays in preventing ill health.
- **[National Governing Body \(NGB\) Strategies](#)**: Most recognised NGBs have a strategy that identifies the priorities for their individual sport.

- [Active Norfolk's Getting Norfolk Moving Strategy 2021](#): Outlines Active Norfolk's commitment to helping Norfolk residents lead healthy and active lifestyles.
- [Walking, Wheeling and Cycling Strategy 2024](#): Provides a high-level vision for a healthier, greener Norfolk by encouraging more walking, wheeling and cycling as the natural choice for shorter trips or part of longer journeys, supporting national targets for increased active travel.
- [Local Cycling and Walking Infrastructure Plans: Greater Norwich 2022 & Countywide 2024](#): Prioritises specific walking and cycling schemes across Greater Norwich / Norfolk to make these modes safer, more direct and more attractive.

5.7.6.6. Strategic priorities for delivery of sports and physical activity infrastructure in Greater Norwich have been obtained directly from the PASS, and agreed by the SPAWG:

- 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.
- 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.

5.8. Education

Education infrastructure includes all the facilities required to provide effective teaching and learning for students aged 4 - 16. The GNGB concentrates on the need to build new schools or extend existing school buildings to support the growing population within Greater Norwich.

- 5.8.1.** The GNLP identified that two primary schools were under construction, while planned growth identified a need for 11 new primary schools and one secondary school across Greater Norwich (all of which are on Norfolk County Council's school programme), alongside various expansions to existing schools. The development of both new and expanding education infrastructure is guided by school place planning. This involves careful consideration of demographic change (such as shifts in birth rates and life expectancy) as well as population change (resulting from new housing development or migration between geographical areas). Ensuring the timely delivery of education infrastructure is essential to provide sufficient school places in locations experiencing significant housing growth, enabling existing and incoming families to access local educational facilities.
- 5.8.2.** Education infrastructure is managed uniquely by each individual school, and in many cases more than one organisation is involved in the ownership and operation. This includes local authorities, academies, trusts, governing boards, diocese and other stakeholders.
- 5.8.3.** Norfolk County Council (NCC), as the local authority, has a statutory duty to ensure there are sufficient school places across Norfolk for children aged 4-16. NCC leads school place planning, and commissions the capital infrastructure, such as new schools and expansions, that are needed to meet that duty. NCC works with district councils and developers to secure sites and funding.
- 5.8.4.** For local authority maintained schools, NCC is the responsible body for capital maintenance, while individual school's governing boards support ongoing management and regular maintenance of the premises. For academies, NCC retains the duty to secure sufficient places, but the academy trust is responsible for the condition of its estate and occasionally leads delivery of capital works, working with NCC and the Department for Education. In designated growth areas, requirements for new schools are typically secured through the planning process (including developer contributions), with the delivery route and long-term ownership determined by whether the school will open as a maintained school or an academy.

5.8.5. Independent Special Educational Needs (SEN) and Post 16 education providers fall outside the responsibility of NCC. However, partners work closely to ensure that the supply of educational facilities is managed effectively.

5.8.6. Various strategies and policies are used to guide the delivery of education infrastructure, this includes:

- **Education Act 2006**: Outlines the functions of local authorities in relation to primary, secondary and further education.
- **Education Estates Strategy 2026**: Sets out the government’s 10-year plan to improve the education estate in England, to deliver a decade of national renewal.
- **Every Child Achieving and Thriving 2026**: Sets out the direction of travel for schools and everyone working with children and young people, to build a future where every child can achieve and thrive.
- **School Sufficiency Plan 2026**: NCC’s strategy to ensure adequate school places. It identifies five key areas of consideration: commissioning new schools, promoting free school proposals, expanding existing schools, agreeing changes to planned admission numbers and making associated changes to accommodation, and, as a last resort, closing schools.



Figure 19 - Blofield Primary School.

5.8.7. 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's aim of Net Zero by 2030.

5.9. Green Infrastructure

Green Infrastructure (GI) is a network of multi-functional green and blue spaces and other natural features, (whether urban or rural), which can deliver a wide range of environmental, economic, health and wellbeing benefits for nature, climate, communities and prosperity.

- 5.9.1.** GI supports a wide range of social, economic and environmental needs. Its importance is being increasingly recognised as climate change, biodiversity loss and poor health intensify. GI also enables low-carbon and active travel, improves access to nature and culture, and can strengthen rural economies by attracting visitors throughout the year.
- 5.9.2.** Greater Norwich benefits from a high-quality, nature-rich, historic and resilient GI network that links parks and other greenspaces, rivers and waterbodies (blue infrastructure) with the surrounding countryside, and is highly valued by local communities, businesses and visitors. Housing growth is increasing demand for GI, which can be met by enhancing the existing network and creating new, multifunctional and well-connected green and blue infrastructure.
- 5.9.3.** GI in Greater Norwich is owned, managed and delivered by a wide range of organisations across the public, private and community sectors. This includes local authorities, public agencies, private landowners, developers, environmental charities and community groups.



Figure 20 - Kett's Heights, Norwich.

