

# Communities, Housing, and Planning Policy Development Panel Agenda

## Members of the Panel

Cllr J Ward (Vice-Chairman)	Cllr E Laming
Cllr N Brennan	Cllr K Leggett
Cllr A Crotch	Cllr M Murrell
Cllr R Foulger	Cllr J Neesam
Cllr N Harpley	Cllr D Thomas

Cllr F Whymark (ex-officio)

## Date & Time:

Wednesday 8 February 2023 at 6pm

## Place:

Council Chamber, Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich, NR7 0DU

## Contact:

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## PUBLIC ATTENDANCE:

If a member of the public would like to observe the meeting in person or to speak on an agenda item, please email your request to [committee.bdc@southnorfolkandbroadland.gov.uk](mailto:committee.bdc@southnorfolkandbroadland.gov.uk), no later than 5.00pm Friday 3 February 2023.

## 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.

# AGENDA

1. **To receive declarations of interest from members;**  
(guidance and flow chart attached – page 3)
2. **To report apologies for absence and to identify substitute members;**
3. **To receive the minutes of the meeting of the Communities, Housing and Planning Policy Development Panel held on 4 January 2023;**  
(minutes attached – page 5)
4. **Countywide Local Cycling and Walking Infrastructure Plan Overview;**  
(report attached page 10)
5. **Greater Norwich 5 Year Infrastructure Investment Plan and Annual Growth Programme;**  
(report attached page 38)
6. **Norfolk Recreational Impact Avoidance and Mitigation (RAMS) Programme Governance;**  
(report attached page 148)

## 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"> <li>1. affect yours, or your spouse / partner's financial position?</li> <li>2. relate to the determining of any approval, consent, licence, permission or registration in relation to you or your spouse / partner?</li> <li>3. Relate to a contract you, or your spouse / partner have with the Council</li> <li>4. Affect land you or your spouse / partner own</li> <li>5. Affect a company that you or your partner own, or have a shareholding in</li> </ol> <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



# COMMUNITIES, HOUSING, AND PLANNING POLICY DEVELOPMENT PANEL

Minutes of a meeting of the Communities, Housing and Planning Policy Development Panel of Broadland District Council, held at Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich on Wednesday 4 January 2023 at 6pm.

**Committee Members Present:** Councillors: J Ward (Vice-Chairman in the Chair), A Crotch, E Laming, K Leggett, M Murrell, J Neesam, D Thomas

**Apologies for Absence:** Councillors: F Whymark (ex-officio)

**Officers in Attendance:** The Director of Place (P Courtier), the Assistant Director Planning (H Mellors), the Principal Planning Policy Officer (A Banham) and the Democratic Services Officer (D Matthews)

## PERSONAL REFERENCE

The Chairman referred to the recent sad death of Cllr S Prutton, Chairman of the Panel. Members stood for a minutes silence in tribute to Cllr Prutton.

## 5 DECLARATIONS OF INTEREST

No declarations of interest were made.

## 6 APOLOGIES FOR ABSENCE

An apology for absence was received from Cllr F Whymark (ex-officio).

## 7 MINUTES

The minutes of the meeting held on 2 November 2022 were agreed as a correct record and signed by the Chairman.

A member requested an update on the number of payments made under the discretionary fund scheme (Minute no 3 – Minutes refers). In the absence of the Assistant Director of Individuals and Families, it was noted that an update would be sent to members via email after the meeting.

## **8 TO ESTABLISH AND ENTER INTO A JOINT VENTURE TO DELIVER A PROGRAMME OF MITIGATION FOR NUTRIENT NEUTRALITY**

The Director of Place presented the report which explained how the nutrient neutrality constraints imposed by Natural England in March 2022 would be overcome through the establishment of a Joint Venture which would source the mitigation required to get the housing market moving and sell credits to developers to enable them to demonstrate housing schemes were nutrient neutral. Currently planning applications for new overnight accommodation were on hold in many parts of the district due to the constraints.

The Joint Venture would be established with the potential to provide a range of environmental projects credits, initially focussing on nutrient neutrality. In order to provide seed funding for the establishment of the Joint Venture it was proposed to use £150k from the Environmental Projects Reserve which would be repaid from the Joint Venture in due course.

