

Regulation and Planning Policy Committee

Agenda

Members of the Regulation and Planning Policy Committee:

Cllr F Ellis (Chairman)
Cllr J Halls
Cllr W Kemp
Cllr J Savage
Cllr V Thomson

Cllr B Duffin (Vice Chairman)
Cllr P Hardy
Cllr S Nuri-Nixon
Cllr T Spruce

Date & Time:

Tuesday 25 January 2022
10.00am

Place:

Council Chamber South Norfolk House, Cygnet Court, Long Stratton, Norwich, NR15 2XE

Contact:

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Website: www.southnorfolkandbroadland.gov.uk

PUBLIC ATTENDANCE:

If a member of the public would like to speak on an agenda item, please email your request to democracy@southnorfolkandbroadland.gov.uk, no later than 5.00pm on Thursday 20 January 2022. Please see further guidance on the options for public speaking at page 2 of this agenda.

Large print version can be made available

If you have any special requirements in order to attend this meeting, please let us know in advance.

Rules on Public Speaking

All public wishing to attend to observe, or speak at a meeting, are required to register a request by the date / time stipulated on the relevant agenda. Requests should be sent to: democracy@southnorfolkandbroadland.gov.uk

Public speaking can take place:

- Through a written representation (which will be read out at the meeting)
- In person at the Council offices

Please note that due to the current rules on social distancing, the Council cannot guarantee that you will be permitted to attend the meeting in person. There are limited places in the Council Chamber and the numbers of public speakers permitted in the room will vary for each meeting.

All those attending the meeting in person are asked to sign in on the QR code for the building and arrive/ leave the venue promptly. The hand sanitiser provided should be used and social distancing must be observed at all times. Further guidance on what to do on arrival will follow once your initial registration has been accepted.

AGENDA

1. To report apologies for absence and to identify substitute members;
2. Any items of business which the Chairman decides should be considered as a matter of urgency pursuant to section 100B(4)(b) of the Local Government Act, 1972. Urgent business may only be taken if, “by reason of special circumstances” (which will be recorded in the minutes), the Chairman of the meeting is of the opinion that the item should be considered as a matter of urgency;
3. To receive Declarations of Interest from Members;
(Please see guidance form and flow chart attached – page 4)
4. Minutes of the meeting of the Regulation and Planning Policy Committee held on Tuesday 30 November 2021;
(attached – page 6)
5. Greater Norwich Joint Five-Year Infrastructure Investment Plan and Annual Growth Programme;
(report attached – page 13)
6. East Norwich Stage 1 Masterplan;
(report attached – page 75)

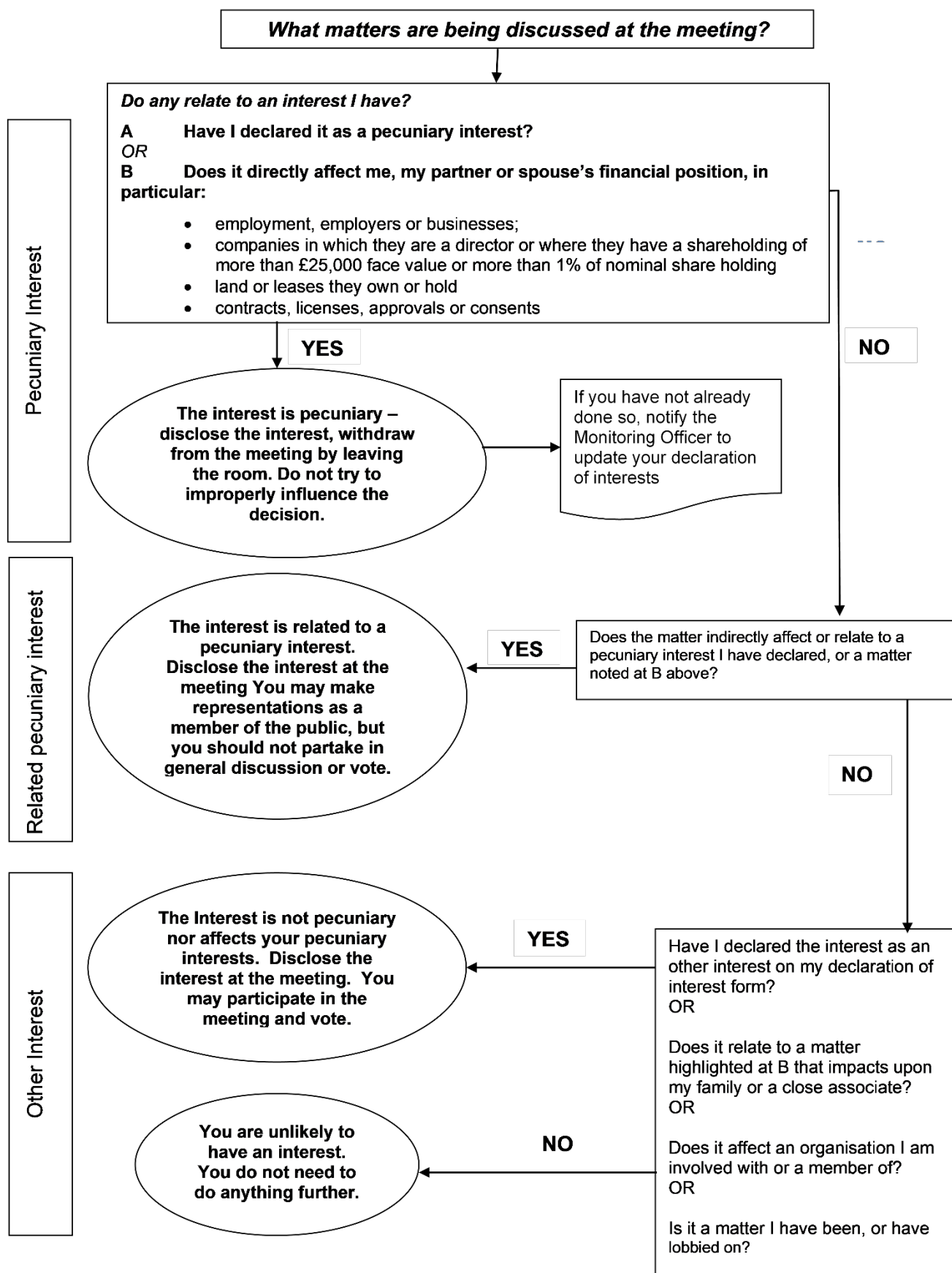
DECLARATIONS OF INTEREST AT MEETINGS

When declaring an interest at a meeting Members are asked to indicate whether their interest in the matter is pecuniary, or if the matter relates to, or affects a pecuniary interest they have, or if it is another type of interest. Members are required to identify the nature of the interest and the agenda item to which it relates. In the case of other interests, the member may speak and vote. If it is a pecuniary interest, the member must withdraw from the meeting when it is discussed. If it affects or relates to a pecuniary interest the member has, they have the right to make representations to the meeting as a member of the public but must then withdraw from the meeting. Members are also requested when appropriate to make any declarations under the Code of Practice on Planning and Judicial matters.

<p>Have you declared the interest in the register of interests as a pecuniary interest? If Yes, you will need to withdraw from the room when it is discussed.</p>
<p>Does the interest directly:</p> <ol style="list-style-type: none"> 1. affect yours, or your spouse / partner's financial position? 2. relate to the determining of any approval, consent, licence, permission or registration in relation to you or your spouse / partner? 3. Relate to a contract you, or your spouse / partner have with the Council 4. Affect land you or your spouse / partner own 5. Affect a company that you or your partner own, or have a shareholding in <p>If the answer is "yes" to any of the above, it is likely to be pecuniary.</p> <p>Please refer to the guidance given on declaring pecuniary interests in the register of interest forms. If you have a pecuniary interest, you will need to inform the meeting and then withdraw from the room when it is discussed. If it has not been previously declared, you will also need to notify the Monitoring Officer within 28 days.</p>
<p>Does the interest indirectly affect or relate any pecuniary interest you have already declared, or an interest you have identified at 1-5 above?</p> <p>If yes, you need to inform the meeting. When it is discussed, you will have the right to make representations to the meeting as a member of the public, but you should not partake in general discussion or vote.</p>
<p>Is the interest not related to any of the above? If so, it is likely to be an other interest. You will need to declare the interest, but may participate in discussion and voting on the item.</p>
<p>Have you made any statements or undertaken any actions that would indicate that you have a closed mind on a matter under discussion? If so, you may be predetermined on the issue; you will need to inform the meeting, and when it is discussed, you will have the right to make representations to the meeting as a member of the public, but must then withdraw from the meeting.</p>

**FOR GUIDANCE REFER TO THE FLOWCHART OVERLEAF.
PLEASE REFER ANY QUERIES TO THE MONITORING OFFICER IN THE FIRST
INSTANCE**

DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



Agenda Item: 4

REGULATION AND PLANNING POLICY COMMITTEE

Minutes of a meeting of the Regulation and Planning Policy Committee of South Norfolk District Council held on Tuesday 30 November 2021 at 10am.

Committee Members Present: Councillors: F Ellis (Chairman), B Duffin, J Halls and V Thomson

Apologies for Absence: Councillors: P Hardy

Cabinet Member Present: Councillors: J Fuller and L Neal

Officers in Attendance: The Place Shaping Manager (P Harris), the Business Improvement Team Leader (S Pontin), the Principal Infrastructure and Planning Policy Officer (S Majoram) and the Senior Policy Planner (S Jones)

Also in Attendance: Mr Smith (from Bunwell Parish Council) and Mr Gledhill (local resident)

86 DECLARATIONS OF INTEREST

Cllr J Halls declared an 'Other' interest in respect of minute number 91, Update to the Local Development Scheme, as a member for the South Wymondham ward.

87 MINUTES

The minutes of the meeting of the Regulation and Planning Policy Committee held on Thursday 27 May 2021 were confirmed as a correct record, subject to the removal of references to a remote meeting, as the meeting was held in person.

88 STREET NAMING AND NUMBERING POLICY

Members considered the report presented by the Business Improvement Team Leader, which sought members' views on the proposed changes to the

Street Naming and Numbering Policy, which was adopted by the Council in 2017. He explained that the proposed minor changes aimed to:

- Clarify the information needed with applications
- Clarify street naming conventions
- Encourage engagement with Town and Parish Councils

One member felt that the Policy should require (not just encourage) developers to liaise with Town and Parish Councils. They referred to an example where a street name was imposed which did not fit with the local area, and that by the time the Parish Council was informed of the name, the deadline to object had passed. The Business Improvement Team Leader explained that unfortunately current legislation did not allow the Council to set a requirement for developers to liaise with Town and Parish Councils.

In response to a question, the Business Improvement Team Leader advised the Committee that it was the developer's duty to provide the street sign, and that the Council would replace the sign if it was damaged. He further explained that the Council could provide the initial sign if the developer failed to do so, and would seek to recharge the developer for the cost. He clarified that this would apply to any legally named road, whether adopted or not.

Members discussed the policy further and it was proposed that sections 5.1 and 5.3 of the policy (which related to Street Naming Conventions) be merged to provide better clarity.

A vote was taken and it was

RESOLVED

To recommend that Cabinet agree the Street Naming and Numbering Policy as set out in Appendix 1, with effect from 1 April 2022, subject to the amendment outlined above.

89 INTRODUCTION OF MONITORING FEES FOR S106 AGREEMENTS

The Business Improvement Team Leader presented his report, which recommended the introduction of monitoring fees on developers in relation to developments granted planning permission. He explained that this was to cover the Council's cost of overseeing compliance with legal obligations under Section 106 Agreements. He further explained that this report reflected the legislation changes enacted by the Community Infrastructure Levy (Amendment) (England) (No2) Regulations 2019, which came into force on 1 September 2019.

Members were advised that the Council was currently monitoring 37 legal S106 Agreements, which involved the monitoring of 107 obligations with approximately 513 triggers. The monitoring process involved:

- conducting site visits to determine progress, occupancy rates and occurrence of triggers
- reviewing and formally approving schemes for affordable housing, open space, play areas and other on-site amenities
- calculating financial contributions for off-site provisions and commuted sums for affordable housing clawbacks
- raising invoices and following up overdue payments
- ensuring contributions are spent within stipulated timescales and projects comply with legal obligations
- issuing formal letters to developers confirming discharge of obligations
- involvement in open space land transfers
- working closely with developers and parishes with all matters relating to the s106
- answering general enquiries and FOIs
- annual completion of the Infrastructure Funding Statement

The Business Improvement Team Leader highlighted the proposed range of charges, as outlined at section 4 of the report. The Cabinet Member for Stronger Economy added that S106 Agreements needed to be monitored and that this was very resource intensive, so recovering the costs from developers made sense.

In response to a query regarding the charge levels, the Business and Improvement Team Leader explained that the Council could not make a profit from the charges, as the new legislation stated that “monitoring fees must be proportionate and reasonable and reflect the actual costs of monitoring”. He assured members that, if agreed by Cabinet, the charge levels would be reviewed over the coming years.

One member raised a concern over charging monitoring fees to developments with affordable housing, as they felt that every charge added would make the housing less affordable. The Business and Improvement Team Leader assured the Committee that the proposed monitoring fees would not impact on the provision of affordable housing.

A vote was then taken, and it was unanimously

RESOLVED

To recommend to Cabinet that the monitoring fees for Section 106 Agreements, as set out in Appendix 1, are adopted from 1 April 2022.

90 SOUTH NORFOLK VILLAGE CLUSTER HOUSING ALLOCATION PLAN (VCHAP) PROGRESS REPORT

Members considered the report of the Place Shaping Manager, which provided an update on the progress of the production of the South Norfolk Village Cluster Housing Allocation Plan (VCHAP) following the Regulation 18 Public consultation which took place between 7 June 2021 and 2 August 2021. He explained that over 2000 responses had been received as part of the consultation, in addition, 61 new or revised sites had been submitted for assessment. He explained that a temporary resource had been brought in to help with the assessment of the new/revised sites.

The Place Shaping Manager informed members that given the volume and detail of the responses received, as well as the additional work needed with regard to flooding and heritage sites, the timeline for the production of the VCHAP needed to be revisited. At present it was thought the VCHAP would be delayed by three months.

In response to a query, the Place Shaping Manager explained that the Greater Norwich Local Plan (GNLP) had its own timeline and would not be affected by the delay to the VCHAP.

Members discussed the 61 new or revised sites and queried whether the Committee and/or public would have the opportunity to comment if any of these sites were considered 'preferred sites'. The Place Shaping Manager advised that the VCHAP was due to be brought before the Committee in March as part of a technical consultation. However, the next public consultation would be the Regulation 19 consultation, where the public would be asked to consider the final proposed plan. Some members raised a concern that the public would not be able to formally comment again until the final plan had been produced. The Place Shaping Manager stressed that there was a risk in holding too many consultations, which could result in long delays to the Plan's adoption. One member reminded the Committee that local members could report public views to both the Committee and officers, at any point in the process.

The Chairman invited Mr Smith, a representative from Bunwell Parish Council to make a comment. Mr Smith queried when the development of sites in Bunwell would begin and whether the development of sites could be phased in order to reduce congestion. The Place Shaping Manager explained that there were a number of factors which would influence the start date of a development, and he explained that it was too early to give specific start dates for individual sites. He added that all developers had confirmed that they would be able to commence within five years. With regard to the phasing of developments, he explained that the Highways Agency had not raised a concern of congestion or the need to phase projects, however officers would take into consideration local concerns.

The Chairman invited, Mr Gledhill, a local resident of Bunwell, to address the Committee. Mr Gledhill raised his concerns regarding the lack of public consultation on the new/revised sites. He explained that Bunwell had a Building Development Group which could have provided views on the new site(s). The Place Shaping Manager explained that whilst there was no formal public consultation. Bunwell Parish Council and residents could provide any evidence or thoughts on the new sites via their local member or direct to officers.

It was then

RESOLVED

To note the progress on the South Norfolk Village Cluster Housing Allocations Plan.

91 UPDATE TO THE LOCAL DEVELOPMENT SCHEME

The Place Shaping Manager introduced the report, which advised members on the proposed amendments to the current Local Development Scheme (LDS). He explained that these amendments reflected the change in timetable of the Village Cluster Housing Allocation Plan (VCHAP), as well as the introduction of the East Norwich Masterplan Supplementary Planning Document (SPD). He further explained that it was a legislative requirement for the Council to publish a LDS and keep it up to date.

Members were informed that the East Norwich Masterplan SPD arose following the Greater Norwich Local Plan's (GNLP) identification of East Norwich as a strategic regeneration area. The SPD included the development of the land adjoining the railway between the Deal Ground and Carrow Works. Due to the cross-boundary nature of the site, the SPD would be progressed jointly by South Norfolk Council, the Broads Authority and Norwich City Council, who were leading on the project. The Place Shaping Manager advised members that phase 1 of the project was near completion and had been reported to Norwich City Council's Cabinet on 17 November 2021. Once the SPD was completed, members would need to approve sections of the SPD which related to the South Norfolk area. He assured members that South Norfolk Council would retain its autonomy to make decisions as a planning authority, with the SPD providing additional weight to planning decisions.

Cllr J Fuller relayed his support of the SPDs progression under Norwich City Council's lead.

In response to a members' question the Place Shaping Manager explained that phase 1 of the project included the assessment of the appropriate mix of

land uses, infrastructure requirements, abnormal development costs and viability.

One member raised a concern with regard to the location of development sites within Wymondham, as outlined at Appendix 2 of the LDS, given the amount of development already underway. The Place Shaping Manager clarified that the Local Action Plan guided development in the town, but explained that over time the situation and requirements could change.

A vote was taken and it was,

RESOLVED

To advise Cabinet that they recommend Council approves the proposed amendments to the current Local Development Scheme.

92 ADOPTION OF THE NORFOLK GREEN INFRASTRUCTURE AND RECREATIONAL IMPACT AVOIDANCE AND MITIGATION STRATEGY

Members considered the report of the Place Shaping Manager, which sought members approval for the adoption of the Norfolk Green Infrastructure and Recreational Avoidance and Mitigation Strategy (GIRAMS) as well as the collection of related obligations from applications for residential development and other relevant development proposals, in accordance with the GIRAMS evidence and Policy 3 of the Greater Norwich Local Plan (GNLP). He advised the Committee that adoption of the GIRAMS would ensure that the Council continued to meet its legal duty under the Conservation of Habitats and Species Regulations 2017.

The Place Shaping Manager explained that assessment work carried out as part of the production of the Norfolk Strategic Planning Framework and GNLP, had identified that residential and tourism accommodation as well as its associated increase in footfall would have a major impact on protected sites.

Members were advised that the implementation of a Norfolk-wide GIRAMS would offset the impact on protected sites through tariff-based contributions towards a mitigation package as well as the provision of green open spaces.

The Place Shaping Manager advised that a review of the GIRAMS would be carried out as part of the work programme of the Norfolk Strategic Planning Framework to ensure that the mitigation package was delivered as effectively as possible.

Cllr J Fuller noted that to date, not all of the Councils/Planning Authorities within Norfolk had signed up to the GIRAMS, and it was suggested and

agreed by the Committee, that the recommendation to adopt the Strategy should be subject to the approval from all relevant Planning Authorities.

Concerns were raised on the contents and effectiveness of the mitigation package. One member drew attention to the mitigation that staff be hired to work at the protected site and suggested that a more effective use of the revenue available would be to support existing staff/volunteers at the sites. Members agreed that an immediate review of the GIRAMS and mitigation package was required.