- 5.9.4.** The Green Infrastructure Programme Team (GIPT) brings together representatives from the four Greater Norwich partners, Natural England, Norfolk Wildlife Trust and the Broads Authority. It has been established to support the delivery of the [Greater Norwich Green Infrastructure Strategy and Strategic Delivery Plan](#), which was approved by the GNGB in March 2025.
- 5.9.5.** The Strategy provides a flexible framework for prioritising green and blue infrastructure and has now been adopted as a Supplementary Planning Document (SPD) supporting GNLN policies. This gives the Strategy formal weight in planning decisions and ensures its guidance is consistently applied across new development.
- 5.9.6.** The Strategic Delivery Plan identifies key GI corridors and priority areas to guide delivery, while an [interactive Story Map](#) presents the evidence base visually to support understanding and inform decision making.
- 5.9.7.** Building on the strategic initiatives set out in the Strategy and Delivery Plan, the GIPT is developing a more detailed programme of delivery. This work will help ensure that GI projects are well-designed, targeted, and adaptable to emerging needs, thus strengthening the overall effectiveness and impact of GI across Greater Norwich.
- 5.9.8.** Delivery of GI across Greater Norwich is guided by a range of national and local strategies and legislation, which also informed the development of the Greater Norwich Green Infrastructure Strategy:
- **[Environment Act 2021](#)**: Sets the legal framework for long-term environmental protection in England, including [Local Nature Recovery Strategies](#), [Biodiversity Net Gain](#) and the [Environmental Improvement Plan](#). Forthcoming Environmental Delivery Plans, to be produced by Natural England, may also shape the delivery of GI for the sub-region.
 - **[The Conservation of Habitats and Species Regulations 2017](#)**: Protects internationally important habitats and species, requiring Habitat Regulations Assessments for plans and projects and ensuring mitigation where impacts are identified.
 - **[Natural England's Green Infrastructure Framework](#)**: Provides guidance on creating nature rich towns and cities.
 - **[Greater Norwich Local Plan 2024](#)**: Policy 3, along with other plan policies, aims to protect and improve the natural environment by safeguarding wildlife, supporting GI and ensuring new development contributes positively to the environment.
 - **[Norwich City Council's Biodiversity and Environmental Strategies](#)**: Set out how the authority is working to create a connected network of parks and green spaces across the city - supporting wildlife, enhancing heritage,

improving access to nature, increasing tree cover and empowering communities to take part in recovery efforts.

- **South Norfolk Council and Broadland District Council Environmental Strategies and Delivery Plans**: Outline how the authorities aim to cut carbon emissions, and protect and enhance the natural environment through clear actions and delivery plans.
- **South Norfolk Council and Broadland District Council Biodiversity Strategies**: Set out how the authorities will protect and enhance biodiversity through habitat creation, improved connectivity and delivery of nature recovery priorities.
- **Nature City Norwich**: An initiative involving the four Greater Norwich authorities together with the Norfolk Wildlife Trust. Together they aim to create a community-led plan to restore nature in urban areas, helping bring nature into local decisions and delivery.

5.9.9. Strategic priorities for delivery of GI in Greater Norwich have been lifted from the GI Strategy, and agreed by the GIPT:

- 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 resilience.

5.10. Transport

Transport infrastructure includes the physical network comprising roads, pavements, footpaths, cycle paths, streetlighting and signage.¹

5.10.1. Transport infrastructure underpins the connectivity, accessibility and economic vitality of Greater Norwich. A well-functioning transport system enables people to reach jobs, education, healthcare and services, and supports businesses by ensuring reliable movement of goods and staff. It plays a central role in reducing carbon emissions by encouraging shifts to cleaner vehicles, public transport and active travel. High-quality transport networks also help address rural isolation, improve safety and support sustainable growth by ensuring new development is well connected and accessible by a range of travel modes.



Figure 21 - Roundabout on the Long Stratton Bypass.

5.10.2. Transport infrastructure and services are each managed and delivered uniquely:

- As the Local Highway Authority, Norfolk County Council is responsible for managing and delivering the local road network, public footpaths and cycleways.
- National Highways manage and deliver trunk roads, such as the A11 and A47, on behalf of Central Government.

¹ Rail and bus infrastructure are not included because they are managed by third parties and not eligible for IIF. Information about Rail is covered separately *within the [Additional Infrastructure, Rail](#) chapter.*

- Private transport operators manage and deliver most day-to-day passenger transport services, including buses, taxis and other commercial transport modes, including micromobility.
- 5.10.3.** Strategic transport delivery within the Greater Norwich Strategic Growth Area is coordinated through joint governance arrangements involving the four Greater Norwich authorities. The Transport for Norwich Officer Board and Member Steering Group provide coordinated decision-making, ensuring delivery is aligned with the Greater Norwich Local Plan (GNLP).
- 5.10.4.** The authorities also work closely with [Transport East](#), the sub-national transport body for Norfolk, Suffolk and Essex (including Southend and Thurrock), which provides a single regional voice to government and its agencies, alongside strategic tools, evidence and data to support transport planning and investment.
- 5.10.5.** Delivery of transport infrastructure across Greater Norwich is guided by a range of strategies:
- [Local Transport Plan 2022](#): Sets out how Norfolk will deliver a cleaner, safer and more inclusive transport system by prioritising sustainable travel, reducing carbon emissions, supporting growth, and maintaining reliable road, rail and public transport networks for urban and rural communities.
 - [Bus Service Improvement Plan 2024](#): Sets out measures to make bus travel more accessible, reliable and appealing in Norfolk by improving infrastructure, expanding services and offering fare incentives, aligned with local and national carbon reduction and connectivity goals.
 - [Walking, Wheeling and Cycling Strategy 2024](#): Provides a high-level vision for a healthier, greener Norfolk by encouraging more walking, wheeling and cycling as the natural choice for shorter trips or part of longer journeys, supporting national targets for increased active travel.
 - [Local Cycling and Walking Infrastructure Plans: Greater Norwich 2022 & Countywide 2024](#): Prioritises specific walking and cycling schemes across Greater Norwich / Norfolk to make these modes safer, more direct and more attractive.
 - [Transport for Norwich Strategy 2021](#): Defines the transport needs of the Greater Norwich Strategic Growth Area and guides investment to improve movement, accessibility and connectivity.
 - [Electric Vehicle Strategy 2021](#): Supports the shift to electric vehicles by setting out how charging infrastructure will be expanded and upgraded to meet current and future demand in Norfolk, contributing to reduced carbon emissions.

- **Norfolk Access Improvement Plan 2019**: Sets priorities for improving public use and enjoyment of Norfolk’s public rights-of-way network.
- **Market Town Network Improvement Strategies**: Identify short, medium and long-term actions to help deal with the impact of growth on transport in market towns, including Aylsham, Diss, Wroxham & Hoveton and Wymondham.