The Director of Place went on to explain that the aim was for the Joint Venture to secure large scale mitigation projects and sell credits for these to developers. This would assist smaller developers without the resources to provide their own mitigation measures to demonstrate that they had made a contribution to an approved mitigation scheme. It was anticipated that this proposal would address approximately 40% of the total mitigation needed. It was likely as time progressed that other providers would emerge. In addition to addressing nutrient neutrality matters, the providers of large scale mitigation measures could potentially address other issues including carbon offsetting and biodiversity in response to a growing desire to offset the environmental impact of growth by way of a “cost” to development.

Approximately 20 different types of mitigation measures could potentially be considered by the Joint Venture including: improvements to water recycling and sewage treatment works, retrofitting the existing housing stock, nature based solutions (such as reed beds, wetlands, tree and hedge belts, sediment tracks) and agricultural proposals and cover crops.

The Director of Place then answered members’ questions. He confirmed that although it would be possible for a small developer to enter into an agreement with a local landowner to “purchase” mitigation directly, he emphasised that any measures would need to be approved by the Local Planning Authority and Natural England as part of the consideration of the associated planning application and would need to demonstrate that the measures could be effectively maintained for 80 years. This would be challenging for most small developers. With regard to nature based mitigation measures, the need to ensure these were maintained and effective for 80 years could be an onerous undertaking as opposed to ‘grey infrastructure’ proposals e.g. to convert a septic tank to a private treatment plant which was a lower maintenance option. It was therefore important that a wide range of mitigation measures were available.

In response to a question regarding the location of mitigation measures in relation to developments, it was noted that the Joint Venture would be a catchment-wide venture; nutrient neutrality issues did not align with district boundaries. Mitigation could potentially be provided in one district for a development in an adjoining district but there was a need to ensure the location of the mitigation was effective. It was unlikely that nutrient neutrality mitigations would be extended beyond the county. Going forward, there was potential for other mitigations types to be secured such as carbon offsetting.

A concern was raised about potential issues regarding future management of onsite treatment plants for groups of residents and it was noted that in the main, private on site treatment plants usually catered for individual properties.

A concern was also raised about the impact on nutrient neutrality from agriculture and if the council should be lobbying the government to address this. It was noted that, at the present time, the restrictions arising from nutrient neutrality requirements only applied to public decision making bodies.

With regard to a query about who was responsible for managing mitigation projects, the Director of Planning explained that the Joint Venture would procure large scale projects from providers to sell to developers but would not be responsible for the ongoing management of particular projects. This would rest with the project provider. It would be prudent for the Joint Venture to avoid overselling credits and ensure that a buffer existed to allow for projects that did not deliver as planned.

Reference was made to the suggestion of the Overview and Scrutiny Committee, who had considered the same report earlier in the week, that the initial Joint Venture seed funding loan for 2022/23 of £150,000 from the Environmental Projects Reserve should be made up of £30,000 from each of the five local authorities.

In response, the Director of Place explained that the current proposal allowed for the establishment of the Joint Venture to be expedited which would not be possible if agreement was needed from each council to share liability for the loan. He emphasised that any risk associated with the loan was limited. Even if some partners left the venture, it was likely the venture would continue. He added that the money was being spent from the Environmental Projects Reserve on a significant environmental proposal, i.e. nutrient mitigation. In response to a request, the Director of Place gave examples of potential costings to set up the Joint Venture, the potential demand for purchasing credits from the backlog of applications currently in the system and the potential costs of credits and it was noted that the initial costs should very quickly be recovered. It was noted that there would be a need for some financial modelling to determine a tariff of fair charges for purchasing credits.

Members noted that there were some 70 authorities affected by the nutrient neutrality issue and that the Joint Venture was the largest and most innovative proposal to come forward as yet.