A vote was then taken and it was

RESOLVED

That subject to agreement by all planning authorities, and an immediate review of the GIRAMS and mitigation package, to advise Cabinet to recommend to Council that it adopts the Norfolk Green Infrastructure and Recreational Avoidance and Mitigation Strategy and resolves to begin collecting obligations from applications for residential development, and other relevant development proposals in accordance with the following requirements of Policy 3 of the Greater Norwich Local Plan:

All residential development will address the potential visitor pressure, caused by residents of the development, that would detrimentally impact on sites protected under the Habitats Regulations Directive through:

- the payment of a contribution towards the cost of mitigation measures at the protected sites (as determined under the Norfolk Green infrastructure and Recreational Impact Avoidance and Mitigation Strategy plus an allowance for inflation); and,
- the provision or enhancement of adequate green infrastructure, either on the development site or nearby, to provide for the informal recreational needs of the residents as an alternative to visiting the protected sites. This will equate to a minimum of 2 hectares per 1,000 population and will reflect Natural England's Accessible Natural Greenspace Standard.

(The meeting concluded at 11:31am)

Chairman

Greater Norwich Joint Five-Year Infrastructure Investment Plan and Annual Growth Programme

Report Author(s): Paul Harris
Place Shaping Manager
01603 430444
paul.harris@southnorfolkandbroadland.gov.uk

Portfolio: External Affairs and Policy

Ward(s) Affected: All

Purpose of the Report:

To agree the content of the draft Greater Norwich Joint Five Year Infrastructure Investment Plan 2022 to 2027, approve the allocation of Community Infrastructure Levy (CIL) to the projects included within Annual Growth Programme and agree the draft loan agreement for the drawdown of £6.733M to support the delivery of the Long Stratton Bypass.

Recommendations:

It is recommended that the Regulation and Planning Policy Committee advises Cabinet to recommend to Council that it:

- a) approves the Draft Five Year Infrastructure Investment Plan 2022-27 (Appendix 1)
 - b) approves the proposed 2022/23 Annual Growth Programme (section 3 of Appendix 1)
 - c) agrees the draft legal loan agreement for the draw down of £6.733m through the Greater Norwich City Deal, to support the delivery of Long Stratton Bypass (Appendix E of Appendix 1) and to allocate £350,000 of the Infrastructure Investment Fund (IIF) to the cash reserve.
- and,
- d) Subject to the agreement of recommendation c), to delegate authority to the Council's Section 151 Officer and Director of Place in consultation with the

Leader of the Council, to finalise the terms and sign the legal loan agreement on behalf of the Council.

1. Summary

- 1.1 This report presents the draft Greater Norwich Joint Five Year Infrastructure Investment Plan 2022 to 2027. The five year plan includes: progress report on previously approved projects; proposals for new projects to be funded by pooled Community Infrastructure Levy (CIL) in 2022/23, otherwise known as the 2022/23 Annual Growth Programme (AGP); updated forecasts of CIL income; and, information on future project priorities. The five year plan also sets out proposals for a loan agreement for the drawdown of £6.733m through the Greater Norwich City Deal, to support the delivery of Long Stratton Bypass.
- 1.2 In accordance with the CIL pooling arrangements for Greater Norwich's Infrastructure Investment Fund (IIF), each of the three CIL charging authorities: Broadland District Council; Norwich City Council; and, South Norfolk Council need to agree the Greater Norwich Joint Five Year Infrastructure Investment Plan 2022 to 2027, approve the allocation of CIL to specified projects as part of the Annual Growth Programme (AGP) and agree to the loan agreement to support the Long Stratton Bypass.

2. Background

- 2.1 In 2013 the Greater Norwich authorities (Broadland District Council, Norwich City Council, South Norfolk Council and Norfolk County Council) together with the New Anglia Local Enterprise Partnership, signed a City Deal with Government. The City Deal agreed a strategic infrastructure programme which would be supported by access to reduced cost borrowing and the local authorities made a commitment to pool a significant proportion of Community Infrastructure Levy (CIL) income to form an Infrastructure Investment Fund (IIF).
- 2.2 The Greater Norwich Growth Board has responsibility for managing the IIF and assembling the Annual Growth Programme (AGP) from the Joint Five-Year Infrastructure Investment Plan (5YIIP).
- 2.3 Prior to the preparation of this 5YIIP, the Greater Norwich Infrastructure Plan (GNIP) was updated. The GNIP identifies infrastructure priorities to the end of the Joint Core Strategy plan period in 2026 and details the progress of infrastructure delivery within the Greater Norwich area.

3. Current position

- 3.1 Broadland, Norwich and South Norfolk have each resolved to levy a charge on new development within their area. This charge is known as the Community Infrastructure Levy (CIL) and is used to help deliver certain types of infrastructure needed to support development in the Greater Norwich area. Within Greater Norwich, income received from the CIL is pooled within the Infrastructure Investment Fund (IIF) which is administered by the Greater Norwich Growth Board (GNGB).

- 3.2 Infrastructure needed to support planned growth is identified through the Greater Norwich Infrastructure Plan (GNIP). The GNIP identifies infrastructure priorities to the end of the Joint Core Strategy plan period in 2026 and details the progress of infrastructure delivery within the Greater Norwich area. The GNIP was updated prior to the preparation of the 2022-27 5YIIP. The GNIP is listed as a background paper to this report.
- 3.3 Taking account of a range of evidence and information from Council Officers and other Stakeholders, the 2022-27 5YIIP identifies projects that are currently considered to be a priority for delivery over the next 5 years to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal.
- 3.4 If agreed by the each of the three CIL charging authorities within Greater Norwich: Broadland District Council; Norwich City Council; and, South Norfolk Council projects recommended to be allocated pooled CIL funding within the 5YIIP will be duly adopted within the respective year's Annual Growth Programme (AGP). Projects identified within the 5YIIP but not within an AGP remain priorities but have not been allocated CIL funding.
- 3.5 This 5YIIP plan also sets out an updated position on infrastructure delivery, includes revised CIL income forecasts, provides updates on projects accepted within previous AGPs and outlines planned preparatory work for infrastructure schemes for future years.

2022/23 Annual Growth Programme (AGP)

- 3.6 In accordance with the agreed processes for the Infrastructure Investment Fund (IIF), the Greater Norwich Growth Board (GNGB) met on 2nd December 2021 to agree which projects are to be put forward as the proposed 2022/23 AGP. As a result, 7 projects totalling £4,502,117 have been identified to be supported through the IIF. These projects are identified in table 1.

Table 1 - Proposed 2022/23 Annual Growth Programme

0	Applicant	Location	Amount of CIL requested	Total project size
Yellow Pedalway extension (airport to Broadland Northway)	Norfolk County Council	Broadland	1,600,000	1,900,000
Wensum Walkway	Norfolk County Council	Norwich	1,264,951	1,974,096
Broadland Country Park- Horsford Crossing	Broadland District Council	Broadland	100,666	100,666

Wherryman's Way Access Improvements	Norfolk County Council	South Norfolk	216,500	445,148
Wensum Lodge	Norfolk County Council	Norwich	1,090,000	1,254,000
Football Development Centre- Heartsease Open Academy	Norwich City Council	Norwich	150,000	480,000
Yare Boat Club	Broadland District Council	Broadland	80,000	271,000
TOTAL			4,502,117	6,424,910

- 3.7 In addition to these seven projects, it is proposed that Children's Services at Norfolk County Council receive £2million to support the development of their education capital programme within Greater Norwich. This new allocation will support development at Hethersett Academy. An update on education projects that are currently being progressed or actively pursued are set out on page 16 of the 5YIIP. The 5YIIP is included as Appendix 1 of this report.
- 3.8 It is also proposed that a £6.733m loan is drawn down from the Public Loan Works Board, as agreed through the Greater Norwich City Deal, to support the delivery of Long Stratton Bypass. This would require a forecasted annual repayment of £348,215 to be paid from the IIF for 25 years. As a forecasted figure this amount is subject to change.
- 3.9 Taking account of the Wherryman's Way Access Improvements project, proposed investment of CIL in Hethersett Academy and anticipated interest repayments on the Long Stratton Bypass Public Loan Works, over £4M of CIL would be invested in infrastructure in South Norfolk. This would make South Norfolk the single largest recipient of CIL agreed through the approval of this year's 5YIIP and AGP.
- 3.10 To support the proposed new loan draw down, it is proposed that £350,000 is allocated to the cash reserve which would cover one year's forecasted loan repayment for Long Stratton Bypass. This is a safeguard that was put in place by all partner S151 officers when the first City Deal loan was drawn down for the Broadland Northway. It also ensures that the GNGB adheres to the borrowing requirements as detailed within CIL legislation.
- 3.11 Approximately £2m from the IIF is to be committed to projects that have a delivery programme spanning multiple years, some of which were agreed in previous AGPs. Updates on previously agreed projects are provided in Appendix D of the 5YIIP.

Long Stratton Bypass

- 3.12 The 5YIIP also provides a delivery update for Long Stratton Bypass (LSBP) and recommends the drawdown of £6.733m borrowing to support its delivery. This is to cover the local contribution, having already secured £26.2m of match funding from the Department for Transport (DfT).
- 3.13 Up to £10m of reduced cost borrowing was ring fenced to LSBP within the Greater Norwich City Deal agreement which all partners signed with government in December 2013, a commitment which has been re-established in each version of this 5YIIP.
- 3.14 The City Deal borrowing is to be drawn down by Norfolk County Council as the GNGBs Accountable body, and the draft legal loan agreement to support this is included within the Appendix E of the 5YIIP.
- 3.15 The 5YIIP provides financial information which supports the decision making to borrow through the City Deal agreement. It is therefore appropriate that the decision to borrow to support the delivery of LSBP is progressed alongside this 5YIIP and AGP.
- 3.16 The draft legal agreement mirrors the terms as agreed by all partners in 2016 when City Deal borrowing was drawn down to support delivery of the Broadland Northway (previously known as the NDR). The agreement requires the commitment from all partners to allocate funding from the IIF to pay the interest and capital loan repayments for a period of 25 years. Using current interest rates, the forecasted annual repayment to be paid from the IIF is in the region of £348,000.
- 3.17 Subject to the agreement of the draft by all Districts, it is proposed that when delivery of LSBP has progressed to the point that the loan monies are required the final legal loan agreement will return to a special meeting of the GNGB for finalisation. As agreed within the GNGB's signed Joint Working Agreement, a unanimous decision will be required from all board members (the Council Leaders) prior to the signing and the drawdown being actioned.

4. Proposed action

- 4.1 As set out in section 3, the projects identified within this 5YIIP are those currently considered to be a priority for delivery to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal.
- 4.2 Following a successful outcome to their evaluation in accordance with the agreed project appraisal procedure, the 7 new projects identified for CIL funding in 2022/23 have been agreed by the Greater Norwich Growth Board. The 7 projects include 1 project considered to be a key priority in South Norfolk that either enable or support planned growth within the district. Specifically, this projects is: Wherryman's Way Access Improvements. In addition, the agreement of the 5YIIP and AGP would provide funding for an extension to Hethersett Academy that will

directly support growth in the District and provide a loan agreement to enable the delivery of the Long Stratton Bypass and enable the strategic growth planned related to this piece of infrastructure.

- 4.3 On the basis of the above, and in accordance with the recommendation in section 8, it is proposed that the Regulation and Planning Policy Committee advises Cabinet to recommend to Council that it agrees the Greater Norwich Joint Five Year Infrastructure Investment Plan 2022-2027 and approve: the allocation of CIL to the 7 specified projects, these projects will form the 2022/23 Annual Growth Programme (AGP); the allocation of £2M to support the Education Capital Programme; and, agree the draft legal loan agreement for the drawdown of £6.733m through the Greater Norwich City Deal, to support the delivery of Long Stratton Bypass including the allocation £350,000 of the Infrastructure Investment Fund (IIF) to the cash reserve to support the borrowing arrangements.

5. Other options

- 5.1 The Committee may choose to recommend amendments to the 5YIIP prior to its agreement. This may include: proposing to agree funding for only some of the 7 projects identified for CIL funding in 2022/23; proposing that funding is not approved to support the Education Capital Programme; and/or, that the draft loan agreement for the drawdown of £6.733m through the Greater Norwich City Deal, to support the delivery of Long Stratton Bypass, including the allocation £350,000 of the Infrastructure Investment Fund (IIF), should be amended or rejected.
- 5.2 In order to ensure: a) the timely delivery of the AGP; and, b) that all projects that receive pooled CIL funding have been properly evaluated in accordance with agreed project appraisal procedure, it would not be reasonable to recommend additional projects for CIL funding within the 2022/23 AGP. The project appraisal process ensures, as far as practicable, that projects are strategically justified and deliverable.
- 5.3 If the committee considers that there are additional priority projects that should be considered for the allocation of pooled CIL funding then a further recommendation should be made. This recommendation should propose that the Director of Place be instructed to progress such projects in accordance with the IIF procedures.

6. Issues and risks

- 6.1 **Resource Implications** – The most significant immediate risks relate to project cost control and delivery. For the projects within South Norfolk, these risks are being minimised through the project management processes of the partner organisations who will be responsible for the delivery of these schemes.

There may also be ongoing management and maintenance costs following delivery of the schemes. For the Wherryman's Way, Hethersett Academy and Long Stratton Bypass, these schemes would be maintained under their capital programme of the relevant partner organisation.

There remains a risk that CIL income will not cover all commitments made within the agreed programme. This risk is mitigated by the significant amount of CIL liable from planned growth within Greater Norwich. A forecast of income from planned growth is included in Table 1 of the 5YIIP.

The Planning for the Future White Paper published in August 2020 proposes that the existing CIL and S106 regimes of securing development contributions are replaced with a new, consolidated “Infrastructure Levy”. At a national level the new system would aim to increase revenues when compared to the current system. However, the White Paper also recognises that in some low value areas development would be likely to fall below the minimum value-based threshold for making contributions under the new system. The White Papers sets out that the impact on areas with lower land values under the proposed new system will be given further consideration. This situation will need to be kept under review.

- 6.2 **Legal Implications** – No specific legal advice has been sought as part of the preparation of this report. The only specific legal implication arising from the agreement of the 5YIIF and approval of the AGP relates to the finalisation of the Long Stratton Bypass loan agreement. The draft agreement is however based on the legal loan agreement signed for the Broadland Northway, and further advice as necessary can be taken by the Director for Place, Assistant Director for Finance and Leader of the Council and Portfolio Holder for External Affairs and Policy in finalising the agreement under the delegated authority sought within this report.

In accordance with the Council’s practices, there has been engagement with the Monitoring Officer, and the wider Corporate Management Leadership Team (CMLT) in the preparation of this report.

- 6.3 **Equality Implications** – An Equalities Impact Assessment accompanies this report.
- 6.4 **Environmental Impact** – The environmental impacts associated with the identified schemes will be considered as part of the relevant consenting process. The principle of the Long Stratton Bypass was established in the Joint Core Strategy, and also considered within the Long Stratton Area Action Plan. Both of these Local Plan document were subject to Sustainability Appraisal (SA), incorporating Strategic Environmental Assessment (SEA) and Habitat Regulation Assessment (HRA)
- 6.5 **Crime and Disorder** – It is not considered that any of the proposed schemes are likely to raise significant concerns in terms of crime and disorder.
- 6.6 **Risks** – There are not considered to be any specific risks other than those specifically documented above arising from the recommendations in this report.

7. Conclusion

- 7.1 The projects within the 5YIIP have been appropriately identified with reference to evidence and the input of officers and stakeholders. The projects are therefore appropriately identified as those currently considered to be a priority for delivery to

assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal.

- 7.2 The 7 new projects proposed for CIL funding in 2022/23 have been agreed by the Greater Norwich Growth Board (GNGB), following an assessment of their suitability by the Greater Norwich Project's Team, in accordance with the adopted processes for the Infrastructure Investment Fund (IIF). It is therefore appropriate to allocate pooled CIL funding to these projects.
- 7.3 With available CIL funding in place, the allocation of £2M to support the Education Capital Programme remains an important part of the ongoing support provided to address the education impacts of growth.
- 7.4 Agreement to the draft legal loan agreement for the drawdown of £6.733m through the Greater Norwich City Deal, to support the delivery of Long Stratton Bypass, and the allocation of £350,000 of the Infrastructure Investment Fund (IIF) to the cash reserve will facilitate the delivery of critical infrastructure necessary to support the major strategic growth proposals at Long Stratton. Strategic growth at Long Stratton forms a key part of the adopted and emerging planning strategy for Greater Norwich.

8. Recommendations

- 8.1 It is recommended that Regulation and Planning Policy Committee advises Cabinet to recommend to Council that it:
 - a) approves the Draft Five Year Infrastructure Investment Plan 2022-27 (Appendix 1)
 - b) approves the proposed 2022/23 Annual Growth Programme (section 3 of Appendix 1)
 - c) agrees the draft legal loan agreement for the draw down of £6.733m through the Greater Norwich City Deal, to support the delivery of Long Stratton Bypass (Appendix E of Appendix 1) and to allocate £350,000 of the Infrastructure Investment Fund (IIF) to the cash reserve.and,
 - e) Subject to the agreement of recommendation c), to delegate authority to the Council's Section 151 Officer and Director of Place in consultation with the Leader of the Council, to finalise the terms and sign the legal loan agreement on behalf of the Council.

Background papers

[Greater Norwich Infrastructure Plan \(GNIP\)](#)

Greater Norwich Growth Board

Draft Joint Five-Year Infrastructure Investment Plan 2022-2027

December 2021

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INTRODUCTION

The projects identified within this Infrastructure Investment Plan are those currently considered to be a priority for delivery, to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal; one of the key strands of the City Deal was the delivery of an infrastructure programme facilitated by a pooled funding arrangement between the Authorities.

Income received from the Community Infrastructure Levy (CIL) is pooled within the Infrastructure Investment Fund (IIF) which is administered by the Greater Norwich Growth Board (GNGB). The projects which receive IIF funding during the forthcoming financial year will be adopted as the 2022/23 Annual Growth Programme (AGP).

This Plan incorporates the updated position on infrastructure delivery, includes revised CIL income projections, provides updates on projects accepted within previous AGPs and outlines planned preparatory work for infrastructure schemes in future years.

THE GREATER NORWICH GROWTH BOARD

The Greater Norwich Growth Board is a partnership that is unlike any other in the UK. Norfolk County Council, Norwich City Council, South Norfolk District Council, Broadland District Council and the New Anglia Local Enterprise Partnership are the five partners that make up the GNGB. They have chosen to work together to accelerate the delivery of infrastructure within the wider Greater Norwich area, because they recognise the benefits that can be achieved by looking beyond individual administrative boundaries.

Since the establishment of the GNGB in 2014, their partnership working practices and particularly the pooling arrangements of CIL contributions within the IIF, are considered an exemplar model of working by the Planning Advisory Service (PAS), who have cited the GNGB as a partnership who are pursuing ambitious growth agendas under strong strategic leadership and cross boundary collaboration.

Since 2014 the partnership has allocated over £22m of IIF funding and £40m of CIL supported borrowing which has levered in at least an additional £230m to deliver infrastructure projects within the Greater Norwich area.

The GNGB's successes were emphasised when they became the winners of the partnership working category at the 2020 national Planning Awards. An accolade that has confirmed that their unique working arrangement is to be celebrated. The partnership looks forward to continuing to work together to pool their shared skills and resources, leveraging additional funding and increasing delivery outcomes whilst continually planning for even bigger infrastructure schemes for the future.