5.10.6. Strategic priorities for delivery of transport infrastructure in Greater Norwich are shaped by the Local Transport Plan and Transport for Norwich Strategy:

- Embracing the future and delivering a sustainable Norfolk.
- Enhancing accessibility and connectivity.
- Enhancing Norfolk’s quality of life.
- Improving transport safety.
- A well-managed and maintained transport network.
- A zero-carbon future and improving the quality of our air.
- Changing attitudes and behaviours.
- Supporting growth areas by meeting local needs.
- Reducing the dominance of traffic.
- Making the transport system work as one.

6. Additional Infrastructure

- 6.1. [Policy 4](#) and [Appendix 1](#) of the Greater Norwich Local Plan (GNLP) set out the strategic infrastructure required to support planned housing and employment growth. These requirements align with the infrastructure outlined in the [National Planning Policy Framework \(NPPF\)](#), including energy, water, transport and healthcare. The GNLP also reflects wider local needs such as broadband, waste, green infrastructure, schools, police infrastructure and libraries.
- 6.2. [Together](#), these elements ensure that new and existing residents can access the amenities they need to live and work in safe, inclusive and well-connected environments, supporting fulfilled, healthy and sustainable lives.
- 6.3. [Strategic infrastructure is delivered by a range of organisations, including but not limited to the education authority, utility providers, the transport authority, and the National Health Service \(NHS\)](#).
- 6.4. All four thematic groups supported by the Infrastructure Investment Fund (IIF) (Communities, Education, Green Infrastructure and Transport) are identified as Strategic Infrastructure in the GNLP. Updates on these requirements are covered in the [Infrastructure Investment Fund](#) Chapter.
- 6.5. Other infrastructure categories are not eligible for IIF funding but remain essential to support sustainable growth in Greater Norwich. These elements are delivered through a range of funding sources including S106 obligations, income received from customers, loans and central Government funding.
- 6.6. This chapter provides an overview of the organisations responsible for delivering each type of strategic infrastructure, alongside an update on the needs identified in the GNLP. It also highlights where requirements have changed since the plan's adoption, reflecting shifts in the scale, location or timing of development.

6.7. Broadband

- 6.7.1.** Reliable broadband infrastructure is essential for residents and businesses, providing access to key services such as healthcare, education and online public services, as well as enabling people to stay connected online and work remotely. For businesses, robust broadband is critical for operating cloud-based systems, supporting hybrid working, facilitating online sales and customer engagement. Delivering dependable broadband in areas of planned growth boosts the attractiveness of new homes and commercial developments, helping them to thrive and contributes to wider regional economic growth.
- 6.7.2.** As part of the development of the [Norfolk Strategic Planning Framework \(NSPF\)](#), a Guide to Broadband was produced for the Norfolk district authorities. This report outlined the state of superfast broadband coverage in Norfolk and identified that significant investment has been made countywide to improve connectivity for residents.
- 6.7.3.** In line with the NSPF, the GNLP adopts the recommendations of the Guide to Broadband report, requiring that all residential developments over 10 dwellings and all employment developments will enable Fibre to the Premises (FTTP). For schemes under these thresholds the council's expectation is that provision for FTTP will be achieved, where practical.
- 6.7.4.** From December 2022 government legislation required all new-build homes to have gigabit-capable broadband infrastructure. Developers must install all necessary infrastructure, including all necessary ducts and chambers, up to a £2,000 cost cap per dwelling. If this is exceeded, then the next fastest available connection must be installed. Reports indicate that over 99% of new build homes now have access to gigabit capable broadband.
- 6.7.5.** A range of parties are also working to upgrade existing broadband infrastructure across Greater Norwich.
- 6.7.6.** A partnership of organisations, including Norfolk County Council, successfully delivered the [Better Broadband for Norfolk \(BBfN\)](#) project, transforming broadband speeds across the county by installing high-speed fibre optic networks in areas not commercially viable for infrastructure providers. Phases one and two delivered superfast broadband to more than 200,000 premises, increasing coverage from 42% in 2012 to 97.5% by mid-2025, surpassing the original 97% target. Phase three delivered ultrafast gigabit capable broadband to an additional 7,776 premises. The BBfN project has now completed, playing a significant role in improving broadband coverage across all of Norfolk. By project closure over 80% of the 200,000 premises that benefited from improved broadband had taken up a service.

- 6.7.7.** Work continues on [Project Gigabit](#), a government initiative to fulfil their long-term ambition of providing full fibre broadband to 15 million premises by 2025 and to all premises by 2033. Norfolk received £114m in June 2023 to connect around 66,000 premises, which has since risen to £128m for 80,000 premises. As of March 2026, delivery of Project Gigabit is complete to 12,400 premises.
- 6.7.8.** Additional work has been completed to support properties not included in Project Gigabit. Using £400k from the Ministry of Housing, Communities & Local Government’s (MHCLG) Local Full Fibre Network Fund, Norfolk County Council deployed a fixed wireless access solution to 10 rural village halls, using a Low Earth Orbit (LEO) satellite for fast internet access and providing free public wi-fi through local wireless networks.
- 6.7.9.** As of April 2026, the independent [Think Broadband website](#) reports the following levels of broadband coverage for Greater Norwich:

Area	Properties with access to Superfast Broadband	Properties with access to Gigabit Broadband
Broadland	97.94%	86.68%
Norwich	99.50%	92.88%
South Norfolk	97.36%	75.95%
Greater Norwich²	98.27%	85.17%

Table 1 - Broadband coverage in Greater Norwich

- 6.7.10.** The significant investment outlined above has strengthened the broadband network and provides a reliable foundation for new development.

² The Greater Norwich figure has been calculated as the average of the figures for the three district areas.