After further discussion, it was unanimously

## **RESOLVED**

### **To recommend to Cabinet to**

1. Enter a Joint Venture (a company limited by guarantee) with Anglian Water and one or more local authorities in Norfolk for the provision of environmental credits (initially focussing on addressing nutrient neutrality) as per the attached Heads of Terms.
2. To commit £30,000 revenue in 2023/24 as part of establishing the Joint Venture. The purpose of the funding being to establish the operating model in year one, after which there will be full recovery of the operating costs as part of the credit income.
3. Delegate to the Director of Place in consultation with the Leader of the Council to finalise the details of the joint venture agreement and operating arrangements and enter the Joint Venture.
4. To loan £150,000 revenue from the Environmental Projects Reserve as seed funding in 2022/23 for the Joint Venture to be repaid with interest within 2 years from the establishment of the Joint Venture.
5. Delegate to the S151 Officer in consultation with the Portfolio Holder for Finance to finalise the details of the seed funding and repayment mechanism.

## **9 GREATER NORWICH LOCAL PLAN GYPSY AND TRAVELLER SITES FOCUSED CONSULTATION REPORT**

Members considered the report of the Greater Norwich Planning Policy Manager, presented by the Principal Planning Policy Officer seeking approval to undertake a focused public consultation on the allocation of Gypsy and Traveller sites in the Greater Norwich Local Plan (GNLP). The consultation included 10 favoured sites, a reasonable alternative site, proposed changes for the submitted contingency site and 3 unreasonable sites. It also provided the opportunity for people to put forward additional sites for Gypsy and Traveller accommodation. The consultation was scheduled to take place from 30 January to 13 March 2023 with the final sites being agreed by Cabinet early June prior to final site information and representations being sent to the inspectors later in June. The GNLP examination hearings sessions on Gypsies and Travellers sites were expected to take place in late July. It was anticipated that the inspectors would subsequently include Gypsy and Traveller sites in their main modifications to the GNLP. The main modifications were expected to be consulted on in early autumn 2023 allowing the inspectors to produce their report on the plan before the end of 2023 and adoption to take place early in 2024.

There was an assessed need for 53 additional pitches in the Greater Norwich area and, in line with the national policy requirements, a minimum of 31 pitches would need to be provided through site allocations within the initial 5-year period from April 2022 to March 2027. Ten pitches would need to be



provided as either site allocations or by the identification of broad locations for sites between April 2027 and March 2032. The sites currently identified for Broadland included: Cawston, Lingwood, Stratton Strawless, Horsford and Foulsham.

In answer to a question about the consultation, it was noted that this would include liaison with parish and town councils and members would be able to share the link to the consultation documents on the council's website.

In relation to a specific query about the allocation of land in Stratton Strawless which had previously been refused planning permission, officers stated that each application was determined on its own merits and there would have been particular issues leading to a previous refusal which might not be relevant to another application. All proposed sites in the report had been subject to an initial assessment and had been put forward as potentially suitable sites. The period of consultation on the proposed sites would allow for the opportunity for any issues to be raised and it was important for that local communities responded to the consultation.

A question was raised as to whether the contingency site at Costessey was now a real option should it be needed, and it was explained to members that the site was no longer a favoured site to be consulted on which was the previous case and therefore the request to include it as a contingency site had now changed.. There had been a concern that the previous proposals would only seek to provide the key number of pitches needed with no contingency. The current proposals incorporated more options for consultation and provided greater flexibility.

In response to a question, it was confirmed that gypsy and traveller pitches would be subject to nutrient neutrality constraints.

After further discussion, it was unanimously

## **RESOLVED**

### **To recommend to Cabinet to**

1. Approve the focused consultation on the Greater Norwich Local Plan proposed allocations for Gypsy and Traveller sites;
2. Agree to delegate authority to the Assistant Director – Planning, in consultation with the Leader and Portfolio Holder for Communities, Housing and Planning, to agree consultation documentation and materials prior to the public consultation.

(The meeting concluded at 7.20pm)



## **Broadland District Council Communities, Housing and Planning Policy Committee - 8<sup>th</sup> February 2023**

### **Countywide Local Cycling & Walking Infrastructure Plan Overview (Accessible Version)**

#### **1. Context**

Norfolk County Council (NCC) are working in partnership with local authorities to create a Local Cycling and Walking Infrastructure Plan (LCWIP) for Norfolk.

The purpose of the Countywide LCWIP is to help identify and prioritise short, medium and long-term active travel infrastructure schemes which will enable increased levels of cycling, walking and wheeling in the county.