DEVELOPMENT OF THE JOINT FIVE-YEAR INFRASTRUCTURE INVESTMENT PLAN

The development of this annual Plan requires the Greater Norwich Infrastructure Plan (GNIP) to be updated¹. The GNIP identifies infrastructure priorities to the end of the current Joint Core Strategy (2026) and details the progress of infrastructure delivery within the Greater Norwich area. Thematic strategic priorities identified within the GNIP feed into the project appraisal process for the IIF. The 2021 GNIP was accepted by the GNGB at the Board Meeting on 17th June 2021.

This Plan provides the reprogrammed financial commitments for IIF funding against the forecasted CIL income until 2026/27. Projects listed within the forthcoming financial year within this Five-Year Plan should be considered as the proposed Annual Growth Programme (AGP) for 2022/23 which are being recommended to be allocated funding from the IIF.

The GNGB agreed new processes for project selection on 27th of November 2018, and this is the third year that the projects have been progressed through this full process before being recommended for inclusion in the AGP. A call for new projects is triggered upon the acceptance of the GNIP. This year's call closed on 30th July, the Greater Norwich Projects Team (GNPT) appraised each submission and provided recommendations to the Infrastructure Delivery Board (IDB) alongside comments received from the Greater Norwich Delivery Officers Group. The new processes have led to clear acceptance criteria for projects, a measured and robust selection process to support informed recommendations from the IDB which enables the GNGB to allocate CIL from the IIF in a clear and decisive manner.

The GNGB will initially consider this Draft Five Year Infrastructure Investment Plan on 2nd December 2021.

As the Accountable Body for the GNGB, Norfolk County Council will also receive a report on the 2022/23 AGP in early 2022

The three District Councils will consider this Plan at their Cabinet meetings in January/February 2022. As per the agreed processes, the approval of this plan by each District Council will commit IIF funding to those projects within the forthcoming financial year, accepting them as the AGP 22/23.

The final AGP 22/23 will return to the GNGB for formal joint agreement at their meeting on 16th March 2022.

¹ [Click here for the Greater Norwich Infrastructure Plan 2021](#)

Greater Norwich Growth Programme Process

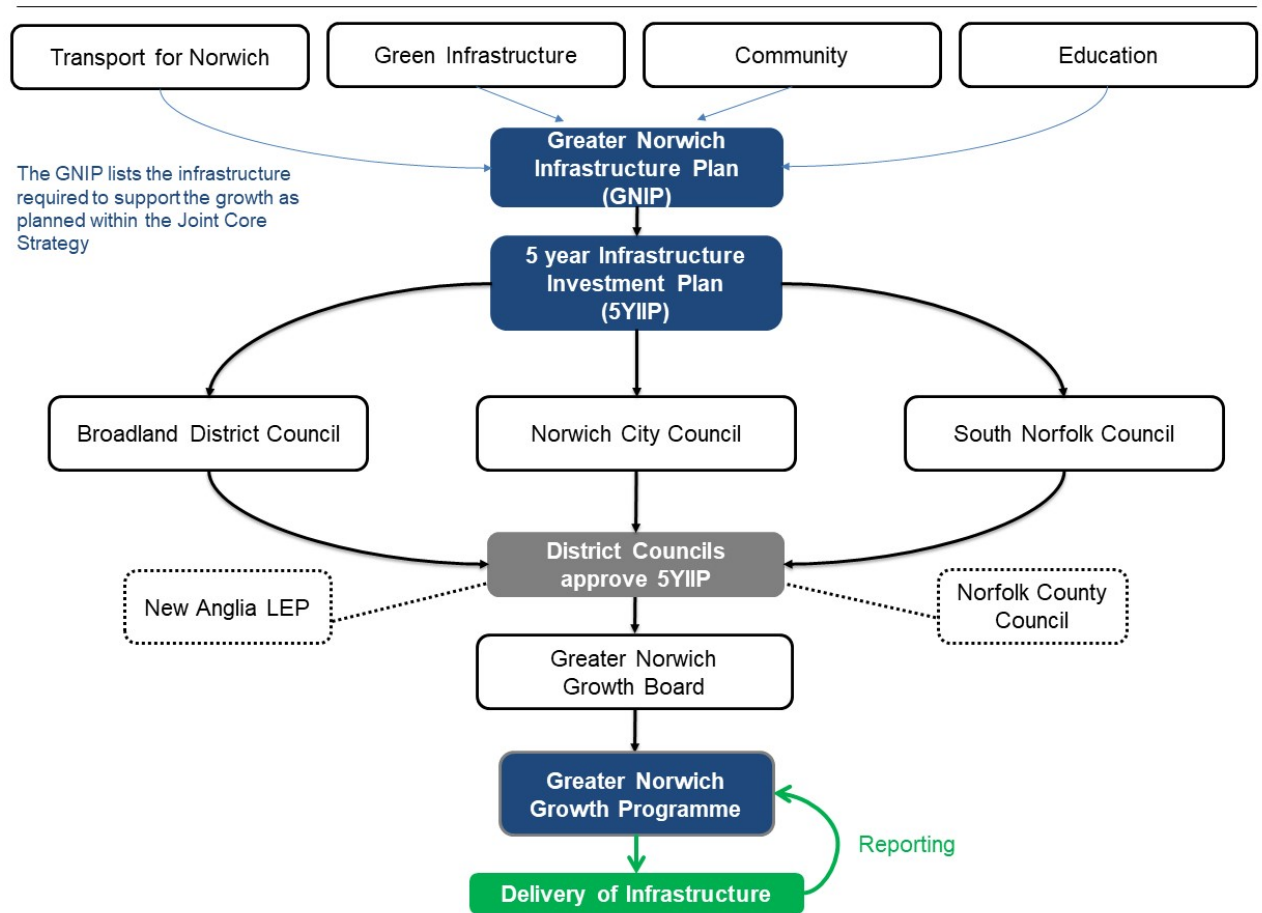


Figure 1 – Greater Norwich Growth Programme decision making process

PROPOSED 2022/23 ANNUAL GROWTH PROGRAMME

In accordance with the agreed processes for the Infrastructure Investment Fund (IIF), the Infrastructure Delivery Board met on 15th October 2021 to agree which projects are to be put forward as the proposed 2022/23 Annual Growth Programme (AGP). As a result, 7 projects totaling £4,502,117 have been identified to be supported through the IIF. Details of these projects have been included in this report as Appendix A.

Project Name	Applicant	CIL request	Total project cost
Yellow Pedalway extension (airport to Broadland Northway)	County	1,600,000	1,900,000
Wensum Walkway	County	1,264,951	1,974,096
Broadland Country Park- Horsford Crossing	Broadland	100,666	100,666
Wherryman's Way Access Improvements	County	216,500	445,148
Wensum Lodge	County	1,090,000	1,254,000
Football Development Centre- Heartsease Open Academy	Norwich	150,000	480,000
Yare Boat Club	Broadland	80,000	271,000
TOTAL		4,502,117	6,424,910

In addition, it is proposed that Education receive £2million to support the development of their capital programme within Greater Norwich. This new allocation will support development at Hethersett Academy. An update on all Education projects that have been allocated IIF can be found on page 11.

It is proposed that a £6.733m loan is drawn down from the Public Loan Works Board, as agreed through the Greater Norwich City Deal, to support the delivery of Long Stratton Bypass. This would require a forecasted annual repayment of £348,215 to be paid from the IIF for 25 years. As a forecasted figure this amount is subject to change. A project delivery update and further details regarding the City Deal agreement and the loan legal arrangement between all partners, can be found on page 10.

To support the proposed new loan draw-down, it is proposed that £350,000 is allocated to the cash reserve which would cover one year's forecasted loan repayment for Long Stratton Bypass. This is a safeguard that was put in place by all partner s151 officers when the first City Deal loan was drawn down for the Broadland Northway. It also ensures that the GNGB adheres to the borrowing requirements as detailed within CIL legislation.

Approximately £2m from the IIF is to be committed to projects that have a delivery programme spanning multiple years, some of which were agreed in previous AGPs. Updates on previously agreed projects are provided in Appendix D.

ECONOMIC DEVELOPMENT AND REGENERATION

A number of projects supported by IIF significantly contribute to the economic growth of areas by providing transport, green infrastructure and community benefits. These projects support the wider regeneration of areas but often require many years of strategic planning to come to fruition. Projects which the GNGB have already identified as strategic priorities within the Greater Norwich area include:

Anglia Square

A planning application for the comprehensive redevelopment of Anglia Square, comprising up to 1250 dwellings, a hotel, ground floor commercial floorspace, a cinema, multi-storey car parks and a location for the existing chapel was submitted to Norwich City Council in March 2018 (ref: 18/00330/F). Following the resolution of Norwich's Planning Application Committee to approve the scheme (6th December 2018) the application was called in by the Secretary of State for his determination.

A planning inquiry was conducted in February 2020 and notwithstanding a recommendation to approve from the inspector, the Secretary of State refused planning for the development in November 2020.

Since early 2021, NCC, the developers, Homes England, and Historic England have been working together to create a completely new scheme for the main site. This has led to a programme of pre-application meetings (the first of which was in April 2021) together with stakeholder engagement, public consultation and design review (the first round of which took place in September 2021). This programme will continue through to the intended submission of a full application for the entire scheme in March 2022.

The Greater Norwich Local Plan (GNLP) is proposing that Anglia Square and adjoining land (approx. 4.79 ha) is allocated for a housing-led mixed use development including retailing, employment, community and leisure facilities, and will act as a catalyst for wider investment and redevelopment in the 'Northern City Centre Strategic Regeneration Area' defined in the GNLP. The housing element of the scheme is in the region of 800 units.

East Norwich

Following the closure of Carrow Works in 2020, significant regeneration proposals are being developed for the East Norwich area. The redevelopment area comprises around 50ha of brownfield land including Carrow works, the adjacent Carrow House, the Utilities Site and Deal Ground site. The GNLP is proposing that these sites are allocated for comprehensive mixed-use redevelopment as the 'East Norwich Strategic Development Area'.

This site represents the largest regeneration scheme in Greater Norwich and has the potential to deliver a sustainable new community comprising up to 4,000 homes as

proposed in the Greater Norwich Local Plan, alongside considerable employment and community spaces, linking the city centre with the Broads national park at Whitlingham.

To unlock the potential of this area there will need to be considerable investment in infrastructure to support redevelopment. This will be a complex exercise and is currently being examined through a detailed master-planning exercise which will supplement policies in the Greater Norwich Local Plan. This master-planning exercise is being undertaken by consultants Avison Young and is overseen by a public private partnership led by Norwich City Council. The stage 1 masterplan was endorsed by Norwich City Council's Cabinet in November 2021 and is available at <https://www.norwich.gov.uk/masterplan>. It is anticipated that the masterplan will be completed by end of March 2022. The stage 1 concept masterplan has just been published and anticipates that the level of housing will be around 3,500 units although further detailed work will take place in stage 2 that will refine the masterplan as the basis for a supplementary planning document.

The level of infrastructure investment to unlock the development will be identified through the master-planning process but will include physical infrastructure such as new roads, bridges and pedestrian/cycle ways, as well as social and community infrastructure including a school. However, the expectation is that this may require public sector leadership in order to deliver. One possible source of funding to assist with this is the Infrastructure Investment Fund and the GNGB may need to draw down further borrowing via the City Deal in order to ensure timely delivery of the site.

Delivery of infrastructure in this manner not only has the potential to deliver a major development but also has the potential to greatly improve access to the Broads and Whitlingham Country Park for much of the City's population. (See GI section for River Yare Crossing).

Norwich Research Park (NRP) Enterprise Zone

Work commenced in March 2020 on a c.£7m investment package funded by South Norfolk Council and the New Anglia LEP comprising c. 19,000 sq. ft grow on space for businesses and the necessary infrastructure to open up part of the Enterprise Zone. Infrastructure works and the building (shell and core) were completed in February 2021. In addition to this public sector investment, the 800 space multi-storey car park was also completed in February 2021 as part of the overall scheme.

A number of improvements to the Norfolk and Norwich University Hospital (NNUH) are due to start in 2022 including enlarging Colney roundabout and installing a new bus interchange.

Various projects in and around the NRP will help improve its connectivity to the wider area, as well as enhance the local environment. Key improvements which have all received IIF funding include a new bus interchange at Roundhouse Way, a more direct

footpath link to the significant housing growth at Bowthorpe which has been enabled by a new footbridge across the River Yare. Health walks to improve the wellbeing of patients, employees and residents alike which have been implemented in the grounds of the NNUH, along with further enhancements to Green Infrastructure links between the NNUH, Research Park and the nearby housing development.

Greater Norwich Food Enterprise Zone

Located on the Food Enterprise Zone at Food Enterprise Park (FEP in Honingham), the Broadland Food Innovation Centre is being led by Broadland District Council to provide food grade premises which comply with supermarket requirements (British Retail Consortium), test kitchens, a sensory food tasting facility in conjunction with a comprehensive innovation support package for eligible businesses, based in Norfolk and Suffolk. The Breeam excellent building is expected to be delivered in Autumn 2022 and the innovation programme will run to June 2023. The £11.4m project has been funded by Broadland District Council, New Anglia LEP, European Regional Development Fund, Hethel Innovation and the UEA.

Various projects in and around the Food Enterprise Park will help improve its connectivity to the wider area. These include the dualling of the A47 with a junction providing access to the FEP and an additional power supply to support the delivery of whole of the FEP (100 acres).

Smart Emerging Technologies Institute – SETI

A more detailed business case has been commissioned by South Norfolk Council to take forward the Smart Emerging Technologies Institute (SETI) concept. The project is led by the University of East Anglia in collaboration with BT at Adastral Park, University of Cambridge and University of Essex. The business case should be complete early 2022.

SETI is based around the development of a closed loop fibre network which will enable data transfer more than 1,000 times faster than broadband connections. SETI will be a science, technology and business asset for the region that will push the boundaries of leading science research and benefit the UK as a whole. Although delayed due to Covid-19, work on the technology and business case for SETI is progressing and will be published in 2021.

Cambridge Norwich tech Corridor (CNTC)

The CNTC continues to be recognised and promoted as a strategic location for technology and innovation within the region and the UK. Supported by local authority partners, a mapping of key clusters across the Corridor has enabled the identification of

specialist strengths and development opportunities in different high-growth locations. Continued support and promotion of business case studies raises the profile of the opportunities to Government policy makers, inward investors and local businesses seeking to scale up.



CIL ALLOCATION- FOUR THEMATIC GROUPS

Greater Norwich's adopted CIL charging policy examined the delivery requirements of four types of infrastructure to support the planned housing growth. Applications from the four thematic groups of Transport, Education, Green Infrastructure and Communities (which includes Sports) are therefore welcome to apply to the IIF. Summaries from each of these groups is included below.

TRANSPORT

Transport for Norwich (TfN)

Transport for Norwich (TfN) is the adopted transport strategy and programme of works that is delivering transport improvements across Greater Norwich. The current strategy recognises that everybody's journeys are different and looks to give people viable options on how they choose to travel; it actively promotes sustainable transport. The strategy has already delivered key improvements such as the Broadland Northway, a network of Park and Ride facilities and 'Pedalway' cycle routes, the award-winning Norwich Bus Station, bus priority measures both in the City Centre and along radial routes, and public realm improvements at key locations such as Tombland. There is an implementation plan of transport delivery that sets out a range of transport measures, together with their general intended phasing, for delivery over the short to medium term.

Following a review of the existing TfN transport strategy, it is envisaged that the new strategy will be adopted late-2021. The new Transport for Norwich Strategy will sit alongside the county-wide Local Transport Plan which was backed by the County Council's Cabinet in August 2021 and will be put to the County Council's full Council meeting in November for adoption. Both these documents will support the County Council's pledge to achieve net zero carbon by 2030, which was adopted as part of their Environmental Policy in November 2019.

Projects supported by IIF

The 2015/16 AGP agreed to the use of the IIF to top up other funding to help deliver the TfN programme over the period 2015/16 to 2019/20 and committed a total of £3,570,000.

Many projects which were initially programmed to receive IIF funding have since taken advantage of alternative external funding streams including Growth Deal and Cycle City Ambition Grant (CCAG) to deliver projects. The TfN projects that were allocated IIF were:

- GP11 - St Clements Toucan crossing
- GP13 - Eaton Centre Interchange
- GP13b - Roundhouse Way Bus Interchange

- GP16 - Golden Ball Street highways improvements
- GP17b – Cromer Road - Aylsham Rd (A140)
- GP24 - Colney River Crossing
- GP26b- Hempnall Crossroads
- GP32 - Broadland Way: Green Lane North to Plumstead Road
- GP45 - Green Pedalway junction improvements
- GP46 – Marriott's Way: Access improvements in Costessey
- GP53 – Marriott's Way: Resurfacing at Drayton
- GP74 - Plumstead Road Roundabout

Strategic Transport Schemes

The 2016/17 AGP agreed to use IIF funding in future years to ensure the delivery of large strategic transport projects, including the Broadland Northway and Long Stratton bypass together with Hempnall crossroads junction.

GP25 - Broadland Northway

Construction of the Broadland Northway was completed in April 2018 and there has been significant positive feedback from residents and businesses regarding the reduced journey times and simpler journeys that the new route provides. The monitoring of traffic impacts is ongoing. The road was paid for by the Department for Transport, Growth Point funds and the Community Infrastructure Levy (CIL). With the agreement of all the Greater Norwich partners, £40m of borrowing to support its delivery took place during the 2016/17 financial year and will be repaid by future CIL income from the IIF.

GP26 - Long Stratton Bypass

The Long Stratton Bypass (LSBP) will be funded from a combination of developer and public sector funding. It was announced in September 2019 that the Department for Transport (DfT) had awarded major road network funding to develop the business case for the LSBP. This enabled the scheme to move forward to the next stage. The Outline Business Case was submitted to the DfT in January 2021 and resulted in a commitment from them to fund 70% of the overall project cost, with a further release of scheme development funding to take the project through to the appointment of a preferred Contractor. At that point, a Full Business Case submission will be required to obtain the final funding from DfT to allow construction of the project. The remainder of the overall project funding (30%) will be made up of a developer contribution and CIL supported borrowing.

The authorities have worked collaboratively with the Developer to ensure the planning applications for the bypass and associated development were updated to allow a re-submission and for re-consultation in August 2021. The consultation and consideration process is well under way and it is hoped a recommendation can be made to the Local Planning Authority Development Management Committee early in 2022. In the meantime, detailed design work for the bypass continues.

City Deal borrowing to support the delivery of Long Stratton Bypass

£10m of CIL supported borrowing was allocated to LSBP through the Greater Norwich City Deal agreement which was signed with Government in December 2013. This gave the GNGB access to lower-cost borrowing from the Public Works Loan Board (PWLb). Following a review it is proposed that a total of £6.733m is drawn down and repaid over 25 years through the City Deal. Whilst there are funds available within the IIF which could be directly allocated to the project, it is considered that this would not be the most appropriate use of the fund. The IIF is intended to deliver infrastructure that directly affects the quality of people's lives such as schools, public open spaces and community facilities in addition to transport projects. The future of CIL income is also uncertain because new planning legislation is expected to lead to the replacement of CIL with a new 'Infrastructure Levy'. To ensure that infrastructure delivery can continue throughout any transitional period of change, it is considered preferable to use the borrowing capacity agreed through the City Deal now, spreading the cost of repayment and smoothing the impact upon the fund.

The City Deal borrowing to support Long Stratton Bypass is programmed to be required in 2022/23. Using current interest rates, the forecasted annual repayment to be paid from the IIF is in the region of £348,000. The final repayment amount cannot be fully confirmed until the loan is actioned and the interest rates at that future time are known.