6.8. Energy

- 6.8.1. Sufficient electricity supply is essential for supporting planned growth across Greater Norwich. New homes, commercial development and the transition to net zero, particularly the shift to electric vehicles and use of digital technology, are placing increasing pressure on the local power network. Ensuring that electricity infrastructure has the capacity and flexibility to accommodate this rising demand is critical to enabling sustainable growth, reducing constraints on development, and supporting the region's long-term economic and environmental ambitions.
- 6.8.2. Addressing capacity constraints in Norfolk requires significant investment in the electricity grid. This includes upgrading existing transmission and distribution networks, expanding substation capacity and investment in new energy storage technologies. Solutions such as battery storage or hydrogen-based systems can help manage peak demand, stabilise the grid and reduce the need to limit renewable generation.
- 6.8.3. To help understand future energy needs, in 2021 Norfolk County Council commissioned Energy Systems Catapult to produce a [Local Energy Asset Representation \(LEAR\)](#). Building on this, Norfolk and Suffolk partners are developing a joint Whole Systems Energy Plan. Commissioned in 2025, this work aims to support energy security and resilience, identify areas where constraints could limit growth, influence regional plans and investment, and highlight projects with the potential to attract funding. This work is expected to be completed in mid-2026.
- 6.8.4. As part of preparing the GNLP, the Greater Norwich Development Partnership (GNDP) commissioned the [Greater Norwich Energy Infrastructure Study \(2019\)](#). The study identified existing constraints in local energy networks and highlighted the need for a positive approach to energy efficiency, local renewable generation and battery storage to support timely delivery of growth. It also recommended heat networks as a way of supplying low carbon heat to multiple buildings from shared sources.
- 6.8.5. Reflecting this evidence, Policy 2 of the GNLP, Sustainable Communities, requires all major developments to demonstrate how they will minimise energy use and incorporate sustainable energy solutions, including support for local energy networks and storage where appropriate.
- 6.8.6. National policy changes have also reinforced Policy 2's efforts to influence local energy demand. The Future Homes Standard, which will become mandatory in 2027, requires all new homes to meet higher fabric efficiency standards and use on-site renewable electricity generation rather than fossil fuels. Nationally, solar panels are expected to be the main technology used, while heat pumps and heat

networks, such as that currently being developed in Norwich, are likely to be utilised in specific locations. In addition, solar energy generation at existing properties will be promoted by making plug-in panels readily available.

- 6.8.7.** Greater Norwich was selected to participate in national work on low carbon heating. Norwich took part in the Heat Network Zoning Pilot Programme, and the Heat Network Zoning Opportunity Report (2025) identifies potential city scale investment opportunities, proposed heat network zones and locations suitable for early development. Building on this, Norwich City Council was awarded £75,000 from the Department of Energy Security and Net Zero (DESNZ), which alongside council investment, will support the detailed development phase of the project. A consultant has been appointed to undertake pre-market engagement to identify and engage with development consortia, establish suitability of energy centre sites and underground pipe routes, confirm heat off-take arrangements with potential consumers and develop a commercialisation model. This phase is due to be completed by October 2026 and will help inform any next steps.
- 6.8.8.** Policy 4 of the GNLP identifies that, to support planned growth, five electricity substations could require intervention through reinforcement, flexibility services or other. These are Sprowston Primary, Peachman Way Primary, Earlham Grid Local A & B and Cringleford Primary. UK Power Networks continually monitor capacity at all primary substations alongside connection applications to help understand and forecast demand. Cringleford Primary has been flagged for a review in the forthcoming year whereby a decision will be made on whether any intervention is required. UK Power Networks continues to work with developers and local authorities to manage connections, understand capacity and plan for future infrastructure requirements.

6.9. Fire and Rescue

- 6.9.1.** Ensuring appropriate fire and rescue provision is planned alongside growth is essential to protecting Greater Norwich’s expanding communities. Strategically located facilities are crucial to maintaining fast and effective response times, while existing provision needs to be maintained to high operational standards to meet the demands of a growing population. As new development comes forward, it is important to consider the impact on service coverage and access routes to ensure the fire and rescue service can continue to operate safely, efficiently and in line with national standards.
- 6.9.2.** Norfolk Fire and Rescue Service (NFRS) are responsible for responding to fires and other emergencies when they arise, in line with the statutory duties set out in the [Fire and Rescue Services Act 2004](#). The service also provides support with other emergencies including building collapses, water related incidents, large transport incidents and specialist rescues. The service has 14 fire stations located across Greater Norwich, as well as NFRS Headquarters, Fire Control, Training and Development Centre, Fleet, Supplies and Technical Services Departments.
- 6.9.3.** By law, NFRS has to produce a [Community Risk Management Plan \(CRMP\)](#). The plan identifies NFRS’s vision and sets out how the service will achieve their goals of improving public safety, reducing the number of emergency incidents and saving lives. The plan considers the community risk profile, assessing 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 are considered.
- 6.9.4.** Complimenting the CRMP, NFRS has an Estates Strategy 2026 – 2031 that sets out the priority projects for the service. This includes identifying projects that strengthen contaminant control, advance Equality, Diversity and Inclusion (EDI), enhance staff wellbeing, drive decarbonisation and maintain operational readiness, including the provision of realistic hot-fire training.
- 6.9.5.** In 2023, NFRS launched the Fire Station Improvement Programme (FSIP) in response to the identification that the aging infrastructure did not comply with best practices for contaminant control, as well as being unsuitable for an increasingly gender-diverse workforce. The programme identifies improvements for specific stations, while incorporating wider council decarbonisation initiatives.
- 6.9.6.** Identified required improvements include:
- **New logistics hub:** Provide a new centrally located, fit for purpose hub to accommodate the technical services and fleet teams, and critically the

stores function, enabling the effective distribution of essential equipment across the estate.

- **Improvement works:** Stations across the estate require upgrades, this includes improvement works at Hethersett, where the station is to be modernised following the relocation of the Logistics Hub.



Figure 22 - North Earlham Fire Station.