LCWIP's support the Government's ambition for 50% of all journeys in towns and cities to be walked or cycled by 2030.

Increased cycling and walking can provide many benefits such as improving air quality, reducing congestion, addressing inequalities, improving physical and mental health, and mitigating climate change.

The Countywide LCWIP builds on plans already created for King's Lynn, Greater Norwich and Great Yarmouth.

NCC and district councils have been working together to identify potential active travel network improvement schemes which will enable active travel connectivity within 20 towns across the county. Schemes will enable people to access key services, places of education and employment.

The infrastructure plan will also include schemes to increase connectivity between towns and rural communities giving people access to green space and linking people with central services, places of education and employment.

The purpose of this summary is to share an overview of the LCWIP network proposals within Broadland ahead of public engagement planned for March 2023.

#### **2. Key outputs of the completed Countywide LCWIP**

The Countywide LCWIP will provide the following key outputs:

- A **network plan** for walking and cycling and identification of the priority cycling routes and walking zones in the study area.
- A **prioritised programme of infrastructure improvements** to be delivered in the short, medium and long term.

- A **report** which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and growing network.

The Countywide LCWIP aligns with the Department for Transport Gear Change report and schemes within the LCWIP will align with the Department for Transport Cycle Infrastructure Design Guidance.

### 3. LCWIP development stages

NCC is following the 6 stages for completing an LCWIP as outline by the Department for Transport which are:

Stage	Details	How
<b>Determining Scope</b>	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.	Established through meetings with NCC and district councils to identify a focus study area and a wider connectivity study area.
<b>Gathering Information</b>	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.	Data and information gathered from a wide range of sources including Census Data, Strava data, existing traffic count data and existing strategic documents, as well as feedback from public engagement.
<b>Network Planning for Cycling</b>	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.	Network planning including a review of key attractors, site audits and NCC and district council review meetings.
<b>Network Planning for Walking</b>	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.	Network planning including a review of key attractors, site audits and NCC and district council review meetings.
<b>Prioritising Improvements</b>	<b>Prioritise improvements to develop a phased programme for future investment.</b>	<b>6 weeks of public and stakeholder engagement to commence in March 2023.</b>
<b>Integration and Application</b>	Integrate outputs into local planning and transport policies, strategies, and delivery plans.	Next step.

Table 1: The six stages for developing a Local Cycling and Walking Infrastructure Plan

## 4. The Countywide LCWIP Study Area

The Countywide LCWIP builds on plans already created for King's Lynn, Greater Norwich and Great Yarmouth and includes active travel network proposals for 20 towns in Norfolk as well as routes to improve wider connectivity.

In agreement with Broadland and South Norfolk Council Officers active travel network proposals have been developed for **Reepham, Aylsham, Wroxham (& Hoveton) and Acle**.

Identifying a wider strategic network which covers the whole of the county is also a key outcome of the Countywide LCWIP. The aim of the wider strategic network is to enable people in urban areas to access green spaces as well as enabling people in rural communities to access to key services, employment areas and education.