Agreement of this borrowing is subject to the signing of a legal loan agreement between all Greater Norwich partners. The draft version of this agreement is included within Appendix E and the forecasted interest repayments are included within the IIF financial framework on page 16 of this Plan. Subject to the agreement of the draft by all District

Cabinet and Full Councils, it is proposed that the final legal loan agreement will return to a special meeting of the GNGB when delivery of LSBP has progressed to the point that the loan monies are required. The GNGB seeks delegated authority to sign the final legal loan agreement together with their s151 officers under the direction of Norfolk County Council as the Accountable Body. As agreed within the GNGBs signed Joint Working Agreement, a unanimous decision will be required from all board members (the Council Leaders) prior to the signing and the draw down being actioned.

This Five Year Infrastructure Investment Plan provides financial information which supports the decision making to borrow through the City Deal agreement. It is therefore appropriate that the decision to borrow to support the delivery of LSBP is progressed alongside this Plan.

Each Greater Norwich CIL receipting Authority is recommended to:

- agree the draft legal loan agreement for the draw down of £6.733m through the Greater Norwich City Deal, to support the delivery of Long Stratton Bypass (Appendix E)**
- agree for the GNGB to be granted delegated authority to sign the final legal loan agreement together with their s151 officer's, under the direction of Norfolk County Council as the Accountable Body**

GP26b Hempnall Crossroads

Hempnall crossroads progressed ahead of the delivery of long Stratton Bypass and is now fully operational. The 20/21 Annual Growth Programme included a £561,760 contribution to this project, listed as GP26b in Appendix D

Other funding streams

A range of funding, in addition to that from the IIF, will continue to be sought to fund the existing and future TfN Implementation Plans. This will include locally held Local Transport Plan funding, as well as Cycle City Ambition Grant (CCAG), Local Growth Fund monies and specific funding awards from government, including the Levelling Up Fund, Towns Deal, Active Travel Fund, Capability Fund, E-bike Extension Fund and the Zero Emission Bus Regional Area (ZEBRA) Fund.

Transforming Cities Fund

The Greater Norwich 'Transforming Cities' application is based around transforming connectivity in and around Norwich through a coordinated package of improvements on three transport corridors and in the city centre.

Greater Norwich was successful in securing an initial allocation of £6.1m from an early

allocation of Transforming Cities funding. This was used to deliver 6 transport schemes across Greater Norwich during 2019/20-2020/21, which included new pedestrian crossings, provision of segregated cycle facilities between Wymondham and Hethersett, improvements to Norwich Bus Station and the implementation of a new cycle share project with Beryl.

It was announced in September 2020 that a further £32m of Transforming Cities Fund (TCF) funding had been allocated to Greater Norwich. We have prioritised corridors and schemes that are deliverable within the challenging timescales of the funding programme (up to end 2023), and will maximise benefits and value for money. We have also tried to deliver the best possible balance between bus, walking and cycling schemes, which will be supplemented by a coordinated and sustained behaviour change programme that will be locally funded and delivered. Delivery of the TCF programme is going well and a number of schemes are already complete. These include public realm and walking / cycling improvements at Tombland, as well as a new bus/cycle contraflow bus lane on Thorpe Road, an improved walking / cycle route along the Marriott's Way and improvements to the bus route along South Park Avenue. Schemes also approved for construction in 2021/22 include a new bus lane along Aylsham Road / Cromer Road, public transport and walking / cycle improvements at Grapes Hill, improved bus / walking / cycle access to Norwich Rail Station and walking / cycle enhancements along King Street.

EDUCATION

Children's Services publish their Schools Local Growth and Investment Plan (SLGIP) annually in January as part of the Children's Services Member briefing paper to Cabinet. SLGIP recognises growth across the whole County but the most significant growth is within the Greater Norwich area. Land has been or is being secured for up to thirteen new schools in Greater Norwich to support the forecasted growth.

Those currently being progressed are:

- Blofield, new building to move and expand existing school – land transfer moving forward
- Cringleford, new primary school – awaiting land transfer and scheduled to open Sept 2024
- Silfield, new primary school – awaiting land transfer and scheduled to open Sept 2024
- North Norwich/Rackheath new high school – land discussion only
- Poringland, new primary – site search

In addition, extensions to existing schools are actively being pursued at the following sites:

- Ormiston Victory Academy, Costessey – currently on site and scheduled to complete early Summer 2022
- Sprowston Community Academy – currently on site and scheduled to complete September 2022
- Hethersett High Academy – feasibility underway for further expansion
- Wymondham High Academy – feasibility underway for further expansion

Children's Services' Capital Priorities Group oversee the work to determine the order, timing, details and funding of education priorities. Norfolk County Council Cabinet considered the funding of the schools' capital programme in October 2020 and a refreshed schools' capital programme was presented and approved on 8 November 2021. Cabinet agreed that NCC investment would fund any shortfall to ensure the delivery of essential school places once all other funding opportunities have been explored.

2017/18 commitment

Hethersett – funding drawn down for two schemes to support housing growth in the village.

- £1m was committed towards the expansion of 11-16 places at Hethersett High Academy. A new classroom block was completed for September 2020, with a total budget of £8m, and the remaining funding government grant for Basic Need.
- £1m to increase Hethersett VC Junior school to a full Primary. The scheme was

completed in November 2020. The total budget is £4.5m, with residual funding from a government grant for Basic Need and condition.

2018/19 commitment

£2M was committed in 2018/19 and will be used to fund two projects:

- To identify and secure a new site to move the existing school at Blofield into larger and more modern school accommodation. Land assembly conversations are moving forward.
- To ensure the existing primary school site in Brundall has suitable accommodation for larger cohorts of children. This involves the provision of 2 new classroom blocks, demolition of caretaker bungalow and improvement to parking provision. This was completed in December 2020 (building) with follow on external works completed March 2021.

2019/20 commitment

£2M was committed in 2019/20 to support the delivery of a new 420 place primary school in Cringleford on allocated S106 land with a consideration for the need for a nursery alongside the primary school. The design is currently being developed. Further progress on this scheme requires access to the land, and the land transfer from the developer, which is scheduled upon the occupation of 100th home. Based on the latest information, the school is scheduled to open in September 2024.

2020/21 commitment

£2M was committed in 2020/21 to support an extensive expansion project at Ormiston Victory Academy in Costessey. This involves a new three-story classroom block and internal remodeling to increase the number of school places from 1050 (7 Form Entry) to 1500 (10 Form Entry) for 11-16year old pupils. The scheme is currently underway and completion is programmed for early Summer 2022.

2021/22 commitment

A further £2M was committed in 2021/22 to support the considerable expansion of Ormiston Victory Academy, with a total project cost in the region of £9.5m. The shortfall of £5.5m has been met with a government grant of Basic Need.

2022/23 commitment

£2M is proposed to be allocated to Hethersett Academy. A second phase of development in response to 1400 new homes in the village (1200 originally with an additional 200 recently confirmed).

Considered use of the IIF to support borrowing

On 30th September 2021 the GNGB received an update regarding the delivery of Norfolk Children's Services Education Capital Programme. During the meeting, the partners reconfirmed their commitment to support the shared responsibility with Norfolk County Council (NCC) to ensure the delivery of schools' infrastructure resulting from housing growth. They also agreed to consider the use of the IIF in future years to service NCC Borrowing to support the delivery of Greater Norwich capital education projects. This is still under consideration and would be subject to the GNGB reviewing a report outlining the legal and financial implications for the IIF and then receiving agreement from each district authority's Cabinet and Full Council. More information is expected to be provided within the next version of this Plan.

GREEN INFRASTRUCTURE

The Green infrastructure Programme Team comprise officer representatives from the four Greater Norwich partner authorities, together with the Broads Authority as a key stakeholder. They are responsible for identifying the green infrastructure strategic priorities within the Greater Norwich area and ensuring that the Green infrastructure network meets the requirements of the Habitats Regulations Assessment of the Joint Core Strategy and other subsidiary Development Planning Documents.

The 2007 Greater Norwich Green Infrastructure Strategy was developed around four principal Green Infrastructure themes:

- Sustaining and enhancing the character and local distinctiveness of riverscapes, landscapes and townscapes
- Making space for wildlife
- Providing a high quality, multi-functional and connected network of accessible green spaces for people
- Adapting to climate change through sustainable planning and design

In March 2021 the Infrastructure Delivery Board (IDB) approved progression of a scoping paper proposing an update of the existing strategy. Work to define the scope is progressing, with input from all partner authorities and assistance from the UEA.

The purpose of the strategy will be to help manage and improve existing GI assets, increase the level of GI provision to address identified deficiencies or needs, and develop a network of multi-functional spaces which will deliver biodiversity net gain and other natural assets. This work will also set out clear priorities for GI delivery which will provide a framework for directing future resources.

It is anticipated that, subject to approval, strategy development will commence in April 2022.

The below are projects that have been prioritised by the GNGB for future investment, the majority of which have received IIF funding to deliver elements of their progress in previous AGPs.

Green Loop – Broadland Way and Marriott's Way

A key element of the North-East Norwich Growth Triangle (NEGT) Area Action Plan is an off-carriageway cycle and pedestrian route between east Norwich at Thorpe St Andrew and the Northern Broads at Wroxham, known as Broadland Way.

Broadland Way is designed to be a multi-functional Green Infrastructure corridor that provides residents of the new development with a safe walking/cycling route that can be used for commuting or leisure, whilst also providing ecological connectivity.

Combined with Marriott's Way and the Bure Valley Path, this new facility will form a Green Loop to the north of Norwich linking northern city areas of growth with the countryside and providing a highly biodiverse corridor. Marriott's Way particularly fulfils several key functions as a wildlife link, a health-promoting asset through cycling and walking, and an outdoor classroom. See Appendix D for delivery updates.

Yare Valley

The project aims to develop the unifying concept of a river parkway: a linear country park based on the River Yare Corridor between Bawburgh and Whitlingham Country Park. The parkway would comprise a collection of linked spaces along banks of the River Yare. This 'umbrella' project was included in the Green Infrastructure Delivery Plan and included several projects such as the Wherryman's Way improvements within the current proposed AGP, and others that have been brought forward since the study was published.

A key project along the valley is the delivery of the River Yare Crossing. This project will help support regeneration of the wider East Norwich area, which is identified as a strategic regeneration area in the emerging Greater Norwich Local Plan. It will take the form of a cycle/pedestrian bridge crossing the River Yare to enable better access to Whitlingham Country Park from the city centre. The masterplan concerning the East Norwich redevelopment will explore this issue further.

River Wensum

A strategy has been developed to guide regeneration of the River Wensum Corridor in Norwich, extending to Whitlingham in the east, which was adopted by Norfolk County Council, Norwich City Council, the Environment Agency and the Broads Authority in Summer 2018.

The strategic objectives include enhancing connectivity throughout the river corridor (particularly with the Norfolk Trails network) and enhancing the natural environment and green infrastructure. Key green infrastructure proposals which have received IIF funding in previous AGPs include the completion of a missing link on the Riverside Walk, improvements to accessibility of the existing Riverside Walk and enhanced links with the Broads network at Whitlingham in the longer term

The Norwich Riverside Walk

This is identified as a sub-regional green infrastructure corridor supporting growth locations in the Joint Core Strategy. The River Wensum Strategy noted above also aims to complete key missing sections of the riverside walk within the city. The development of the Riverside Walk alongside the Wensum helps to support the green infrastructure requirements for anticipated new housing and employment development that has been identified in the city centre and East Norwich.

Broadland Country Park

Broadland Country Park (BCP) was allocated £719,000 of IIF funding which enabled the land to be purchased by Broadland District Council in 2019. The new Country Park was launched online with its new name at Easter 2021 with a new website, a promotional film and a blog site. www.southnorfolkandbroadland.gov.uk/broadlandcountrypark and links from [google maps](#). The Project Officer was recruited in August 2020 and a part time Park Ranger started work in May 2021.

Match funding has been secured from the Business Rates Pool and British Cycling, as well as s106 contributions from nearby developments. The Broadland Country Park Horford Crossing project is recommended for approval to receive IIF funding within this Plan, which will improve pedestrian and cycling access into Broadland Country Park across the B1149 Holt Road.

Planning permission has been secured for the first piece of significant infrastructure; surfacing of the short 1.4km all-user all-weather route to the North of the Country Park, known as the 'pink route'. Broadland Country Park helps to manoeuvre the Greater Norwich area into a strong position in which to deliver sustainable, well planned communities by enabling a mitigation strategy that alleviates the impact of growth on the internationally designated sites in Norfolk.

Burlingham Country Park

Burlingham Country Park project proposes the repurposing of one of the largest areas of land owned by Norfolk County Council. At over 12.5 km² the Burlingham site is located near Strategic Employment Sites and Major Housing Growth Sites.

Bounded by the River Bure to the north, the River Yare to the south and bordered by the Broads Nature Reserve, the project will:

- deliver high quality Green Infrastructure in the area
- provide improved countryside and recreational access for new residents
- reduce recreational pressure on the nearby sensitive environments.

This would create a Green Infrastructure Priority Corridor with high carrying capacity, identified as a priority in the Greater Norwich Infrastructure Plan.

Queens Hill Country Park

Ownership of the land to the south of Queens Hills, Costessey has recently been transferred to South Norfolk District Council. This now allows this informal public space to be developed into a Country Park.

COMMUNITY

A number of strategic community projects have been identified and funded in previous publications of this Plan. These include library improvements, open space developments and improved community facilities. Notable delivery has seen the purchase and development of Broadland Country Park and the implementation of Open Library services within 8 Library projects across the Greater Norwich area.

The 2014 sports facilities and playing pitches study identified key areas requiring development, which are now being progressed and delivered by the Greater Norwich Sports & Physical Activity Working Group. Projects that have been developed by this group and included in previous AGPs include Aylsham Sports Hub, Wymondham tennis club, Recreation Road swimming pool, Long Stratton Sports Hub, Crusaders RFC and Brundall Sports Hub

In September 2020, the GNGB agreed for a review of the 2014 study to be undertaken to develop a wider reaching Greater Norwich Sports and Physical Activity Strategy. This work has been match funded by Sport England and is following their Strategic Outcomes Planning Guidance, which is expected to be complete by Spring 2022. The strategy will provide recommendations to implement an integrated approach to sport and physical activity. This more holistic approach will move away from just considering sporting participation within built facilities, it will:

- consider the contribution of improving physical and mental health and wellbeing to, reducing health inequalities,
- improve community cohesion
- address barriers to participation.

FIVE YEAR INVESTMENT PLAN FRAMEWORK

In the 19/20 version of this plan, the growth programme had forecasted a deficit within the Infrastructure Investment Fund (IIF). This led to the development and implementation of new processes for the allocation of the IIF in 20/21 and a move to only committing allocations to projects that are deliverable within the forthcoming year. At the same time officers reflected upon their increased understanding of the complex nature of CIL and changed their methodology for forecasting the income. This is the third year that these new processes have been followed and the fund is now forecasted to hold a balance of £13.9m at the end of 22/23.

Please note that the forecasted balance is subject to change because it is dependent upon CIL income for the second half of 21/22 and all of 22/23 being received as forecast. The forecasted figure for year ending 21/22 has seen a particular increase over the last 12 months due to a combination of factors but is largely driven by a number of large development schemes coming forward earlier than expected and opting to make large upfront payments as opposed to phasing development.

		To 31/03/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27*
	INCOME							
1	Actual CIL receipts	£33,227,802	£6,246,112					
2	Interest	£123,406						
3	Forecast CIL receipts		£8,588,521	£9,778,749.00	£7,047,802	£6,327,959	£5,814,484	£4,582,040
4	Cumulative Income	£33,351,208	£48,185,841	£57,964,590	£65,012,392	£71,340,351	£77,154,835	£81,736,875
	EXPENDITURE							
5	Programme agreed	£5,306,563	£4,688,780	£1,780,478	£143,000	£143,000		
6	Programme proposed (21/22 AGP)			£3,072,117	£1,430,000			
7	Borrowing agreed	£8,794,045	£2,057,045	£2,057,045	£2,057,045	£2,057,045	£2,057,045	£2,057,045
8	Cash Reserve	£2,000,000		£350,000				
9	Borrowing proposed			£241,006	£348,214	£348,214	£348,214	£348,214
10	Education	£8,000,000	£2,000,000	£2,000,000	£2,000,000	£2,000,000	£2,000,000	£2,000,000
	Total Expenditure	£24,100,608	£8,745,825	£9,500,646	£5,978,259	£4,548,259	£4,405,259	£4,405,259
11	Cumulative Expenditure	£24,100,608	£32,846,433	£42,347,079	£48,325,338	£52,873,597	£57,278,856	£61,684,115
12	Cumulative Surplus/Deficit	£9,250,600	£15,339,408	£15,617,511	£16,687,054	£18,466,754	£19,875,979	£20,052,760
13	Funds committed in future years (23/24 - 26/27)			£1,716,000				
14	FORECASTED non committed funds, available to spend			£13,901,511				

Table 1 – Proposed Five Year Infrastructure Investment Plan

* please note the five-year CIL forecast now extends beyond the adopted Joint Core Strategy period

Explanation of the table.

- 1- The amount of CIL income received from the Districts and paid into the IIF.
- 2- Interest earned on the balance of funds held within the IIF since 2014.
- 3- The CIL income that the IIF is forecasting to receive in the next 5 years. Given the complex nature of CIL income, it is expected that these figures will change between publications of this Plan, particularly in years 3-5. The medium to long term effect on the construction industry following the Covid-19 outbreak, Brexit and the proposed planning reform add additional uncertainty to these figures.
- 4- Total CIL income received since the opening of the IIF to the end of each given financial year. Future years are forecasted figures.
- 5- The amount of CIL which will be drawn down from the IIF to deliver all projects in each given financial year. These projects have been agreed in previous AGPs and will either be being delivered over multiple years or are projects whose delivery has been delayed and their draw-down has rolled over from a previous year.
- 6- The amount of CIL which will be drawn down by the projects proposed to be included within the 2022/23 Annual Growth Programme in each given financial year. These projects have been through the project selection process and are proposed and sponsored by the Infrastructure Delivery Board.
- 7- The agreed loan repayments for the Broadland Northway
- 8- It was agreed by each partner's 151 officers that a reserve equal to one annual loan was required to safeguard any loan repayments. A £2m cash reserve to support the repayments for the Broadland Northway has been allocated in a previous year. This Plan proposes an increase to the cash reserve by £350,000 to safeguard the forecasted repayments for the proposed borrowing to support the delivery of Long Stratton Bypass.
- 9- The forecasted borrowing repayments calculated using the estimated amount that will be required to support the delivery of Long Stratton Bypass. This forecasted amount will not be fully confirmed until all parties agree and sign a legal agreement enabling the loan to be drawn down and the repayments committed. This forecast is calculated assuming a £6.73m loan taken over 25 years beginning 22/23.
- 10- NCC has a statutory duty to support the growth of schools. A £2million allocation from the IIF has been identified for each year within this Plan. Future years should only be considered as an indicative figure which will be confirmed annually with the acceptance of each new Annual Growth Programme.
- 11- Total committed funding from the opening of the fund to each year end. Future years are forecasted figures.
- 12- Total amount within the fund at the end of each financial year. Future years are forecasts only and are subject to change because both the income and expenditure are forecasted.
- 13- Amount committed to projects that will be drawn from the fund in future years. This will not be spent in the forthcoming year but is not available to be allocated to other projects.
- 14- The forecasted funds available within the IIF at the end of the forthcoming year which could be allocated to new projects. This is a forecast only because both

income and expenditure are forecasted and are subject to a high degree of change. (see No.3)

This financial framework has been provided for the specific purposes of this Plan to support the decision making of new allocations of CIL. A detailed breakdown of individual project drawdowns set against CIL income as required within an Infrastructure Funding Statement, is detailed within the Full Growth Programme Appendix B

Greater Norwich's long term Strategic Planning

The Greater Norwich partners have been proactively working together for over 10 years. This ongoing partnership working will soon result in the current Joint Core Strategy being replaced by the Greater Norwich Local Plan. The Greater Norwich Local Plan seeks to ensure that the development needs of Greater Norwich continue to be met to 2038, and its production demonstrates the partners' commitment to working together to support growth in the longer term. In addition, Norfolk County Council, in consultation with the other Greater Norwich Authorities, has recently updated the Local Transport Plan for Norfolk and is in the process of updating transport policies for the Norwich area through the Transport for Norwich Strategy.