6.10. Healthcare

- 6.10.1.** Forward planning for healthcare is a high priority for Greater Norwich. Healthcare estate infrastructure includes buildings across primary care, acute, community, mental health services and the ambulance service. Ensuring that all residents can access the services they need, close to where they live and in facilities that are fit for purpose, is essential to supporting healthy, inclusive and sustainable communities. As the population grows and ages, demand for primary care, emergency response and specialist services will increase, making proactive investment and coordinated planning critical to maintaining high-quality care across the area.
- 6.10.2.** The NHS [Fit for the Future: 10 Year Health Plan for England](#), sets out three major shifts for the NHS over the next decade: hospital to community, analogue to digital and sickness to prevention. In addition, the [Neighbourhood Health Framework](#) sets out how local partners should create and deliver neighbourhood health services. Together, these strategies clearly indicate a national shift towards providing care closer to home, strengthening prevention, improving integration between health and local government, and organising services around neighbourhoods.
- 6.10.3.** The NPPF requires district authorities to ensure that health and wellbeing, and health infrastructure, are considered at all levels of planning and decision making. The [Planning in Health Protocol](#) forms the basis for engagement between district authorities, the Norfolk and Suffolk Integrated Care Board (ICB), health providers and Public Health Norfolk.
- 6.10.4.** Greater Norwich is served by the [Norfolk and Suffolk ICB](#), which was established in April 2026. The ICB is the statutory body responsible for setting the strategic direction of local NHS services, allocating resources and ensuring high-quality care is delivered across the system. The Norfolk and Suffolk ICB's [Population Health and Commissioning Strategy](#) sets out how the NHS will work with partners to help people live longer, healthier and happier lives, while improving access to services and reducing unfair differences in health. This will include working with system partners, through Integrated Care Partnerships and Health and Wellbeing Boards, to ensure close collaboration between organisations concerned with improving health, wellbeing and care, and to ensure that both existing and emerging infrastructure proposals align with new ways of working.
- 6.10.5.** Across Norfolk and Suffolk, plans will be built on established place and neighbourhood-based working, alongside the outcomes of Local Government Reorganisation. Place-based alliances will play a key role in shaping local priorities, outcomes and delivery. Work is underway to consider how estates can best enable neighbourhood working, including the potential role of

Neighbourhood Health Centres, alongside other primary and community care premises, to respond to local population needs.

- 6.10.6.** As part of the initial workstreams following the establishment of the Norfolk & Suffolk ICB, a review is underway to assess existing healthcare infrastructure and any proposed schemes. This review will ensure a full understanding of the clinical benefits and economic impacts of potential investment, including the return on investment for the NHS. This is a necessary step to ensure that any commitments made by the ICB are affordable, evidence-based and capable of supporting neighbourhood-focused models of care. The ICB will utilise up-to-date health infrastructure demand and capacity evidence, alongside place-planning data, to identify requirements for new, expanded and/or enhanced healthcare estate across Greater Norwich.
- 6.10.7.** As a result of this review, the existing list of healthcare infrastructure projects identified within the GNLP will be refreshed and updated in future iterations of this plan.
- 6.10.8.** As part of the GNLP's implementation, the authorities proactively work with the ICB to ensure that sufficient medical facilities are available to local communities. This includes but is not limited to supporting development of new and improved facilities such as the Magna Medical Centre in Rackheath, as well as other potential facilities in locations such as Hethersett and Taverham.
- 6.10.9.** The East of England Ambulance Service NHS Trust (EEAST) provides accident and emergency services for Greater Norwich, supporting individuals in need of urgent medical treatment.
- 6.10.10.** The EEAST operate from a range of locations across Greater Norwich; one Emergency Operations Centre (EOC) in Hellesdon, one ambulance hub in Longwater, one ambulance station in Diss and seven response posts located in Aylsham, Bracondale (Trowse), Broadland Gate, Earlham, Hethersett, Long Stratton and Sprowston.
- 6.10.11.** The [EEAST Strategy 2025 – 2030](#) sets the direction for the trust over the next five years, focusing on four key missions; patient, people, partnership and productivity. The strategy includes a commitment to undertake regular reviews of infrastructure needs to manage the planned housing and population growth, ensure nationally mandated response times and treatment outcomes are maintained, and ensure the service can continue to operate effectively and efficiently.
- 6.10.12.** It is expected that the following infrastructure projects 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.

6.11. Police

6.11.1. Providing police infrastructure in line with planned growth is vital to ensuring that the communities of Greater Norwich remain safe, resilient and protected.

Adequate facilities, resources and operational bases enable police services to maintain effective response times, visible community policing and proactive crime prevention. Planning ahead also ensures that policing capacity can keep pace with population growth and the resulting increase in service demand, supporting the delivery of a secure and thriving environment for existing and future residents.

6.11.2. The [Police and Crime Plan 2025 - 2029](#) outlines three key priorities for Norfolk Constabulary over the next four years: preventing crime, cohesive communities and reducing harm. 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) works to ensure that the necessary support is available for Greater Norwich communities. To achieve these priorities, the police must provide their workforce with the appropriate tools including operational equipment, transport, technology, estate and other supporting infrastructure necessary for effective service delivery.

6.11.3. The Norfolk Constabulary Estates Plan 2025 – 2029 sets out the strategic direction for the estate, identifying improvements to existing facilities and where new stations are required to accommodate growth. Alongside retaining stations, the plan identifies a list of aspirations including:

- Providing new shared premises at Acle Fire Station and Loddon Fire Station.
- Reviewing current use and suitability at Reepham Fire & Police Station, Taverham Police Station, North Norwich Police Station (Hurricane Way), Harleston Police Station, Long Stratton Police Station and Poringland Police Station.
- Reviewing Wymondham Police Headquarters in readiness for end of the PFI contract in 2036.

6.11.4. In addition, the GNLP identifies that new infrastructure will be required in North Norwich and the Northern Urban Fringe area. It also notes that extensions and upgrades may be required where growth will place significant strain on existing stations.

6.11.5. Norfolk Constabulary are engaged with Norfolk Fire and Rescue Service to explore opportunities to set up a Beat Office at Acle Fire Station and potentially provide a Beat Office at Loddon Fire Station, which will help improve response times in areas of South Norfolk.