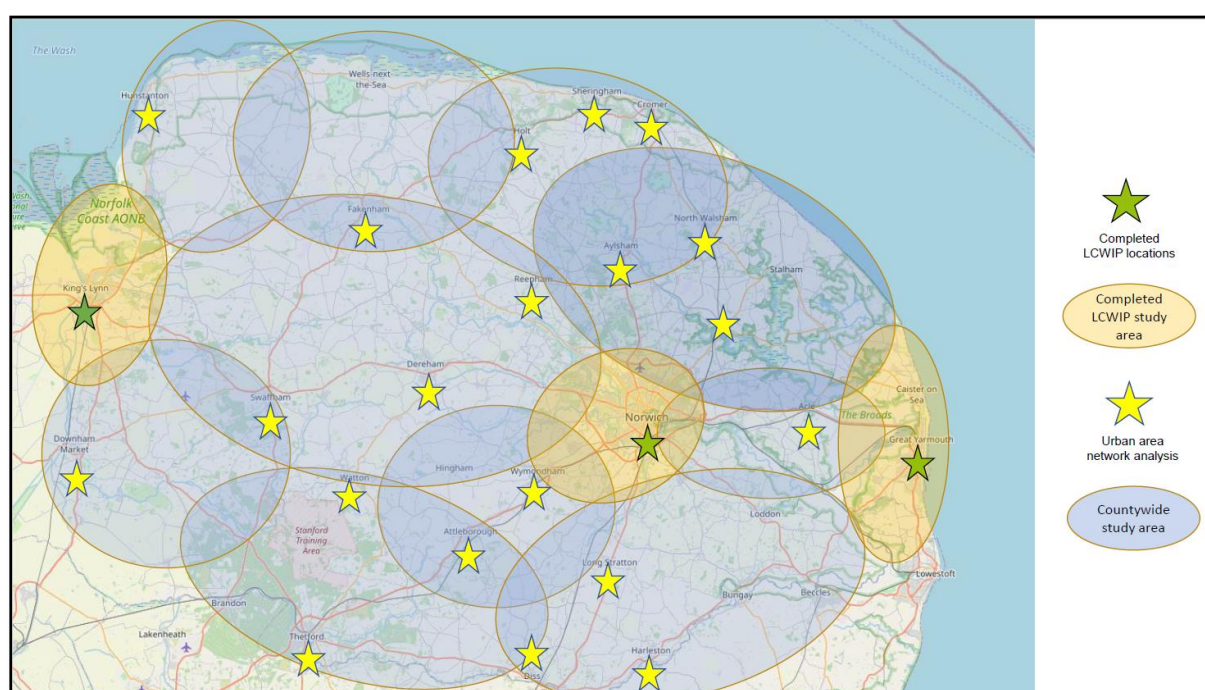


Figure 1: Map of study area for the Countywide LCWIP including 20 towns.

## 5. Policy context and alignment

A review of policy and planning documents has helped identify potential active travel network improvements to be included within the Countywide LCWIP.

<b>Planning Policy</b>	<ul style="list-style-type: none"> <li>• Joint Core Strategy (JCS) 2008-2026</li> <li>• Greater Norwich Local Plan (emerging).</li> <li>• Town plans and neighbourhood plans.</li> <li>• Norfolk Access Improvement Plan (2019 – 2029).</li> <li>• Norfolk Strategic Infrastructure Delivery Plan (2020).</li> </ul>
<b>Transport Policy</b>	<ul style="list-style-type: none"> <li>• DfT Gear Change policy paper and LTN 1/20.</li> <li>• Norfolk Local Transport Plan 4 (2021-2036).</li> <li>• Bus Service Improvement Plan (2021).</li> </ul>

	<ul style="list-style-type: none"> <li>• Norfolk Cycling &amp; Walking Strategy (2017).</li> <li>• Transport decarbonisation plan (2021).</li> <li>• Greater Norwich Local Cycling &amp; Walking Infrastructure Plan.</li> </ul>
<b>Environment &amp; Air Quality Policy</b>	<ul style="list-style-type: none"> <li>• HM Government 25 Year Environment Plan</li> <li>• Norfolk County Council Environment Policy (2019).</li> <li>• The Climate Change Act Revision (2019).</li> <li>• Clean Air Strategy (2019).</li> <li>• The Paris Agreement (2015).</li> </ul>
<b>Public Health Policy</b>	<ul style="list-style-type: none"> <li>• Joint Health and Wellbeing Strategy (2018-2022)</li> <li>• Public Health England: Working Together to Promote Active Travel (2016).</li> <li>• Covid 19 recovery plan</li> </ul>

Table 2: Summary of key policies and plans considered when developing the LCWIP.