Each of these new strategies will result in the need for additional or different infrastructure to deliver planned growth at the same time as supporting the transition to net zero. There is a huge requirement to commission strategic major infrastructure projects, just one example of which is the stage 1 masterplan for East Norwich indicating that costs for infrastructure are £28.3m and £76.1m for site specific costs excluding schools and health/community facilities. All funds currently unallocated within the IIF will be used to support projects which will arise from the plans and other policies and strategies that relate to the Greater Norwich area. This includes but is not restricted to:

- Norfolk Strategic Infrastructure Delivery Plan (includes the Broadland Growth Link Road £38m)
- Local Transport Plan and Transport for Norwich Strategy Implementation Plans, including the Transforming Cities Programme and the Local Walking and Cycling Infrastructure Plans (includes the Green Loop £5.8m).
- Education capital programme- with a particular need to deliver a new High School to the North East of the City (£26m).
- Greater Norwich Sports & Physical Activity Strategy
- Greater Norwich Green Infrastructure Strategy Update & Delivery Plan- aligning with the Environment Bill which requires the delivery of biodiversity net gain
- Strategic development locations including: The North East Growth Triangle East Norwich, Long Stratton; the Cambridge-Norwich Tech Corridor ; and, subject to confirmation through a Local Plan review, a New Settlement(s).
- New City Centre Vision

As these programmes develop and move closer towards delivery, eligible projects will be welcomed to apply to the IIF in future years. The amount of pooled CIL available within the fund is small when compared to the total that will be required so the GNGB are proactively working together to close this funding gap by using the IIF as match to lever in the additional that is required, whilst sharing their resources, skills and influence to accelerate the delivery of infrastructure in their joint Greater Norwich area.

City Deal Borrowing and the establishment of the Strategic Investment Fund

The signing of the City Deal agreement which led to the establishment of the GNGB and the IIF, also gave the Greater Norwich authorities access to reduced cost borrowing from the Public Works Loan Board. £60m of borrowing was allocated to support the delivery of strategic infrastructure projects such as the Broadland Northway and Long Stratton Bypass, and £20m was separately allocated to establish an infrastructure fund to accelerate infrastructure delivery. This £20m borrowing allocation is available to the GNGB until March 2026 and they are keen to utilise it as a loan facility. At their meetings on 17th June and 30th September 2021 the GNGB agreed a draft Terms of Reference for the establishment of a new Strategic Investment Fund (SIF) and for future loan repayments to 'in principle' be repaid from the IIF. The establishment of the SIF is still in the development stage whilst full processes, legal and governance arrangements are designed, and these will then require review and agreement from each partner District Cabinet and Council before proceeding. Additional information regarding the SIF is expected to be included within the next version of this Plan.

Infrastructure Funding Statement and removal of Regulation 123 list

The GNGB have published their project-specific IIF allocations through this Plan on an annual basis since 2016. This is long before it became a legislative requirement to publish this information within an Infrastructure Funding Statement (IFS). Unfortunately, Greater Norwich's unique CIL pooling arrangements does not concur with a requirement to report CIL allocations on a District specific basis, because their partnership approach delivers infrastructure cross boundaries. Therefore all information that is required within an IFS continues to be publicly reported within this Plan.

Allocations from the IIF are currently restricted to the four thematic groups as agreed within the Greater Norwich adopted CIL charging policy. These are Transport, Education, Green Infrastructure and Community (which includes sports). When CIL was initially adopted, local authorities were required to report a regulation 123 list confirming the infrastructure thematic groups which were considered within their CIL charging calculations and therefore the groups to which CIL can be reallocated to. The need for this list was withdrawn by legislation from September 2019, but this does not automatically allow other groups to apply to the IIF because the Greater Norwich authorities are still adhering to their locally adopted CIL charging policy. The GNGB understand the funding pressures that other infrastructure thematic groups are experiencing and were planning to undertake a review of CIL alongside the development of the Greater Norwich Local Plan. Unfortunately this was put on hold following the publication of the [Planning For The Future](#) white paper in August 2020, which proposes the cessation of CIL in favour of a new Infrastructure Levy. More details regarding this change are expected to be published by Government but the timetable for this is currently unknown. Until the future of CIL is more certain the GNGB are required to proceed with their adopted policy.

APPENDIX A – PROPOSED 2021/22 ANNUAL GROWTH PROGRAMME PROJECT DETAILS

This appendix sets out the projects which have been put forward to be funded by CIL in the 2022/23 Annual Growth Programme for Greater Norwich. The projects are listed by the authority in which they will be geographically delivered, together with their proposed CIL allocations.

Broadland

Broadland Country Park- Horford Crossing - £100,666

The principle is to encourage green transport options for accessing Broadland Country Park.

- Provision of a road crossing Refuge Island on the B1149 Holt Road at Horsford, to cater for both pedestrians and cyclists entering Broadland Country Park.
- Installation of a new 'welcome' sign, directional signage and cycle racks at Broadland Country Park Sandy Lane entrance.

Yare Boat Club – £80,000

This is a multi-stage programme designed to improve and expand the existing rowing facilities at Yare Boat Club. This will enable the volunteer run club to proactively take their sport out to the local community and particularly younger people (18-25), encouraging and enabling participation whilst specifically targeting those that would not stereotypically access the sport from within lower socio economic communities locally. Developing the facilities will promote physical activity, attract new members, offer recreational rowing opportunities, improve the capacity and quality of competitive rowing whilst also tackling the health effects of post lockdown loneliness.

(Sport England's Active Lives Adult Survey May 2020/21 Report shows that across mid-November 2020 to mid-May 2021, increases in loneliness were most prominent in the 16-24 age group and that loneliness was higher amongst those from the least affluent groups)

- Stage One: Provision of a new, light weight boatshed on the site – Request for funding

Stage 2 of the project will see a reduction in undercover storage capacity for the existing fleet. Therefore, as 'Stage 1', a new boatshed is needed before it can start. This new storage will accommodate all current club and member-owned boats and prevent further degradation to the fleet (caused by exposure to the elements). The new boatshed will be large enough to allow for continued expansion of the club (including boats from the planned merger with another club) and will increase the lifespan of the fleet.

(Further stages not to be funded by CIL)

- Stage 2: Changing Facilities and power adaptations

The second stage is to remove existing inadequate changing facilities, showers, toilets and foul water treatment and replace with new. Currently there is only one small toilet and a shower within the ladies changing room, which also has the kitchen sink. There is no separate shower for men. To reduce the existing network power requirements at a time when power usage is likely to increase, this phase will also install a solar power and battery system. This will also improve the energy efficiency and environmental impact of the facility. Phase Two will be funded internally alongside a grant from BBE Anglia (already secured).

- Stage Three: Converting the remaining club house area into training, kitchen and social areas.

There is currently no space for members to socialise, recover, attend coaching sessions, train or compete indoors. By converting the newly vacated space, the club will be able to improve the facilities for members, increase their capability to attract new members, expand their competitive offer and introduce a programme for under 18s

Broadland & Norwich

Yellow pedalway extension - £1,600,000

The project will deliver active travel infrastructure improvements in the Hellesdon area to the north of Norwich. These improvements will enhance the provision of different transport options along the strategic A140 corridor to support growth. A summary of the key project deliverables is outlined below:

- This scheme will extend an existing shared use cycling and walking path from the proposed Broadland Enterprise Park and the Broadland Northway (A1270) roundabout to the junction with Amsterdam Way (serving Norwich Airport) along Holt Road. Two new bus stops within laybys will also be provided adjacent to The Nest / Manor Park sports facilities.
- In addition, a new toucan crossing (for pedestrians and cycles) to connect The Nest / Manor Park sports facilities to the new bus stops will be provided.
- The new shared use facility would typically be 3m wide and will predominantly run along the eastern side of the Holt Road for a length of 1225 metres.
- A new short length of shared use pathway (140 metres) will also be provided along the western side from the Broadland Northway (A1270) roundabout to the new junction at The Nest.
- A 40mph limit will be introduced in place of the short stretch of existing 'national speed limit' along Holt Road, which will effectively extend the existing 40mph limit at the airport end. This creates a safer environment for walking and cycling adjacent to the carriageway.

This scheme has been designed to fit within Highways owned land. The shared use facility up to The Nest would remain within the Highways property boundary and complement the new junction providing access to The Nest, which has recently been completed.

Norwich

Wensum Lodge - £1,090,000

Current home of Norfolk County Council's Adult Learning service, it engages with 7,000 Norfolk residents annually. Norfolk County Council has an ambitious new model for Wensum Lodge to become an outstanding regional creative business incubator, creative and community hub (including digital skills), and centre of craft excellence in the East.

This project proposal seeks to implement the following:

- Extensive works to improve the accessibility of the site, creating disability access (as well as improved access to the services below ground) with smooth zones through the cobbled areas
- These works will also enable access to the hub building and proposed changing places toilet as part of the wider re-development of the buildings
- Secure cycle racking and storage for learners, visitors and residents which could also accommodate Beryl Bikes and E-scooters as required.
- Landscape external areas with attractive green spaces and gardens, creating an attractive as well as accessible civic space for residents
- Create accessible access to Jurnets, including ramps and automatic doors
- Enable full pedestrian access to the front of the building creating key links to the River and enabling future Riverside walk access.

Wensum Walkway- £1,264,951

This project will deliver a new elevated walkway (approx. 70 metres in length) on the Wensum Riverside Walk, closing the last gap in this popular, traffic-free route as it travels from New Mills to Carrow Bridge. The walkway will connect St Georges Street to Duke Street along the southern bank of the River Wensum. The walkway will be for use by walkers and cyclists and will also deliver high quality access for users with physical, sensory and/or cognitive impairments. The proposed walkway will project from the southern end of Blackfriars Bridge and will land on a build out on Dukes Palace Wharf.

The new walkway provides;

- Connectivity between the two sites of the Norwich University of the Arts (NUA) on Duke Street and St Andrews Street;
- A safe and continuous link of the Wensum Riverside Walk between Norwich Train Station, central Norwich and Hellesdon to the north of the city;
- Wider access to the Norfolk Trails of Wherryman's Way to the south and Marriott's Way to the north of the scheme.

Football Development Centre- Heartsease Academy- £150,000

The FDC@OpenAcademy project will see the installation of a new 7v7 3G football pitch, replacing a youth sized grass pitch that currently exists. The new pitch would connect to the existing full sized 3G football pitch that is currently operated at the facility, increasing their 3G pitch capacity by an additional 50%. By converting the existing small sided grass pitch to a small sided artificial 3G pitch they will be able to cater for more football activity covering both the traditional and recreational formats of the game.

The funding will be used to support the construction of the additional 3G pitch which they anticipate will create a significant increase in the amount of football delivered at the site; an increase from around 50 affiliated matches per season, to 150 affiliated small sided matches, and training access for 24 affiliated teams. As well as being able to host recreational football programmes such as Walking Football, Disability football provision and Health & Wellbeing football focused interventions.

South Norfolk

Wherryman's Way access improvements- £216,500

The Wherryman's Way is a 37.5mile walking trail from Norwich Train Station to Great Yarmouth Train Station via the Reedham Ferry following the River Yare through the protected landscape of the Norfolk Broads. It is part of the Norfolk Trails Network of promoted routes that connect the key communities across Norfolk into our natural landscape. The project will be delivered by Norfolk County Council in partnership with and match funded by the Broads Authority. It will create access improvements on the route through sections at Surlingham, Bramerton and Hardley Flood allowing improved all ability access.

The project will deliver: (Only the first three are requested to be funded through the IIF)

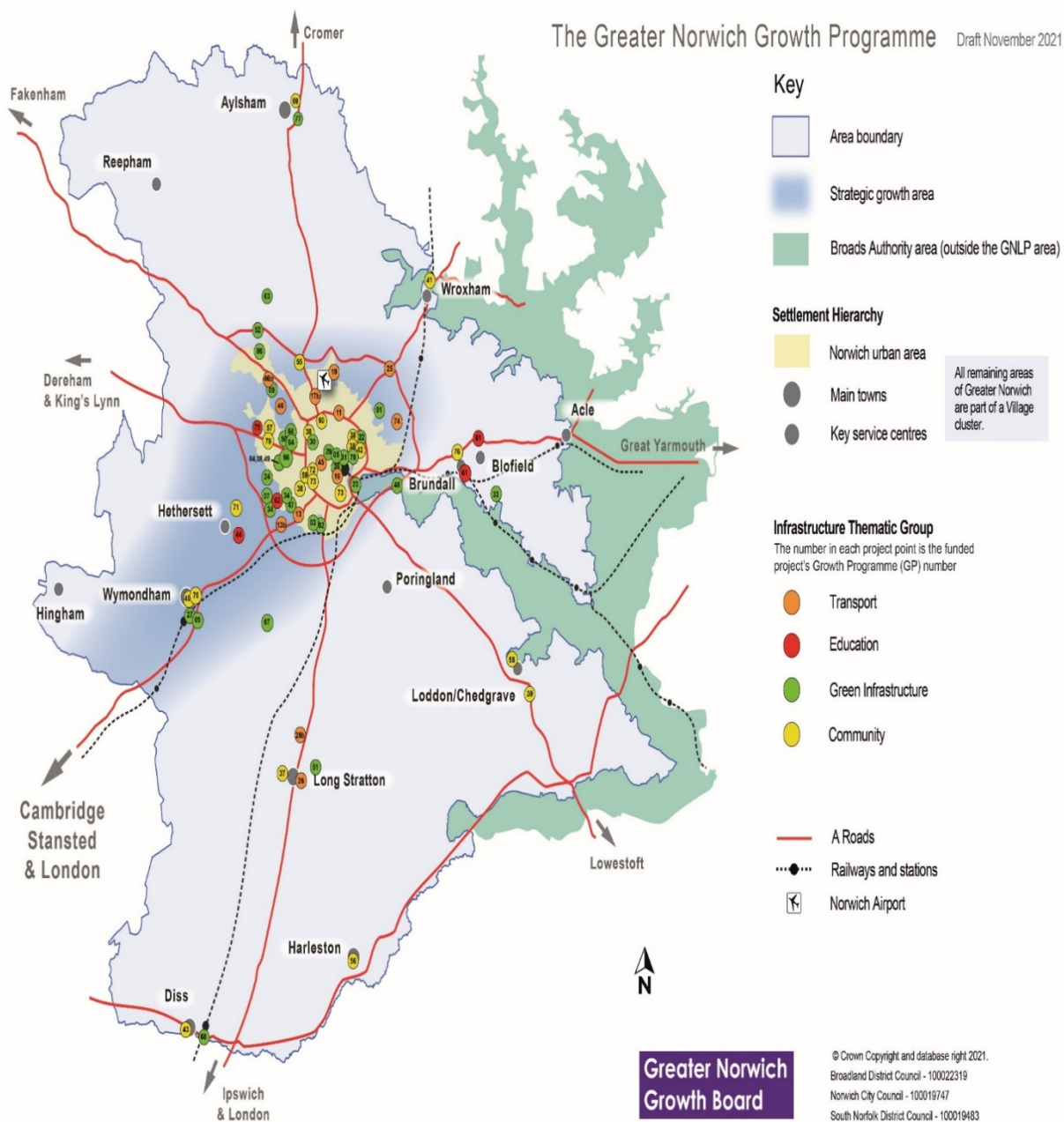
- Bank Stabilisation at Surlingham, Bramerton and Hardley Flood when the bank has been eroded by the river
- Installation of Bridges at Hardley Flood on the Public Footpaths which have previously been lost due to river erosion
- Upgrading of footpaths Surlingham FP1, Bramerton FP5 and Footpaths on Hardley Flood (Loddon FP4, Langley with Hardley FP9, Loddon FP5 and Langley with Hardley FP5)
- Public Engagement onto the path
- Restoration of the Bird Hide on Hardley Flood (as match through Watermills and Marshes project)
- Improvements at Rockland Staithe to the Footpath (through the CIL access for all project) and also to the moorings (funded through the Broads Authority)