6.12. Rail

6.12.1. *Note: Rail is included within the [Additional Infrastructure](#) chapter rather than the [Infrastructure Investment Fund](#), [Transport](#) chapter as the IIF does not fund rail infrastructure.*

6.12.2. Rail infrastructure and services play a vital role in supporting sustainable growth in Greater Norwich. Well-planned rail provision enables residents to travel efficiently between homes, employment areas and key services, helping to unlock housing and economic opportunities as the area grows. Providing reliable and attractive rail services reduces reliance on private cars, contributing to lower congestion and improved air quality. Strategically located stations and rail corridors expand access to jobs, education and skills, allowing residents to reach a broader range of opportunities and enabling employers to draw from a wider labour market. Planning for rail infrastructure alongside growth is therefore essential to ensure Greater Norwich develops as a well-connected, accessible and sustainable area.

6.12.3. Network Rail manages the national rail infrastructure. Most rail services within Greater Norwich are operated by Greater Anglia, which was brought under government control in October 2025. Services are now run by the government's Department for Transport (DfT) Operator Ltd. The Norwich to Liverpool Lime Street service is currently operated by East Midlands Railway under a DfT management contract and is expected to be brought into public ownership in late 2026. Great British Railways (GBR) is being established by government to create a new, publicly owned body integrating Network Rail's infrastructure responsibilities with publicly owned train operating companies, bringing track and train together within one organisation. GBR, which already exists in shadow form, is expected to come into operation in 2026/2027.

6.12.4. The GNLP identifies that significant improvements to rail services have already been delivered including faster journey times on some trains between Norwich and London and regular Norwich to Stansted Airport services via Cambridge.

6.12.5. The GNLP identifies further rail infrastructure requirements for the Greater Norwich area:

- Long-term development of a direct rail link to Milton Keynes, Oxford and the West. Government has committed to construction of a new railway, East West Rail, linking Oxford and Cambridge. Long-term development of a direct service on East West Rail, from Norwich via Cambridge to Milton Keynes, Oxford and the West, remains a priority.

- Two new potential stations on the Norwich to Sheringham line, at Rackheath and Dussindale to serve these major employment and housing growth areas. Dussindale station has outline planning consent.

6.12.6. Building on the GNLP, the [Norfolk Rail Prospectus 2025](#) outlines priorities for improving rail services across Norfolk, including upgrades that enhance connectivity, reliability and capacity, supporting economic growth and planned housing and job development. A potential new station serving Broadland Business Park was identified. The prospectus notes that a new station at Rackheath was originally proposed by the development industry. However, this has not been taken forward as part of the growth plans for the area and no longer looks like it would be likely to come forward as part of any future development proposals in the area.



Figure 23 - Two trains at Norwich Train Station.

6.13. Water

6.13.1. Water is fundamental to supporting growth across Greater Norwich, which is one of the driest areas of the country. All new homes, businesses and community facilities require a reliable and sufficient supply of clean water, alongside effective wastewater disposal. Both water supply and wastewater services in Greater Norwich are provided by Anglian Water, whose infrastructure must keep pace with planned development to ensure resilience, environmental protection and long-term service reliability. Forward planning is therefore essential to ensure capacity is available where and when it is needed to support sustainable growth.

6.13.2. Water supply

6.13.2.1. Anglian Water produces a Water Resources Management Plan (WRMP) every five years, which sets out how they will manage water supply in their region to meet current and future needs. At the time of the publication of the GNLP (March 2024), Anglian Water's WRMP stated that no additional spending was required on water supply infrastructure within Greater Norwich to serve its growth. Instead, the strategic focus for water supplies throughout the Anglian Water area, was to promote demand management and leakage reduction, along with a strategic water grid to serve other parts of East Anglia and Lincolnshire.

6.13.2.2. Since then, Anglian Water has published its updated Water Resource Management Plan 2024 (WRMP24) covering the period 2025 to 2050. This plan identifies that the supply demand balance is under significant strain, due to multiple factors including population growth, climate change, environmental regulations and the need to increase resilience to severe drought.

6.13.2.3. WRMP24 builds on the demand management measures in the WRMP19 and aligns with the [Water Resource East Regional Water Resources Plan](#), which has determined the strategic supply-side options required for the East of England. These include:

- **Strategic Transfers and Reservoirs: Constructing two new reservoirs and implementing strategic water transfers.** Significant milestones have been achieved on the new [Fens Reservoir](#) including advancing the design, completing significant site surveys and ground investigations, and undertaking public consultation. Work is also progressing on the [Lincolnshire Reservoir](#), with further surveys and public consultations planned for 2026.
- **Norfolk Water Resource Zones: Connecting to the strategic grid to enable potable water transfers between water resource zones** (the zones Norfolk is divided up into for managing water supply). Hundreds of

kilometres of new [interconnecting pipes are being laid](#) to help move water more freely around the region.

- **Additional Measures: Implementing backwash recovery at water treatment works and exploring desalination to help address supply deficits.** [Coastal survey work is underway](#) to better understand the seawater quality at the preferred desalination plant locations.

6.13.2.4. Each WRMP will inform future investments identified in subsequent Business Plans, aligned with five-year Asset Management Periods (AMPs). WRMP24 helps to inform specific investments for AMP8, covering the period 2025 to 2030. Established by the UK's Water Services Regulation Authority, Ofwat, AMP8 focuses on improving water infrastructure, reducing environmental impacts and enhancing service quality.

6.13.2.5. Anglian Water's AMP8 new [water supply interconnector programme](#) for the Greater Norwich area includes:

- Bradenham to Norwich interconnector pipeline.
- Aylsham to North of Norwich interconnector pipeline.
- Harling to Harleston interconnector pipeline.
- Framlingham to Raveningham interconnector pipeline.



Figure 24 - Strategic Pipeline Alliance Scheme in delivery.

6.13.2.6. The strategic interconnectors are currently in the design phase and will be delivered by Anglian Water's Strategic Pipeline Alliance (SPA), to ensure that the East of England remains resilient to drought, responds to demand and protects

supplies, as well as strengthening local resilience by reducing the number of homes and businesses which rely on a single water source. These strategic pipelines are a major investment for the future, all designed to ensure a sustainable water supply for people and nature.

6.13.2.7. Anglian Water will also be updating their [Drought Plan](#) which is a statutory requirement every five years. The next Drought Plan (DP27) will be published in spring 2027, with a consultation on the draft plan expected in 2026.

6.13.2.8. The [WINEP](#) (Water Industry National Environment Programme) is a regulatory framework that all water companies operating in England must comply with in order to meet their environmental obligations. Anglian Water are progressing an [Advanced WINEP](#), working collaboratively with a multitude of stakeholders to deliver wider environmental improvements across catchments on a larger scale than what is possible through the standard WINEP approach. As part of their advanced programme, the organisation is delivering a Rural Regeneration Programme which focuses on the planning, implementation, and evaluation of a diverse programme of nature-based solution (NbS) delivery. Across the 11 target catchments, including the Bure, Wensum and Yare, work will focus on reducing diffuse pollution and mitigating the impact of low flows, consequently supporting the environment.

6.13.2.9. In addition to the work of Anglian Water, several partners are working proactively to support long-term water security in the area.

6.13.2.10. In 2021, Water Resources East, Norfolk County Council (NCC), Anglian Water and The Nature Conservancy formed a partnership to deliver a [Norfolk Water Strategy Programme](#). With a shared understanding of Norfolk's water security challenges, the partnership aims to scale up investment in nature-based solutions which look to using natural features (like wetlands, rivers, and plants) to manage water in a sustainable way. Within the last year, significant progress has been made by the partnership; the programme has extended to the entire county of Norfolk beyond the initial catchment area, funding has been allocated to several feasibility and on the ground delivering projects, new tools have been developed to scale Nature-based Solutions, a three year monitoring programme was initiated and they published their [first annual update](#).

6.13.2.11. NCC, in partnership with Suffolk County Council and Reclaim the Rain, are also in the early stages of developing the Norfolk and Suffolk Integrated Water Action Plan (I-WAP). The I-WAP will deliver an action plan bringing stakeholders together to collaboratively address challenges around water for economic growth, the environment and health and wellbeing in both Norfolk and Suffolk. Consultants have been appointed, and the team are currently collecting evidence and engaging with stakeholders, with completion expected in Autumn 2026. The

team are also working hand in hand with partners, including convening some Norfolk and Suffolk District Councils to develop phase one of their Water Cycle Studies as part of the I-WAP delivery, as well Anglia Water who are in the process of developing their water management plans.

6.13.3. Wastewater recycling

6.13.3.1. As part of the development of the GNL, the [Greater Norwich Water Cycle Study 2021](#) was undertaken to identify locations where there may be future capacity issues due to proposed growth. The study identified a need for investment on the Yare Valley Sewer and increased capacity at nine Water Recycling Centres (WRC): Acle, Aylsham, Belaugh, Long Stratton, Rackheath Springs – Wroxham, Sisland, Woodton, Whitlingham and Wymondham.



Figure 25 - Whitlingham Water Recycling Centre.

6.13.3.2. It also identified that if growth was delivered as proposed in the GNL there may be capacity issues in the wastewater catchments of Aylsham, Foulsham, Long Stratton, Reepham, Rackheath, Diss, Ditchingham, Saxlingham and Woodton.

6.13.3.3. Anglian Water plans for waste water recycling through their [Drainage and Wastewater Management Plan \(DWMP\)](#), the DWMP23 covers the period 2025 - 2050. This plan outlines the maintenance, improvement and expansion of wastewater systems and drainage networks, with the aim of ensuring that the

systems are robust and resilient to future pressures such as population growth and climate change.

- 6.13.3.4.** Some of the strategic wastewater infrastructure projects identified for delivery in AMP8 include a growth scheme to increase dry weather flow (DWF) capacity at Whitlingham WRC and other locations, including Aylsham WRC and Freethorpe WRC.
- 6.13.3.5.** Significant investment is also planned in AMP8 across the Greater Norwich area through Anglian Water's Water Industry National Environment Programme (WINEP), which includes investment to reduce phosphorus and nitrogen to technically achievable limits (TAL) by 2030 at certain WRCs. Many of these are identified as [nutrient significant plants](#) in areas with nutrient sensitive catchments (The Broads and River Wensum Special Areas of Conservation (SACs)).
- 6.13.3.6.** The Whitlingham Local Liaison Group was set up by Anglian Water in November 2025 to keep stakeholders informed regarding the large number of investment schemes being planned at the WRC (which is also a sludge treatment plant) and to meet the need identified in the Norfolk Minerals and Waste Local Plan.
- 6.13.3.7.** Anglian Water is currently preparing the next iteration of the Drainage and Wastewater Management Plan (DWMP28), which will address the 25-year period 2030 - 2055. This process will include engaging with local planning authorities to update and seek views on these plans and the growth scenario best aligned to the region.
- 6.13.3.8.** DWMP28 will inform Anglian Water's investments in the next Business Plan (Price Review 2029 – PR29) for the Asset Management Period 2030 -2035 (AMP9). The next DWMP will set out how the drainage and sewerage systems will be managed and developed to meet Water Industry Act 1991 obligations. This includes understanding how to deal with challenges such as asset health, climate change and population growth.

6.14. Waste

6.14.1. The management of waste is instrumental in ensuring that Greater Norwich remains a clean, safe and attractive place to live, work and invest. Waste across Greater Norwich is dealt with by different organisations including the county council, district authorities and commercial waste management companies. Forward planning for waste infrastructure plays a critical role in supporting growth, ensuring that facilities are appropriately located, environmentally sustainable and capable of managing the increased volume of waste generated by new development.