APPENDIX B – GREATER NORWICH GROWTH PROGRAMME

GREATER NORWICH GROWTH PROGRAMME																					
Projects supported by borrowing highlighted in grey																					
Ref	Applicant	Expenditure	Status	Theme	Project Budget	Other funding	CIL funding	2013/14	2014/15	2015/16	2016/17	2017/18	CIL spend to date			Current*	Programmed CIL drawdown				
								2018/19	2019/20	2020/21							2022/23	2023/24	2024/25	2025/26	2027/27
Agreed 2014/15 Growth Programme																					
GP1	Broadland	Harrisons' Wood	Ongoing	Green Inf.	(45)		(45)			(15)	(16)	(4)	(4)	(5)		(1)					
	Broadland	Harrisons' Wood secured funding (S1)			45		45														
GP2	Norwich	Darby Wood	Complete	Green Inf.	(35)		(35)			(26)											
GP3	Norwich	Marston Marsh	Complete	Green Inf.	(30)		(30)			(24)	(1)										
GP4	Norwich	Earlham Millennium Green - Phase 1	Complete	Green Inf.	(15)		(15)			(3)											
GP5	Norwich	Riverside Walk	Complete	Green Inf.	(70)	(19)	(51)			(17)	(31)										
GP6	County	Marriott's Way - Phase 1	Complete	Green Inf.	(60)		(60)			(60)											
GP7	South Norfolk	Norwich Health Walks	Complete	Green Inf.	(40)		(40)			(38)											
Agreed 2015/16 Growth Programme																					
GP8	Norwich	Earlham Millennium Green - Phase 2	Complete	Green Inf.	(66)		(66)				(52)										
GP9	County	Marriott's Way - Phase 2	Complete	Green Inf.	(250)		(250)				(302)	(1)	65								
GP11	County	St Clements Toulon Crossing	Complete	Transport	(339)		(113)						(113)								
GP13	County	Eaton Interchange	Complete	Transport	(825)		(100)						(100)								
GP13b	County	Roundhouse Way	Complete	Transport	(795)		(50)							(50)							
GP16	County	Golden Ball Street (NATS)	Complete	Transport	(3,448)		(1,023)				(1,023)										
GP17b	County	Cromer Rd - Aylsham Rd (A140)	Ongoing	Transport	(416)	(329)	(87)									(87)					
Agreed 2016/17 Growth Programme																					
GP19	Broadland	St Faiths to Airport Transport Link	Closed	F Transport	(1,000)		(1,000)				(20)										
GP22	Norwich	Pink Pedalway - Heathgate	Complete	Green Inf.	(250)	(100)	(150)				(150)										
GP23	Norwich	Carrow to Deal Ground riverside walk	Closed	F Green Inf.	(350)		(250)					(29)									
GP24	Norwich	Cohney River Crossing (NRP to Three	Complete	Transport	(422)	(251)	(171)					(48)									
GP25	Broadland	NDR (see borrowing costs below)	Complete	Transport									(30)	(90)	(3)						
GP26	County	Long Stratton Bypass (see	Ongoing	Transport																	
GP26b	South Norfolk	Hemprill Crossroads	Complete	Transport	(4,600)	(4,038)	(562)									(282)					(23)
Agreed 2017/18 Growth Programme																					
GP27	South Norfolk	Lizard and Silfield Nature Reserves	Closed	F Green Inf.	(14)		(14)							(14)							
GP29	Norwich	Marriott's Way-Barn Road Gateway	Complete	Green Inf.	(69)	(24)	(45)						(4)	(42)							
GP30	Norwich	Sloughbottom Park - Andersons	Ongoing	Green Inf.	(343)		(343)						(4)	(58)	(82)	(199)					
GP31	Norwich	Riverside Walk accessibility	Ongoing	Green Inf.	(200)		(200)						(5)	(2)	(22)	(172)					
GP33	Broadland	Stumpshaw Pit Circular Walk	Ongoing	Green Inf.	(60)	(25)	(35)							(23)		(12)					
GP36	Norwich	Castle Gardens	Ongoing	Green Inf.	(220)	(70)	(150)									(150)					
GP37	South Norfolk	Long Stratton Sports Hub	Ongoing	Community	(2,655)	(2,045)	(610)									(610)					
GP38	Norwich	Football pitch improvements	Ongoing	Community	(100)		(100)									(45)	(55)				
GP39	South Norfolk	Hales cricket and bowls clubhouse	Ongoing	Community	(190)	(160)	(30)					(5)			(1)	(25)					
GP40	South Norfolk	Ketts Park Sports Hub: Wymondham	Complete	Community	(800)	(550)	(250)						(250)								
GP41	County	Wroxham Library: self service	Complete	Community												(34)					
GP42	County	Plumstead Road Library: self service	Complete	Community	(153)	(33)	(120)									(112)					
GP43	County	Diss library: self service	Complete	Community																	
GP44	County	Education - Hethersett	Complete	Education	(2,000)		(2,000)							(2,000)		(29)					
Agreed 2018/19 Growth Programme																					
GP45	Norwich	Green Pedalway- junction	Complete	Transport	(560)		(560)									(462)					
GP46	County	MW: Thorpe Marriott to Costessey	Closed	F Transport	(100)		(12)							(5)		(7)					
GP46b	County	Marriotts Way-Costessey	Ongoing	Transport	(526)		(526)									(5)					
GP47	Norwich	UEA to Eaton Boardwalk	Ongoing	Green Inf.	(30)		(30)									(1)					(485)
GP48	South Norfolk	Wherryman's Way: Yare Valley	Ongoing	Green Inf.	(23)		(23)								(5)	(0.4)	(18)				
GP49	Norwich	Earlham Millennium Green	Ongoing	Green Inf.	(25)		(25)								(4)	(11)	(10)				
GP50	Norwich	Yare and Wensum Valleys Link	Ongoing	Green Inf.	(170)		(170)									(23)	(147)				
GP51	County	Green Infrastructure: Access for All	Ongoing	Green Inf.	(150)		(150)						(27)	(25)		(1)	(87)			(30)	
GP52	Broadland	Thorpe Marriott Greenway	Ongoing	Green Inf.	(121)		(121)						(5)	(9)		(94)	(13)				
GP53	County	MW: Surfacing Works (Drayton)	Closed	F Transport	(85)		(24)						(5)	(15)		(4)					
GP55	Broadland	Community Sports Hub - The Nest	Complete	Community	(4,825)	(3,501)	(1,124)									(384)	(413)				
GP56	County	Harleston Library self-access	Complete	Community	(35)		(35)									(22)					
GP57	County	Costessey Library self-access	Complete	Community	(35)		(35)									(26)					
GP58	County	Loddon Library self-access	Complete	Community	(35)		(35)									(22)					
GP59	County	Earlham Library self-access	Complete	Community	(35)		(35)									(26)					
GP60	County	Mill Cross Library self-access	Complete	Community	(35)		(35)									(24)					
GP61	County	Education - Blifield and Brundall	Ongoing	Education	(2,000)		(2,000)									(1,000)					(1,000)
Agreed 2019/20 Growth Programme																					
GP62	Education - Cringleford	Ongoing	Education		(2,000)		(2,000)										(1,000)				(1,000)
Agreed 2020/21 Growth Programme																					
GP63	Broadland	Broadland Country Park (prev NWV)	Ongoing	Green Inf.	(1,265)	(546)	(719)									(147)	(143)	(143)	(143)		
GP64	Norwich	Hellesdon Station Green Infrastructure	Ongoing	Green Inf.	(453)	(232)	(232)										(147)				
GP65	South Norfolk	East Wymondham Green Infrastructure	Ongoing	Green Inf.	(46)	(2)	(44)										(86)				
GP66	Norwich	20 Acre Wood Community Access Im	Ongoing	Green Inf.	(62)		(62)														
GP67	County	Ketts Country Long Distance Trail	Ongoing	Green Inf.	(98)		(98)									(5)					
GP68	South Norfolk	Frenze Beck Green Infrastructure	Ongoing	Green Inf.	(45)	(10)	(35)														
GP69	Broadland	Ayleham Sports Hub Stage 3	Ongoing	Community	(986)	(511)	(475)													(90)	
GP70	South Norfolk	Wymondham Tennis Club	Ongoing	Community	(150)		(150)														
GP71	South Norfolk	Crusaders Rugby Football Club	Ongoing	Community	(600)	(450)	(150)														
GP72	Norwich	Recreation Road Pool	Ongoing	Community	(60)		(60)														
GP73	Norwich	Norwich Parks Tennis	Ongoing	Community	(423)	(320)	(103)														
GP74	Broadland	Plumstead Road Roundabout	Ongoing	Transport	(1,350)	(625)	(725)														
GP75	County	Education - Ormiston Victory Academy (added to 21/22 allocation)																			
Proposed 2021/22 Growth Programme																					
GP75	County	Education - Ormiston Victory Acaden	Ongoing	Education	(9,000)	(5,000)	(4,000)										(4,000)				
GP76	Broadland	Brundall Sports Hub	Ongoing	Green Inf.	(1,346)	(1,246)	(100)										(100)				
GP77	Broadland	Bure Valley Path	Ongoing	Green Inf.	(841)	(582)	(259)										(30)				
GP78	Norwich	Kett's Heights	Ongoing	Green Inf.	(312)		(312)										(109)				
GP79	Norwich	FDC Bowthorpe 3G Pitch	Ongoing	Community	(929)	(679)	(250)										(250)				
Proposed 2022/23 Growth Programme																					
GP80	County	Yellow Pedalway Extension	Transport		(1,900)	(300)	(1,600)											(560)		(1,040)	
GP81	County	Wensum Walkway	Transport		(1,974)	(709)	(1,265)											(1,265)			
GP82	Broadland	Broadland Country Park - Horsford Crossing	Transport		(101)	-	(101)											(101)			
GP83	County	Wherryman's Way Access Improvements	Green Inf.		(445)	(229)	(217)											(97)		(120)	
GP84	County	Wensum Lodge	Community		(1,254)	(164)	(1,090)											(820)		(270)	
GP85	Norwich	FDC - Heartsease Open Academy	Community		(480)	(330)	(150)											(150)			
GP86	Broadland	Yare Boat Club	Community		(271)	(191)	(80)											(80)			
GP87	County	Education					(2,000)														(2,000)
Full Growth Programme																					
					(54,796)	(29,016)				(183)	(572)	(1,109)	(2,809)	(975)	(2,659)	(10,689)	(6,853)	(1,573)	(143)		
Cash reserve equal to one years loan repayme								(2,000)								(345)					
GP25	GP25 Broadland Northway (amount borrowed)				205,000	(40,000)				(40,000)											
								(559)	(2,057)	(2,057)	(2,057)	(2,057)	(2,057)	(2,057)	(2,057)						
								(14)													
GP26	GP26 Long Stratton Bypass (proposed amount borrowed)				37,443	(6,733)															
TOTAL borrowing costs (annual payment made from pooled CIL)										(573)	(2,057)	(2,057)	(2,057)	(2,057)	(2,057)	(2,057)	(2,298)	(2,405)	(2,405)	(2,405)	(2,405)

APPENDIX C - SCHEMATIC MAP SHOWING THE LOCATIONS OF ALL PREVIOUSLY AGREED PROJECTS.

The numbers correspond to the projects 'GP' number which is included in the full growth programme list on the previous page and detailed against the delivery updates in Appendix D.



APPENDIX D – PROJECT UPDATES

Broadland

GP1 - Early Delivery of Public Access to Harrison's Plantation: £45,000

Norfolk County Council's Natural Environment Team delivered a completed Woodland Management Plan in June 2015. This woodland management plan focused on Harrison's Plantation and the Breck. Further work relating to Boar Plantation has been deferred. This project secures areas of woodland located off Blue Boar Lane, Sprowston (and associated with the White House Farm development proposal) for public access and future use as a 'Woodland Park', as set out within Sprowston Neighbourhood Plan.

The project has faced a long delay to the transfer of the land to Broadland District Council partly due to the redeployment of resources during the Covid-19 outbreak, but Council officers have now agreed with the developer that a formal amendment will be made to the s106 and, amongst other things, this will remove the requirement for the installation of a bus gate through Boar Plantation, replacing it with a requirement for a cycle way. Once the deed of variation has been approved, the transfer deeds will be updated and signed off.

GP33 - Strumpshaw Pit Circular Walk: £35,000

This project aims to expand the dog walking capabilities of Strumpshaw Pit, offering an alternative location for walking and offsetting the impact of visitor numbers in the protected sites of Norfolk.

Part one of the project includes improvements to the landfill gas infrastructure and part two involves improved parking facilities for cars and bicycles. Match funding has been sourced to enable the delivery of the wider project which also includes improvements to the access to the circular walk and consideration for the biodiversity improvements along the path.

With the landfill gas works complete (in March 21), the site is now fully DSEAR (Dangerous Substances and Explosive Atmospheres Regulations) safe for public access. This has allowed NCC to allow visitors open access across the site.

Funding has been secured from Broadland District Council to complete the next phase of the project, including construction of the car park and improvements to the perimeter path.

GP52 - Thorpe Marriott Greenway: £121,000

The Thorpe Marriot Greenway is designed in order to promote better greenspace and access in the Thorpe Marriott area. This involves creating a path through the current tree belt that will link the Thorpe Marriot estate, the Marriott's Way, Nabour Furlong, Pendlesham Rise, Littlewood (three woodlands owned by Broadland District Council)

and the NDR green bridge that leads to Drayton Drewray. This will also help to deliver the identified Thorpe Marriott to Hevingham Secondary Green Infrastructure Corridor (S6). The main project completed in March 2021. Outstanding minor works are in the process of being finalised.

GP69 - Aylsham Sports Hub Stage 3 - £475,000

The Project is to deliver a full-size, floodlit 3G pitch which can be sub-divided into 3 smaller pitches suitable for football and rugby, on the site of the Aylsham Sports Hub at Aylsham High School, owned by the Aylsham Cluster Trust.

The facilities will fulfil a need identified by the Football Association and the local community and related partners to provide all weather floodlit facilities in the Aylsham area. This facility will be available to local clubs and teams, along with recreational football players to hire on a pay as you go basis or block bookings. The pitch will come with its own 2 team changing rooms and a referee area attached and adjacent to the gym/fitness building in line with Football Association regulations so could be used for tournaments and official events. This will be operated under Aylsham Sports Hub. The project secured an additional £510,750 of match funding to deliver the project.

The 3G pitch, which was completed and handed over on 28 August 2020, is running as normal with good usage. Bookings are in place for the following season with several local teams committing to the facility. The club are reviewing the impact of Covid-19 on the provision of the changing rooms and are exploring the potential of extending the delivery timescale to incorporate further stage 4 building works. A final decision on delivery methods is expected by Spring 2022.

GP74 - Plumstead Road Roundabout - £725,000

The project will deliver a new roundabout on Plumstead Road. The delivery also includes the creation of new footways and cycleways, a new pedestrian crossing, road re-alignment and associated services. In delivering the scheme, the project will directly unlock the development of 315 homes across two allocated sites located within the Broadland Growth Triangle. Furthermore, it will ensure that the strategically important orbital link road between Salhouse Road and Plumstead Road can be delivered.

Additional £625,000 of match funding from the LEP and Business Rates Pool has been secured to facilitate delivery.

Negotiations are ongoing with local landowners to complete and sign the s.278 agreement. Commencement of works on site will be dependent upon how quickly the s.278 is signed and land secured. Anticipated timescales range from Jan 2022 to Nov 2023.

GP76 – Brundall Sports Hub - £100,000

This is phase one of the project which is known as Brundall Sports Hub. It will deliver a multi-sport floodlit 3G pitch with fencing, floodlighting, a maintenance storage container, hard standing pathways, car parking and a single storey club

house/changing room building. The building incorporates plans for a community gym which will be capable of hosting various sports clubs, teams and coaching sessions within the community whilst drawing people into the village

Construction is expected to commence on site in November 2021. Work has begun to tender for a potential operator.

GP77 – Bure Valley Path - £259,124

The Bure Valley Path is already a well-used walking and cycling route and a key component of the Greater Norwich Infrastructure Plan project 'the Green Loop'. Despite this, there remain a series of obstacles which prevent it from reaching its full potential as a Norfolk-Wide destination and alternative destination to the Natura 2000 sites.

This project will deliver a broad range of improvements to the Bure Valley Path and the surrounding area. Including provision of a pedestrian and cyclist access crossing over the A140, creation of 5 circular walks, way marking, surface improvements and biodiversity improvements.

Additional funding has been secured from Broadland District Council and from the Experience Project (funded via Interreg EU funding). It is anticipated that installation of waymarking will commence from Feb/Mar 2022 and A140 crossing works from Jan 2023.

Norwich

GP17b – Cromer Rd-Aylsham Rd (A140) Bus Priority and sustainable transport improvements: £87,000

The primary objective is to implement on-carriageway bus priority measures through the reallocation of road space on the A140 Cromer Road north of Norwich city centre. This will enable the benefits of the Broadland Northway to be realised by improving bus journey reliability and bus service performance as well as having a positive impact on bus patronage. The project involves the provision of an inbound bus lane between Fifers Lane and Waterloo Road along the Cromer Road/Aylsham Road corridor. The provision of the inbound bus lane would be shared with cyclists.

The Joint Committee for the Transforming Cities Fund approved the scheme proposal to go for construction on 10 June 2021 and scheme is being now progressed to consultation. Construction documents were issued on 19 August 2021.

GP30 – Marriott's Way: Sloughbottom Park – Anderson Meadow: £342,504

Improvements to a section of the route to increase safety, comfort and personal security. Works include path widening/realigning, providing street lighting, improving an adjacent storm drain, vegetation management, tree planting, and drainage improvements.

The scheme is split into two phases:

- Phase 1 – Dragon Bridge to Mile Cross Road Bridge adjacent Andersons Meadow. Completed in August 2020.
- Phase 2 – Mile Cross Road Bridge to Sloughbottom Park. Completed in July 2021.

GP31 - Riverside walk accessibility improvements: £200,000

The project aims to enable the use of the Riverside Walk (between New Mills and Carrow Bridge) by all, including access measures on and adjacent to the walk, and improved signage and waymarking linking the river with the city centre and other key attractions. Construction is expected to commence in 2022.

GP36 - Castle Gardens: £150,000

Restoration and improvement works to Castle gardens to promote the use of the gardens as a linear park. Restoration works will safeguard the gardens for future use whilst planned improvements will ensure that the gardens can be maintained within the available budgets. The linkage to the gardens from the surrounding street scene will be enhanced along with improved linkages to the castle and green. The project is being re-tendered with a revised scope of works due to an increase in construction costs post-pandemic. Construction is expected to commence in 2022.

GP38 - Football Pitch Improvements: £100,000

This project provides football pitch improvement works at Eaton Park, Sloughbottom Park, Britannia Barracks and Fountain Ground including drainage improvements, improved grass species and improved goal facilities through the provision of new posts, nets and additional ground sockets. Also the purchase of additional equipment to allow a good standard of maintenance for the pitches. This will permit moving the pitches annually to prevent excessive wear, improve the playability of the pitches and increase capacity. Phase 1 works to procure machinery to improve maintenance and increase capacity of pitches have been completed. Phase 2 work for football pitches to be re-graded and re-seeded and provide new goals to all sites will be delivered by September 2023 due to the impact of the pandemic. Phase 3 completion date for installation of sustainable irrigation is to be determined.

GP47 - UEA to Eaton Boardwalk extension: £47,000

The project is to extend the existing boardwalk which forms part of the Yare Valley Walk between UEA and Eaton/Cringleford. The boardwalk currently only extends half the length of the path from the UEA to Eaton/Cringleford. Environmental permit from environment agency will be required. The developer is providing £70,000-worth of work alongside this project.

After successful coordination with Environment Agency (EA) additional funding has been secured through EA for wider environmental improvements. These works are funded and will be delivered by the EA but we will be working alongside them with this project to increase biodiversity benefits and budget efficiencies e.g. combined ecological surveys.

Work planned in the original project description has been superseded by work delivered and secured through development. Following a successful request for additional CIL funding of £17k, the project will now deliver the remaining section of Yare Valley Walk improvements between UEA and Cringleford in the format of a hardcore path from the car park to the point Norwich City Council land adjoins private land: an area which will not receive improvements from development.

In addition to the path, the project will deliver:

- interpretation at Cringleford Meadow car park.
- waymarking posts.
- biodiversity enhancement (grubbing out part of an historic ditch system for fish spawning).
- enhancements to the informal car park to provide a welcoming and key starting point for circular walks

GP49 - Earlham Millennium Green (EMG) Phase 3: £25,000

The main pedestrian route through EMG is already being improved and upgraded under Phase 2 of a CIL funded improvement project. Under an earlier Phase 1, habitat improvements were undertaken including refurbishment and enlargement of the wildlife pond. The current proposals seek to build on this work by:

- Improving links to the main route through the site from Bowthorpe, and from West Earlham via George Fox Way
- Refurbishing and improving existing but 'tired' entrance features such as estate fencing and gates
- Provision of a new, high quality interpretative signboard
- Replacing 3 worn-out timber pond and river dipping platforms with more durable recycled plastic versions
- Refurbishing an existing timber footbridge connecting EMG with Earlham Marsh

All planned works have been completed. Additional tree works are expected to be completed by January 22.

GP50 - Yare and Wensum Valleys Link: £170,000

The River Wensum and Yare run close together in the west of the city between Marriott's Way and the Three Score development site. The link between the two river valleys is a recognised green infrastructure corridor and the route of the purple pedalway. The project will improve this link for walkers, cyclists and wildlife.

Works at Oval Road, & Knowland Grove are completed. Linear open space tree works are completed with highway works scheduled to start in December 2021. Bunkers Hill

Wood works are largely completed with tree planting scheduled for November 2021. Norwich Road works are progressing following a public consultation.