6.14.2. Waste planning

6.14.2.1. Norfolk County Council (NCC) is responsible for land use planning to ensure adequate capacity for the management of household, commercial, industrial, construction, demolition and hazardous waste. The [Norfolk Minerals and Waste Local Plan \(NM&WLP\) 2023 - 2038](#) sets out the authority's planning policies to manage the infrastructure in association with planned growth.

6.14.3. Waste disposal

6.14.3.1. Household waste in Greater Norwich is collected by district authorities.

6.14.3.2. NCC oversees the provision of recycling centres and the disposal of non-recyclable waste that has been collected by the district councils.

6.14.3.3. There are currently six recycling centres across Greater Norwich, offering residents facilities to deposit waste for reuse, recycling or disposal. NCC aims to ensure that over 90% of residents are within a 20-minute drive of a recycling centre, where economically feasible.

6.14.3.4. The provision of sites is regularly reviewed, with consideration given to the capacity of sites in relation to proposed housing growth. The GNLP identifies three projects that should be undertaken to support growth.

6.14.3.5. Progress on these projects is listed below:

- **Extend Strumpshaw Recycling Centre:** The expansion has been undertaken, almost doubling the operational area of the site.
- **Replace Morningthorpe Recycling Centre:** Morningthorpe Recycling Centre will permanently close in October 2026. Residents will be able to access alternative provision across Norfolk including Norwich South, Bergh Apton and the existing site in Wymondham.

- **Replace Wymondham Recycling Centre:** Currently under planning consultation with construction planned to commence towards the end of 2026.

6.14.3.6. Further details on the improvement programme can be found on the [Norfolk County Council website](#).



Figure 26 - Visualisation of the new Wymondham Recycling Centre.

Appendix 1: Externally Sourced Infrastructure Funding

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

Income received from new developments, such as Community Infrastructure Levy (CIL) and Section 106 contributions, are vital. However, the **primary source of infrastructure funding continues to come from central government**. This external funding can be unpredictable in both timing and value. It often requires a competitive application process, which takes time to complete, and the success of these applications is dependent on the availability of staff resource.

This appendix provides an overview of the range of external funding streams that have been secured to support infrastructure delivery across Greater Norwich over the past five years. The list reports funding that is not accessed through local budgets or secured through developer contributions, this is the additional funding which our partners have successfully brought into our area for investment.

Please note that this list is intended to celebrate the funding secured, but it is not exhaustive. Some investments, particularly smaller ones, may not be included.

Fund name	Purpose of the funding	Amount secured
Active Travel Capability Fund	Funding to build capability by upskilling staff across Norfolk County Council (NCC) and partner authorities, alongside support for active travel projects that encourage children to be active during school holidays and promote active travel to and from school.	£956,244
Active Travel Fund	A programme to support local transport authorities to develop and construct walking, wheeling and cycling infrastructure.	£6,604,000
Air Quality Grant	Delivered an e-cargo bike library in Norwich, providing businesses with access to e-cargo bikes to cut costs and reduce emissions.	£171,545
Bus Service Improvement Plan	A programme aimed at transforming bus services through ambitious reforms and major investment.	£64,360,000
Consolidated Local Transport Funding	A forward-funded local transport settlement combining active travel, bus, local transport and electric vehicle infrastructure grant funding.	£102,710,000 ³

³ This funding is secured for expenditure between 2026/2027 – 2029/2030, and replaces annual grants and bidding, with future distribution planned via the Strategic Combined Authority.

Housing Infrastructure Fund	Funding secured to support the regeneration of Anglia Square, financing the demolition, remediation and site infrastructure enabling works.	£34,000,000
Levelling Up Fund	Funding a regeneration project at Sloughbottom Park and the nearby walking and cycling connection along Dolphin Path.	£7,583,515
Local Electric Vehicle Infrastructure Fund	A programme of electric vehicle charging point installations across Norfolk, funded by £1.1m awarded in 2022 and a further £7.3m in 2024. Including a partnership with Blink to deliver around 66 new on-street chargers in Norwich.	£8,400,000
Major Road Network	A programme focusing on reducing congestion and supporting economic growth while improving links to the national network.	£26,200,000
National Lottery Heritage Fund	Funding to deliver feasibility studies, heritage assessments and costed conceptual plans for the restoration of the city's most historic spaces, including two sites on Historic England's Heritage at Risk Register. This will lead to capital bids to the NLHF from 2028 onwards.	£216,000
One Public Estate	Provided feasibility funding (part grant, part loan) towards a potential new health and community hub in Taverham.	£350,000
Pooled Business Rates	A voluntary system allowing Norfolk councils to retain business rate growth locally rather than return it to central government. Pooling paused during COVID-19, resumed in 2022-23 with growth distributed to councils and some legacy funding supporting projects. This will not continue in 2026-2027 following changes to the Government offer.	c.£6,100,000 ⁴
Pride in Place Impact Fund	Funding will support two areas in Norwich through a 10-year, community-led programme to strengthen local resilience. The focus is to build stronger communities, enable thriving communities and empower residents to take back control.	£40,000,000
Swimming Pool Support Fund	Funding was secured by Norwich City Council to support the installation of over 700 solar panels at Riverside Leisure Centre and by South Norfolk Council to install PV panels and new pool covers at Wymondham Leisure Centre and Diss Swim Centre.	£587,214
Towns Fund	Eight projects are now complete that received funding as part of the Norwich Town Deal .	£25,000,000
Transforming Cities Fund	A capital grant fund supporting productivity through investment in public and sustainable transport, recently completed TCF projects are listed on Norfolk County Council's website .	£38,400,000

⁴ Retained by Broadland, Norwich and South Norfolk District Council's since pooling restarted in 2022-23.

UK Shared Prosperity Fund	A 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.	£6,165,038
Zero Emission Buses Regional Area Scheme	Supported the delivery of 70 zero-emission buses in Norwich, funding included £14.7m from the Department for Transport and £21m from First Bus. Also installed 57 new fast chargers that created the East of England's first fully electric bus depot.	£35,700,000
Estimated total		£403,503,556

Greater Norwich Infrastructure Plan

June 2026