GP64 - Hellesdon Station Green Infrastructure: £232,200

The project will deliver a range of inter-related green infrastructure improvements in the Hellesdon Station area. These improvements will boost the transport and ecological functions of strategic green infrastructure corridors to support growth:

- Marriott's Way - Red pedalway (and National Cycle Route 1) and Purple pedalway (Outer circuit): Improvements to make walking and cycling routes safer and more convenient including a parallel pedestrian / cycle zebra crossing of Hellesdon Road, path re-alignment onto the railway track bed and accessible ramp,
- New and improved recreational facilities: canoe launch platform, picnic area, path access and car park improvements,
- Natural area enhancements to river valley sites; Hellesdon Mill Meadow, Marlpit Paddock and Hellesdon Marsh. These include vegetation management, habitat improvement, tree planting and landscaping which will result in biodiversity gains.
- Community involvement through volunteering and engagement with community groups.

Following confirmation of Transforming Cities Fund matched funding, construction of Hellesdon Road crossing and Marriott's Way ramped access and path have been completed. 4 of the 25 sub-projects will be re-programmed to 2022/23 due to staff resources and need for felling licenses and consultation.

GP66 - 20 Acre Wood Community Access Improvements: £62,450

The project will improve an existing woodland path through 20 Acre Wood from Enfield Road to Earlham Green Lane. The current informal path is used regularly by the community to access the West Earlham shops, school and Health Centre.

The project involves installing a raised hard surface path to avoid damaging any tree roots, and this would be suitable for both cyclists, pedestrians, mobility scooters and push chairs. Additionally, the project would install way-markers at each end of the path, and a wooden chicane to slow pedestrian movement from the path to the tarmac path and road.

A second part of the project will deliver an element of community engagement working with the Friends of West Earlham Woods and the Local Infant and Primary Schools to develop a sense of community ownership of the woodland.

It is anticipated that the project will commence in September 2022 and will be completed by March 2023.

GP72 - Recreation Road Pool: £60,000

The project outputs include constructing new fencing to allow the swimming pool to be accessed during the school day whilst safeguarding pupils; constructing a covered cycle store to encourage users to cycle to the centre; and increasing the size of the car park to increase community access to the pool, while also increasing the number of hours which are available to be used by potential customers which in turn makes it more viable as a sustainable business proposition.

The pool is currently in use with 5 new community-use lettings already in place. The car park extension has been completed and is in use. The cycle store is on order and awaiting delivery from the manufacturer.

GP73 - Norwich Parks Tennis: £103,453

The project will deliver a total of 5 all-weather tennis courts across two different parks in Norwich, to add to the provision offered by the Norwich Parks Tennis Programme. The courts will be located at Heigham Park (3 courts) and at Lakenham Recreation ground (2 courts). The additional courts and improvements are required to support the future growth of affordable quality tennis, accommodating the demands of the growing population in the Greater Norwich area. The project has secured an additional £319,330 of match funding to deliver the project.

Lakenham Tennis Courts have been completed and are due to open at the beginning of November 2021. Heigham Tennis Courts is under construction and progressing well. Works are due to complete in December 2021. Licences are in place for the operator to take over post completion.

GP78 – Kett's Heights - £312,000

Kett's Heights is described as one of Norwich's best kept secrets, containing the remains of a medieval chapel and 19th century garden terraces. It is named after Robert Kett who occupied the site during his advance on the City in 1549. The site was acquired by Norwich City Council in the 1980s and is managed by the Friends of Kett's Heights, who are supported by the Norwich Fringe Project.

The proposed improvements to Kett's Heights provide for a more accessible and resilient space but also provide enhancements to the green links through this area (linking with Mousehold Heath and Lion Wood).

At present the only access to the site is from Kett's Hill via a pedestrian gate and a series of failing timber steps. As such there is no DDA compliant access to the site or provision for maintenance vehicles

The project aims to provide:

- Improved access to the site with new steps from Kett's Hill and the provision of a new ramped access from Ladbrook Place enabling access for all.

- Repairs to the walls and infrastructure of the site, ensuring their preservation and the safety of users of the site.
- Creation of new habitat and improvements to existing habitat, leading to increased biodiversity
- Community involvement – continued support to and from the Friends group
- Community involvement – volunteer programme for delivery of biodiversity enhancements and conservation repairs to the site infrastructure

Training for the volunteer programme is underway. Construction works are scheduled to commence in March 2022.

GP79 – FDC Bowthorpe - £250,000

The conversion of the full size grass pitch at the FDC Bowthorpe to a 3G pitch to cater for more football activity, both traditional and recreational. The facility is the main training venue for three large affiliated grassroots football clubs who are growing in terms of active playing members and affiliated teams, therefore demand for pitch access exceeds current capacity.

In addition, the site is the primary hub site for Norfolk County Football Associations' County 5ives small-sided football programme and is the location of Norfolk's largest Walking Football programme. The centre hosts a weekly mental health inclusion programme delivered in partnership with our Active Partnership & NHS Norfolk & Suffolk Foundation Trust. The site provides a strong pay and play recreational programme.

The project will create a facility which is able to meet the local demand to participate in traditional and recreational grassroots football, whilst developing a facility which is sustainable for the long term within today's current financial climate.

A provisional start date of 8th November has been agreed with the contractor with completion due on 8th March 2022.

South Norfolk

GP37 - Long Stratton Sports Hub: £500,000

The project aims to bring together a number of facility-providing partners (South Norfolk Council, Long Stratton High School and Long Stratton Parish Council) to improve the sport and leisure facility stock in the village in anticipation of significant housing growth. It will create a new sport and leisure 'Hub' across three adjacent sites and provide new and enhanced facilities that are fit for purpose and better suited to the current and future facility needs of local residents. Management will be shared across the three sites, resulting in economies of scale and efficiencies in service delivery. In May 2020 a project change request was agreed by the Infrastructure Delivery Board and a further £110,000 of CIL funds were awarded as a result of updated construction costs.

Due to the impact of the pandemic, future ongoing management for the pool is being reviewed between Long Stratton High School and South Norfolk County Council.

GP39 - Hales cricket and bowls clubhouse improvements: £30,000

There is a definite need for a replacement pavilion to serve Loddon and Hales Cricket Club and Hales Bowls Club on their shared site on Green Road. The latter had been forced to relocate to the current venue as a result of housing development on their previous site off Yarmouth Road in Hales. The clubs currently coexist on the Green Road site, albeit in separate accommodation. The cricket club pavilion is currently in extremely poor condition, which presents the club with health and safety issues. The proposed new pavilion will give both clubs a permanent home in spaces that meet their respective needs, allowing them to develop and grow participation across a range of ages, as well as provide a new facility for the whole local community to utilise.

There are also plans to investigate incorporating Loddon Football Club on the site as well, with the possible creation of grass pitches on available land. This will further enhance the use of the new clubhouse building and by incorporating football as well, will also provide more benefits to the local community and help with increased participation.

Phase One – site access improvement works were completed in January 2020, but match funding to complete phase 2 has not yet been achieved. As time has passed, it is likely the project scope and costs have increased, so taking on board advice from the South Norfolk Leisure Business Development Managers, the club has decided to stall progress and completely re-evaluate the project, including identifying a project team to drive it and ensure it is delivered. The project has closed prematurely and remaining funding will be withdrawn, but the club are expected to reapply to the IIF in the future and are aiming at doing this again in July 2022, for delivery to commence in April 2023

GP48 - Wherryman's Way: Yare Valley Cycle Route: £23,000

Improve the Yare Valley Cycle Route, which follows the Wherryman's Way Loddon cycle loop which links into the Norwich cycle map and Norwich pedalways project. Work is progressing with an estimated start date of Spring 2022

GP65 - East Wymondham Green Infrastructure: £44,422

Oxford Common is an area of natural countryside that has been identified as having the potential to support recreation and the improvement of green infrastructure within the south and east Wymondham areas. The project will install appropriate infrastructure around the site to create an accessible area for local residents to visit for recreation purposes. The project will establish approximately 1800 metres of new permissive paths, resulting in a newly defined circular route and the possible enclosure of 9 hectares of grassland for restoration of the site to County Wildlife Site (CWS) standard.

The project is scheduled to be delivered by Spring 2022.

GP68 - Frenze Beck Green Infrastructure: £35,200

The project will deliver a number of green infrastructure updates and installations on Frenze Beck, on the eastern edge of Diss. The work to be delivered includes the installation of new entrance gates, the design and installation of new information boards and trails, installing benches and picnic benches and the installation of gravel footpaths to unlock access to two viewing areas.

Work has been re-scheduled to commence in Autumn 2021 due to the impact of covid-19 on staff resource

GP70 - Wymondham Tennis Club: £149,962

The project improves Wymondham Tennis Club's facilities at Kett's Park in Wymondham. This includes a new fourth court to provide additional capacity in an area of high housing and population growth.

Additionally, the project will deliver the resurfacing of three existing courts which have experienced a lack of investment and appropriate maintenance under the management of the town council, the conversion of floodlights to LED Lumineers to provide lower running costs and deliver a greener operation and the enhancement will also see netball courts provided on the site, bringing outdoor, publicly-accessible floodlit courts to Wymondham for the first time.

Work is scheduled to commence in Spring 2022.

GP71 - Crusaders Rugby Football Club Clubhouse Extension: £150,000

The project will deliver new infrastructure and enhanced facilities at Crusaders Rugby Club, based in Little Melton (South Norfolk). The enhanced facilities to be provided include four en-suite changing rooms that meet RFU guidelines, a new referees' changing space, refurbished and extended social spaces, an accessible entrance, first floor viewing area and new accessible toilet facilities. £450,000 of match funding has been secured.

In July 2021 the IDB approved a change in the scope of works to a phased approach due to the impact of covid-19 on project delivery. Phase 1 will include rebuilding 3 x RFU/Sport England compliant en-suite changing rooms & referee changing facilities. Construction is due to commence in November 2021 with an estimated completion date of April 2022.

Greater Norwich area-wide

GP46B Marriott's Way Ramp & Resurfacing: £526,000

The Marriott's Way Thorpe Marriott to Costessey surfacing works (GP46) and Marriott's Way Ramp (GP53) projects came forward as part of a programme of works identified through the Marriott's Way Implementation and Delivery plan, informed by public and stakeholder consultations in 2015. Having progressed both schemes, it became apparent that the works required, and the initial estimated costs of the proposed works were both significantly over the original allocation.

Following a review of costs, a change request was presented to the Infrastructure Delivery Board (IDB) in October 2020, seeking further CIL funds to progress the works. The IDB concluded that due to the scale of additional funds required, these projects should be re-presented as one merged new IIF application. The project was recommended for inclusion in the IIF by the IDB on 6th November 2020. The original total budget for both projects was £185,000. The total revised amount is £526,000.

The projects aim to improve access and accessibility on Marriott's Way and link into a number of other projects along the route funded from the Heritage Lottery Fund, Transforming Cities as well as the IIF, to help facilitate the use of Marriott's Way as a key walking and cycling route and a sustainable transport corridor for people commuting into and out of Norwich. They involve the improvement in access points and resurfacing between Thorpe Marriott and Costessey plus the creation of a ramp to the rear of the Tesco supermarket in the Drayton area to reduce the gradient, allowing much improved accessibility for all.

GP51 - Green Infrastructure, Access for All: £150,000

A number of Green Infrastructure trails across the Greater Norwich area have been audited for both power chair use and general accessibility, identifying the improvement works necessary to allow such access. This project implements a range of smaller scale accessibility improvements across various projects and areas. The funding is allocated 30,000 a year for five years with different project areas being delivered each year.

Rockland accessible footpath works were completed in September 2021 with widened footway and passing places/ viewpoints created on the route.

GP67 - Kett's Country Long Distance Trail - £97,630

Recreation of Kett's Country Long Distance walking trail linking Norwich through to Wymondham and creating a series of 5 local circular walks linked to areas of increased development. This will include installation of new signage and furniture, creation of walks books and promotional materials, removal of all access obstacles and deliver countryside access improvements. Installation of new data counters to monitor usage and economic impact. This project provides additional access to Green Infrastructure to the new populations at Wymondham and Hethersett.

Infrastructure improvements (replacement of gates and bridges, installation of board walks) is ongoing. Waymarking installation for the linear and circular routes will commence in November 2021.



APPENDIX E – DRAFT LEGAL LOAN AGREEMENT

Dated _____ 20[]

PROJECT SCHEDULE

Pursuant to Agreement Relating to GNGB Partner Draw-down and Borrowing
Authorisations of 21st October 2015
Relating to GNGB Partner Draw-down and Borrowing Authorisations for the Construction of
the Long Stratton Bypass

BROADLAND DISTRICT COUNCIL

NORWICH CITY COUNCIL

SOUTH NORFOLK DISTRICT COUNCIL

&

NORFOLK COUNTY COUNCIL

nplaw
Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2DH

Dated

20[]

Background**Background**

- This Project Schedule sets out agreed obligations in relation to Partner Draw-down and Borrowing Authorisations for the Construction of the Long Stratton Bypass and has been prepared in accordance with clause 5 of the Agreement Relating to GNGB Partner Draw-down and Borrowing Authorisations dated 21st October 2015 between Broadland District Council, Norwich City Council, South Norfolk District Council and Norfolk County Council ("the Agreement").
- Accordingly this Project Schedule forms part of the Agreement.

1 Project

- Construction of the Long Stratton Bypass ("LSBP") and related measures.

2 Project Description

- The LSBP is a single carriageway road that will provide a new junction at Church Lane, Long Stratton, to the north, extending from this junction on the east side of Long Stratton in a southerly direction for approximately 3.9km, where it will re-join the existing A140. The bypass will have two further roundabouts along its length that will act as access points to the proposed new development areas, as well as a southern access back into the town.
- The LSBP will provide:
 - Support for transformational plans for new housing and employment land, leading to increased local employment opportunities and higher average salaries
 - A new, more efficient and reliable route for through traffic on the A140, improving connections between the two largest New Anglia economies
 - Traffic relief in the town centre with associated vehicle emission and pollution improvements
 - Improved quality of life and reducing severance for communities
 - Opportunities to further improve conditions for people walking, cycling or using public transport.

3 Project Period

- The project is due to mobilize in late summer 2022 when full scale archaeological investigations will commence. These will be followed by advanced utility diversion works ahead of the main works contract. [].
- Construction is programmed to begin in [July 2023] with a majority of the works completed by [January 2025].

4 Background

- The adopted Joint Core Strategy for Broadland, Norwich and South Norfolk identifies Long Stratton as a key location for growth and proposes the development of 1,800 new houses with supporting school facilities and green infrastructure and 9.5ha of employment land, over the period 2008 to 2026. This scale of development would not be acceptable unless a bypass were also provided to remove A140 traffic from the town centre.

5 Agreed terms

- Loan funding would be repaid over a 25 year period

6 Additional Terms & Conditions

- In accordance with paragraph 5.4 of the Agreement, Liabilities in respect of any overspend or delay in respect of Project Schedule timeframes and milestones shall be shared as follows:

Partner	Share of overspend risk	Share of timeframes and milestones risk
Norfolk County Council	100%	100%

7 Fees and expenses

- The County Council shall borrow funds from various sources as they are identified to assist with the delivery of the Growth Programme. The County Council shall ensure that the cost of any additional borrowing (up to £6.733m) for this purpose will be undertaken at the equivalent of the prevailing PWLB project rate discount as set out in the City Deal dated 12 December 2013.
- Funding from the Infrastructure Investment Fund for the purposes of the LSBP shall be capped at £6.733m million plus any associated borrowing costs incurred by the County Council as provided for herein.

8 Repayment and review

- In accordance with paragraph 3.4 of the Agreement, the County Council shall use the Infrastructure Investment Fund to fund the costs of borrowing costs in accordance with the following schedule.

Illustrative costs of borrowing to be funded from Infrastructure Investment Fund:

DRAFTING NOTE: The interest rate incorporated within this cost of borrowing table is that applicable at 11 October 2021. For the purpose of this illustration, £4.705m spend for both 2022/23 and 2023/24 is borrowed on 1 April 2023, with the remainder borrowed 1 April 2024. Basis of borrowing assumed to be 25year annuity, at 2% after deducting 0.4% effective local infrastructure rate concession. This table will be updated by the County Council after the final funds drawdown.

Year	Principal start	Repayment	Interest Inc in repayment	Balance close
2022/23				
2023/24	4,705,285.00	- 241,006.76	94,105.70	4,558,384
2024/25	6,586,105.94	- 348,214.65	131,722.12	6,369,613
2025/26	6,369,613.41	- 348,214.65	127,392.27	6,148,791
2026/27	6,148,791.03	- 348,214.65	122,975.82	5,923,552
2027/28	5,923,552.20	- 348,214.65	118,471.04	5,693,809
2028/29	5,693,808.60	- 348,214.65	113,876.17	5,459,470
2029/30	5,459,470.12	- 348,214.65	109,189.40	5,220,445
2030/31	5,220,444.88	- 348,214.65	104,408.90	4,976,639
2031/32	4,976,639.13	- 348,214.65	99,532.78	4,727,957
2032/33	4,727,957.26	- 348,214.65	94,559.15	4,474,302
2033/34	4,474,301.76	- 348,214.65	89,486.04	4,215,573
2034/35	4,215,573.15	- 348,214.65	84,311.46	3,951,670
2035/36	3,951,669.97	- 348,214.65	79,033.40	3,682,489
2036/37	3,682,488.72	- 348,214.65	73,649.77	3,407,924
2037/38	3,407,923.84	- 348,214.65	68,158.48	3,127,868
2038/39	3,127,867.67	- 348,214.65	62,557.35	2,842,210
2039/40	2,842,210.38	- 348,214.65	56,844.21	2,550,840
2040/41	2,550,839.94	- 348,214.65	51,016.80	2,253,642
2041/42	2,253,642.09	- 348,214.65	45,072.84	1,950,500
2042/43	1,950,500.28	- 348,214.65	39,010.01	1,641,296
2043/44	1,641,295.64	- 348,214.65	32,825.91	1,325,907
2044/45	1,325,906.91	- 348,214.65	26,518.14	1,004,210
2045/46	1,004,210.40	- 348,214.65	20,084.21	676,080
2046/47	676,079.96	- 348,214.65	13,521.60	341,387
2047/48	341,386.91	- 348,214.65	6,827.74	- 0
		- 8,598,158.30	1,865,151.30	

9 VOLUNTARY PREPAYMENTS

If the Parties agree to make additional repayments over and above those listed above, a new schedule will be produced based on the remaining outstanding debt, including interest, in accordance with clause 16 (Variation) of the Agreement.

Signed by [] Section 151 Officer for and on behalf of NORFOLK COUNTY COUNCIL
Signed by [] Section 151 Officer for and on behalf of BROADLAND DISTRICT COUNCIL
Signed by [] Section 151 Officer for and on behalf of NORWICH CITY COUNCIL
Signed by [] Section 151 Officer for and on behalf of SOUTH NORFOLK DISTRICT COUNCIL

Equalities and Communities Impact Assessment

Name of Officer/s completing assessment:
Paul Harris

Date of Assessment: 05/01/2022

1. What is the proposed Policy (please provide sufficient detail)?

For the purposes of the assessment the term 'Policy' relates to any new or revised policies, practices or procedures under consideration.

Joint 5 Year Infrastructure Investment Plan 2022 to 2027 and 2022/23 Annual Growth Programme.

2. Which protected characteristics under the Equalities Act 2010 does this Policy impact: (indicate whether the impact could be **positive**, **neutral**, or **negative**)

Protected Characteristic	Potential Impact		
	Positive	Neutral	Negative
Age	<input checked="" type="checkbox"/>		
Disability	<input checked="" type="checkbox"/>		
Race		<input checked="" type="checkbox"/>	
Sex		<input checked="" type="checkbox"/>	
Religion or Belief		<input checked="" type="checkbox"/>	
Sexual Orientation		<input checked="" type="checkbox"/>	
Marriage/Civil Partnership		<input checked="" type="checkbox"/>	
Pregnancy/Maternity		<input checked="" type="checkbox"/>	
Gender Reassignment		<input checked="" type="checkbox"/>	

3. Which additional Communities characteristics does this policy impact?

Health	<input checked="" type="checkbox"/>		
Place inc. Rurality		<input checked="" type="checkbox"/>	
Low Income and Poverty	<input checked="" type="checkbox"/>		

3. What do you believe are the potential equalities impacts of this policy?

Please include:

- Partnership organisations worked with in the development of this policy
- Evidence gathered to inform your decision
- Where you have consulted, Who and How this has informed the decision/policy
- Any other groups impacted not detailed above

Note: Impacts could be **positive**, **neutral**, or **negative** and impact groups differently

The Greater Norwich Growth Board Joint 5 Year Investment Plan 2021-2026 and Annual Growth Programme 2021/22 includes 3 specific projects that are relevant to South Norfolk. Projects directly related to Broadland and Norwich will be separately considered, in terms of EQIA, by those Councils.

The specific projects that relate to South Norfolk comprise: Wherryman's Way Access Improvements, extension to Hethersett Academy and loan agreement to enable the delivery of the Long Stratton Bypass.

Inherently these projects have a neutral impact on most of the protected characteristics. The two protected characteristics where there are potential impacts are Age and Disability, specifically in terms of the usability of the Wherryman's Way Access Improvements for those with physical disabilities or age related mobility issues as the project will, to some extent, improve all ability access. The delivery of the necessary extensions to Hethersett Academy will also have a positive impact in terms of age as it will ensure adequate education provision for younger people.

5. What do you believe are the potential communities impacts of this policy?

Please include:

- How the policy can meet agreed priorities
- Evidence gathered to inform your decision
- Partnership organisations worked with in the development of this policy
- Where you have consulted, Who and How this has informed the decision/policy
- Any other groups impacted not detailed above

Note: Impacts could be **positive**, **neutral**, or **negative** and impact groups differently

The projects are expected to have an overall positive impact in terms of Health and Low Income and Poverty. Wherryman's Way will directly improve access to the countryside, provide opportunities for walking and support health and wellbeing. The delivery of Long Stratton Bypass will enable the delivery of the planned strategic growth at Long Stratton. The strategic growth planned will, amongst other things, provide general market and affordable housing. Provision of adequate housing is important to health, and affordable housing to addressing issues of low income and poverty.

6. How is it proposed that any identified negative impacts are mitigated?

Please include:

- Steps taken to mitigate, for example, other services that may be available
- If a neutral impact has been identified can a positive impact be achieved?
- If you are unable to resolve the issues highlighted during this assessment, please explain why
- How impacts will be monitored and addressed?
- Could the decision/policy be implemented in a different way?
- What is the impact if the decision/policy is not implemented?

Negative impacts, which require mitigation, have not been identified in relation to the above projects.



Signed by evaluator:

Signed by responsible head of department:



Please send your completed forms to the equalities lead (Victoria Parsons) to be reviewed and stored in accordance with our legal duty.

REVIEW DATE – 05/01/2023

(See Page 2 for details of reviews. Please send a copy of the reviewed document to Victoria Parsons)

Agenda Item: 6
Regulations and Planning Policy Committee
25 January 2022

East Norwich Stage 1 Masterplan

Report Author(s): Paul Harris
Place Shaping Manager
01603 430444
paul.harris@broadland.gov.uk

Portfolio: Policy and External Affairs

Ward(s) Affected: All

Purpose of the Report:

To consider the content of the East Norwich Stage 1 Masterplan

Recommendations:

Regulation and Planning Policy Committee to:

1. Note the content of the East Norwich Stage 1 Masterplan;
and,
2. Make comments as necessary to inform the East Norwich Stage 2 Masterplan.

1. Summary

- 1.1 South Norfolk Council agreed to submit the Greater Norwich Local Plan (GNLP) for Independent Examination at its Council meeting on 26 July 2021. Policy 7.1 of the Greater Norwich Local Plan (GNLP) identifies East Norwich as a strategic regeneration area. It also sets out that the allocation should be redeveloped in accordance with an area-wide masterplan supplementary planning document (SPD).
- 1.2 Consultants Avison Young, Allies and Morrison, Hydrock and RPS were appointed by a public-private partnership including a number of key stakeholders including Norwich City Council, Homes England, Norfolk County Council and landowner interests to prepare a masterplan for the East Norwich area. South Norfolk are not a funding partner but officer representatives from South Norfolk form part of the wider East Norwich Partnership Board.
- 1.3 The proposals included within the Stage 1 masterplan are consistent with the GNLP policy, are based on appropriate evidence, provide for flexibility and are based on long-term thinking to ensure the development is sustainable in the longer term. The masterplan has been informed by public and stakeholder engagement and has taken on board the views of the key partners including landowners.
- 1.4 The viability work supporting the masterplan suggests that overall the East Norwich development will create some financial value, however major upfront infrastructure investment is likely to be required.
- 1.5 Members are encouraged to note the content of the Stage 1 Masterplan and make any comments or recommendations to be taken into account in the production of the Stage 2 Masterplan.
- 1.6 Members of South Norfolk Council will need to approve the content of any SPD which relates to part of the area for which they are the Local Planning Authority (LPA) prior to public consultation and/or adoption.

2. Background

- 2.1 South Norfolk Council agreed to submit the Greater Norwich Local Plan (GNLP) for Independent Examination at its Council meeting on 26 July 2021.
- 2.2 Policy 7.1 of the Greater Norwich Local Plan (GNLP) identifies East Norwich as a strategic regeneration area. It also sets out that the allocation should be redeveloped in accordance with an area-wide masterplan supplementary planning document (SPD). The East Norwich Strategic Growth Area is defined in Map 9, page 100, of the GNLP. Due to the cross boundary nature of the site, an SPD for the whole of the allocation would need to be progressed jointly by Norwich City Council and South Norfolk Council.

- 2.3 In February 2021, prior to the submission of the GNLP, consultants Avison Young, Allies and Morrison, Hydrock and RPS were appointed by a public-private partnership including a number of key stakeholders including Norwich City Council, Homes England, Norfolk County Council and landowner interests to prepare a masterplan for the East Norwich area. South Norfolk are not a funding partner but officer representatives from South Norfolk form part of the wider East Norwich Partnership Board.
- 2.4 The purpose of the Masterplan is to support the delivery of the development identified in Policy 7.1 of the GNLP. It achieves this by providing a comprehensive framework that will promote, direct and coordinate the development of the site.
- 2.5 The Masterplan itself is being produced in two stages. Stage 1, which is the subject of this report, is a high-level masterplan based on a preferred option, and provides an understanding of the strategic infrastructure needs and other abnormal costs that will impact on the delivery of the scheme. Stage 2 will include the production of an Infrastructure Delivery Plan and a refined Strategic Viability Assessment, which will inform a refined version of the Masterplan. The consultant's brief for the Masterplan includes provision of a supplementary planning document (SPD).

3. Current position

- 3.1 The Stage 1 Masterplan was approved by Norwich City Council's Cabinet on 17 November 2021 and agreement given to move on to Stage 2 of the Masterplan process. The Stage 1 Masterplan is available to view on Norwich City Council's website and is provided as a background document to this report.
- 3.2 The Stage 1 Masterplan evaluates the development potential of the East Norwich area in terms of housing and employment uses and community/social infrastructure. It assesses the strategic infrastructure required to deliver those uses, taking into account estimates of abnormal costs and the effect of those on the delivery of the scheme. The Stage 1 Masterplan is not a blueprint for development but instead provides a framework for the future development of the site.
- 3.3 The Stage 1 Masterplan has been informed by specialist technical assessment and stakeholder engagement, including public consultation.

Stakeholder Engagement

- 3.4 The first stage of engagement involved an extensive process of 'listening and learning', involving one to one meetings with a range of stakeholders including members of the East Norwich Partnership, neighbouring landowners, community workshops, meetings with statutory consultees and public drop-in sessions that took place over 2 days in late July 2021. These public events were attended by over 180 people and attendees were invited to complete an online survey. The online survey generated over 220 responses on a range of issues including the vision for the site, opportunities for potential uses including housing, open space,

community facilities, employment, sustainability, transport, access and heritage assets. This engagement helped build the evidence base on which the concept masterplan was developed and has raised the profile of the masterplan in the wider community.

- 3.5 The second stage of engagement involved another public event that took place over two days on the 15 and 16 October 2021. At these events consultants fed back the messages received from stakeholders regarding key themes and priorities for East Norwich and outlined initial concepts for the area which respond positively to these issues. The event was attended by almost 200 attendees. A further on-line survey took place and informed the final version of the masterplan.
- 3.6 Details of the engagement process to date, including a summary of engagement feedback and how the masterplan has responded to this, are set out in sections 10 and 11 of the Masterplan document. In addition details of engagement are set out on [Masterplan](#) page of the Norwich City Council's website.

Stage 1 Masterplan

- 3.7 In developing the concept masterplan the consultants have identified three primary strategic objectives for East Norwich:
- **Extending Norwich's magnificent waterfront** – celebrating the waterfront in east Norwich to create vibrant new riverside environments, support new and existing wetland habitats, and support water-based activities and enterprises.
 - **Opening new connections between the city and the broads** – there is potential for opening new connections for all modes between the city and the Broads. The sites have long played a significant role in the city's industrial history but have been largely inaccessible in recent years.
 - **A glorious past, framing an exciting future** – by making the most of the great historical significance of east Norwich, particularly the Carrow Works site which includes Carrow Abbey and many listed buildings, with new development complementing existing buildings, to form connected neighbourhoods supporting a vibrant mix of uses, activities, tenures and environments.
- 3.8 The masterplan acknowledges the biggest challenges to be addressed which are flooding, the complex underground infrastructure particularly on the Utilities site, the adjacent mainline railway line and associated activities, and access to the sites which is most constrained on the Deal Ground and Utilities sites.
- 3.9 The challenge is also to create characterful places that are responsive to the river location and to existing development, such as that at Trowse, and to create opportunities to enhance landscape setting. To address this the masterplan proposes 4 distinct 'character areas' based on Carrow Works with its industrial heritage and listed buildings, Trowse village and Deal Ground which contains a significant amount of flood zone and open space, Waterside North based on the Utilities site on the north bank of the Wensum, and Waterside East which

straddles the Wensum adjacent to Carrow Works and Norwich city football club. The masterplan proposals reflect the differing characteristics of these areas.

3.10 The masterplan consists of a series of strategies including the following:

- **a heritage strategy** setting out how the masterplan responds to the site's significance in terms of heritage and the built environment. The site's rich history is a unique asset and opportunity for the masterplan. The heritage strategy includes the retention of key built heritage assets and a framework for how their setting can be improved;
- **a movement strategy** dealing with all principal modes of travel and outlining how the area can help deliver radically improved connections between the city centre and the Broads. The masterplan presents an opportunity to create a sustainable new quarter of the city as an extension to the city core with major improvements to the walking and cycling network and an improved public transport network;
- **a public realm strategy** highlighting key spaces and connections within the masterplan area which offer opportunities to create durable and flexible environments;
- **a land use strategy** based on a mix of uses including residential and non-residential uses. The latter will be critical to the long-term success of the masterplan and creation of a desirable place to live, work and visit;
- **A building height strategy** sets out a contextual and sensitive approach to building heights, which varies across the sites in response to differing local characteristics.
- The masterplan also includes strategies for flood risk and mitigation, utilities, energy and ecology.

3.11 The concept masterplan promotes a co-ordinated approach to infrastructure delivery noting that, to some extent, all the sites within the masterplan area will rely on provision across the masterplan area as a whole and that further work will be required in Stage 2 to identify how and when this infrastructure will be delivered. Key critical pieces of infrastructure are required to ensure that the full potential of the masterplan is met through a coordinated approach. These include new bridge infrastructure, roads, sustainable pedestrian and cycling connections, marinas, provision of a new school and appropriate community infrastructure, and public open and play space.

3.12 Key elements of the resulting masterplan include:

- Creation of new strong pedestrian and cycle connections east-west from the city centre/King Street to Whitlingham, and north-south to the Yarmouth Road, sustainably linking the sites into the surrounding neighbourhoods. Critical to this is new infrastructure in the form of an upgraded pedestrian and cycle underpass between Carrow Works and the Deal Ground, a pedestrian and cycle bridge between Carrow Works and Geoffrey Watling Way, and a new pedestrian and cycle bridge between the Deal Ground and Whitlingham Country Park.

- All modes vehicular connections through the sites particularly through the May Gurney and Deal Ground sites into the Utilities site, with new bridges across the Yare and Wensum.
- Bus routes potentially through Carrow Works, with possibility for a bus route in future through the Deal Ground linking to the north side of the Wensum.
- New marinas to potentially include a boating marina on the Utilities site and a small leisure marina on the Deal Ground site.
- Creation of a web of green spaces and public spaces within the sites.
- Landscape, ecology and planting proposals with opportunities to achieve biodiversity net gain across the sites
- A significant proportion of homes fronting open spaces and/or the water
- A land-use strategy responding to the sites' constraints, specifying a mix of uses including housing, employment, creative industries, community facilities, ancillary retail, etc, across the sites, and an indication of site density with highest buildings generally close to the River Wensum frontage. The intention is that parking ratios will be kept very low.
- Social and community infrastructure including a two form entry primary school with contributions towards secondary school place provision, and appropriate community health facilities.

Site capacity and viability

- 3.13 The masterplan scheme that has been designed by Allies and Morrison will deliver 3,469 residential units with 33% affordable housing, and 731,700 sq ft of commercial floorspace. Affordable units are assumed to be 85% for social rent and 15% for shared ownership which is in line with the policy in the adopted Joint Core Strategy. The overall level of housing development is somewhat lower than that envisaged in the allocation policy in the emerging GNLP (4,000 units) but not significantly so, given the site constraints.
- 3.14 The viability work supporting the masterplan suggests that overall the East Norwich development will create some financial value, however there are likely to be challenges in terms of the relationship between the timing of costs and revenue. This is not uncommon in developments of this scale and complexity at this stage, and cost / value data is invariably highly sensitive subject to input assumptions.
- 3.15 The masterplan is structured to support delivery and viability but in order to unlock the potential of East Norwich, major upfront infrastructure investment is likely to be required. As noted in the masterplan this will be considered in further detail in stage 2 of the process. The challenges of funding necessary infrastructure are considered likely to be overcome, especially given the current partnership arrangements with all stakeholders working together to plan infrastructure delivery. The masterplan notes that a joined up approach to funding across both the public and private sector can be considered. The focus of stage 2 of the masterplan will be to look in greater detail at the timing of costs / receipts and develop appropriate strategies for both securing upfront investment and capture long term value to repay that investment.

Stage 2 Masterplan

- 3.16 The Stage 2 process is anticipated to run from November 2021 to March 2022, and will deliver:

- An infrastructure delivery plan and refined Strategic viability assessment;
- A refined masterplan;
- An evidence base to support planning applications and the allocation in the Greater Norwich Local Plan, and;
- A draft supplementary planning document (SPD) for East Norwich.

4. Proposed action

- 4.1 It is proposed that Members note the content of the Stage 1 Masterplan and make any comments or recommendations to be taken into account in the production of the Stage 2 Masterplan.

5. Other options

- 5.1 There are no other options available to the Council.

6. Issues and risks

- 6.1 **Resource Implications** – The East Norwich Masterplan is being prepared by a public-private partnership including a number of key stakeholders including Norwich City Council, Homes England, Norfolk County Council and landowner interests. South Norfolk are not a funding partner but officer representatives from South Norfolk form part of the wider East Norwich Partnership Board. Officer representation is being met within existing resources.
- 6.2 **Legal Implications** – There are no legal implications related to this report. Any future Supplementary Planning Document (SPD) will need to be prepared in accordance with relevant legislation and regulations.
- 6.3 **Equality Implications** – Equalities implications will be addressed as necessary in the preparation of the SPD.
- 6.4 **Environmental Impact** – The proposed allocation of the site in the Greater Norwich Local Plan (GNLP) took account of a range of environmental assessment, including Sustainability Appraisal (SA), incorporating Strategic Environmental Assessment (SEA), Habitat Regulations Assessment (HRA) and Strategic Flood Risk Assessment (SFRA).

As part of the production of the masterplan consideration is being given to environmental factors including traffic, landscape, biodiversity, heritage and flood risk issues.

Any future planning application will need to include any necessary environmental assessment, such as Environmental Impact Assessment (EIA).

- 6.5 **Crime and Disorder** – the report is not considered to have any direct impact upon crime and disorder implications.
- 6.6 **Risks** – aside from the risks out elsewhere, failure to deliver the regeneration of the East Norwich area as set out within the Greater Norwich Local Plan (GNLP) presents a risk to the fulfilment of that overall strategy.

7. Conclusion

- 7.1 The Stage 1 masterplan is intended to be a high level document which will be worked up in greater detail in Stage 2, particularly in relation to infrastructure provision, phasing, deliverability and viability.
- 7.2 The proposals included within the Stage 1 masterplan are consistent with the GNLP policy and provide for the delivery of sustainable connections, creating a diverse new quarter of the city making the most of the existing building stock on the Carrow Works site, provision of required infrastructure including new roads and bridge and social/community infrastructure, making the most of the river frontage, protection and enhancement of heritage assets, respect and enhance nature and biodiversity, addressing the implications of a potential replacement of Trowse rail bridge, provision of infrastructure to allow low-carbon shared heating and power, delivery of flood resilience, and promotion of healthy streets and healthy living.
- 7.3 Whilst high level, its proposals are based on appropriate evidence, provide for flexibility and are based on long-term thinking to ensure the development is sustainable in the longer term. The masterplan has been informed by public and stakeholder engagement and has taken on board the views of the key partners including landowners.
- 7.4 The GNLP public examination hearings will be held in early 2022 and, whilst the Stage 2 work may not be completed by then, the fact that the Stage 1 masterplan has been produced and that the Partnership members, including landowners and national agencies such as Homes England and Network Rail, are working together in a positive manner should help give the Inspectors confidence in terms of the site's eventual deliverability.
- 7.5 The Stage 1 masterplan shows what can be achieved with the commitment of all key partners, with huge potential benefits for the city and wider region. Stage 2 is required to further refine the masterplan on the basis of a more detailed understanding of viability and deliverability, and to produce a supplementary planning document to support emerging GNLP policy.
- 7.6 The Stage 2 process is anticipated to run from November 2021 to March 2022, and will deliver:

- An infrastructure delivery plan and refined Strategic viability assessment;
- A refined masterplan;
- An evidence base to support planning applications and the allocation in the Greater Norwich Local Plan, and;
- A draft supplementary planning document (SPD) for East Norwich.

7.7 There will be further engagement on the draft SPD which will be subject to public consultation. Following that the intention is that the SPD will be adopted by the Greater Norwich authorities alongside the adoption of the GNLP in autumn 2022.

7.8 Members of South Norfolk Council will need to approve the content of any SPD which relates to part of the area for which they are the Local Planning Authority (LPA) prior to public consultation and/or adoption.

8. Recommendations

8.1 Regulation and Planning Policy Committee to:

1. Note the content of the East Norwich Stage 1 Masterplan;
and,
2. Make comments as necessary to inform the East Norwich Stage 2 Masterplan.

Background papers

[Greater Norwich Local Plan Strategy](#)

[Greater Norwich Local Plan Sites Plan](#)

[East Norwich Masterplan Stage 1 Part 1](#)

[East Norwich Masterplan Stage 1 Part 2](#)