## 6. Indicative active travel networks for towns in Broadland

### Reepham

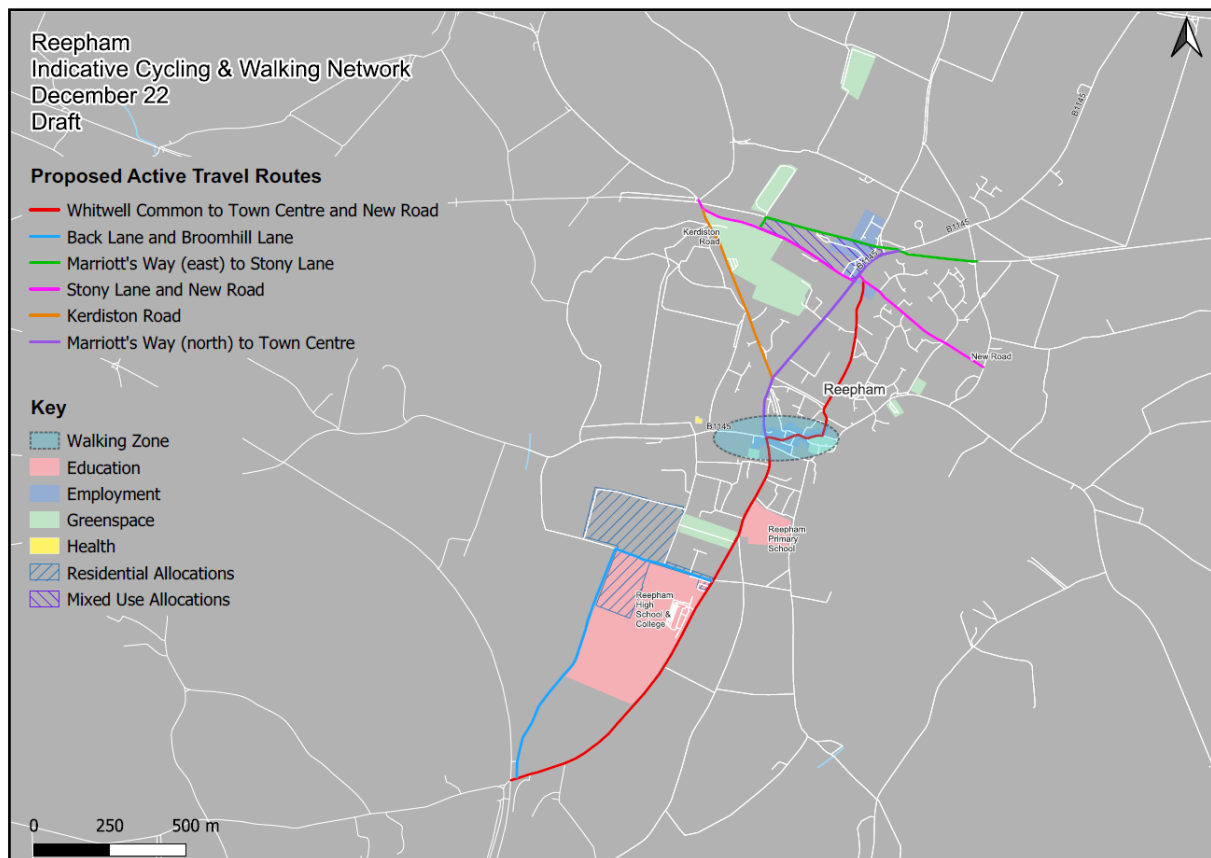


Figure 2: Map of the indicative active travel network for Reepham (Draft)

#### **Route descriptions**

**Red Route – Whitwell Common to Town Centre and New Road:** A north to south route connecting new and existing residential areas with schools and central

services and employment areas in the north. This route would also provide links to green spaces via the Marriotts Way.

**Blue Route – Back Lane and Broomhill Lane:** A partially off carriageway route linking with new housing allocations, schools and the Marriotts Way.

**Green Route – Marriotts Way (east) to Stoney Lane:** Schemes to improve connectivity between the Marriotts Way and National Cycle Network via and Stoney Lane, including improved surface conditions, drainage and signage.

**Pink Route – Stoney Lane and New Road:** Connecting residential areas in the east with the central services as well as wider connectivity via Marriotts Way and the National Cycle Network.

**Orange Route – Kerdiston Road:** New schemes to enable access to green space via the National Cycle Network in the east and provide a direct link into the town centre.

**Purple Route – Marriott's Way (north) to Town Centre:** A more direct route linking the Marriott's Way in the north with central services via Station Road.

### ***Walking Zone description***

The proposed Reepham Walking Zone extent covers central areas which see high levels of footfall (School Road, Market Place and Church Hill). Walking Zones do not necessarily exclude access by motor vehicles but are areas where schemes to improve pedestrian priority and safety need to be considered.

## Aylsham

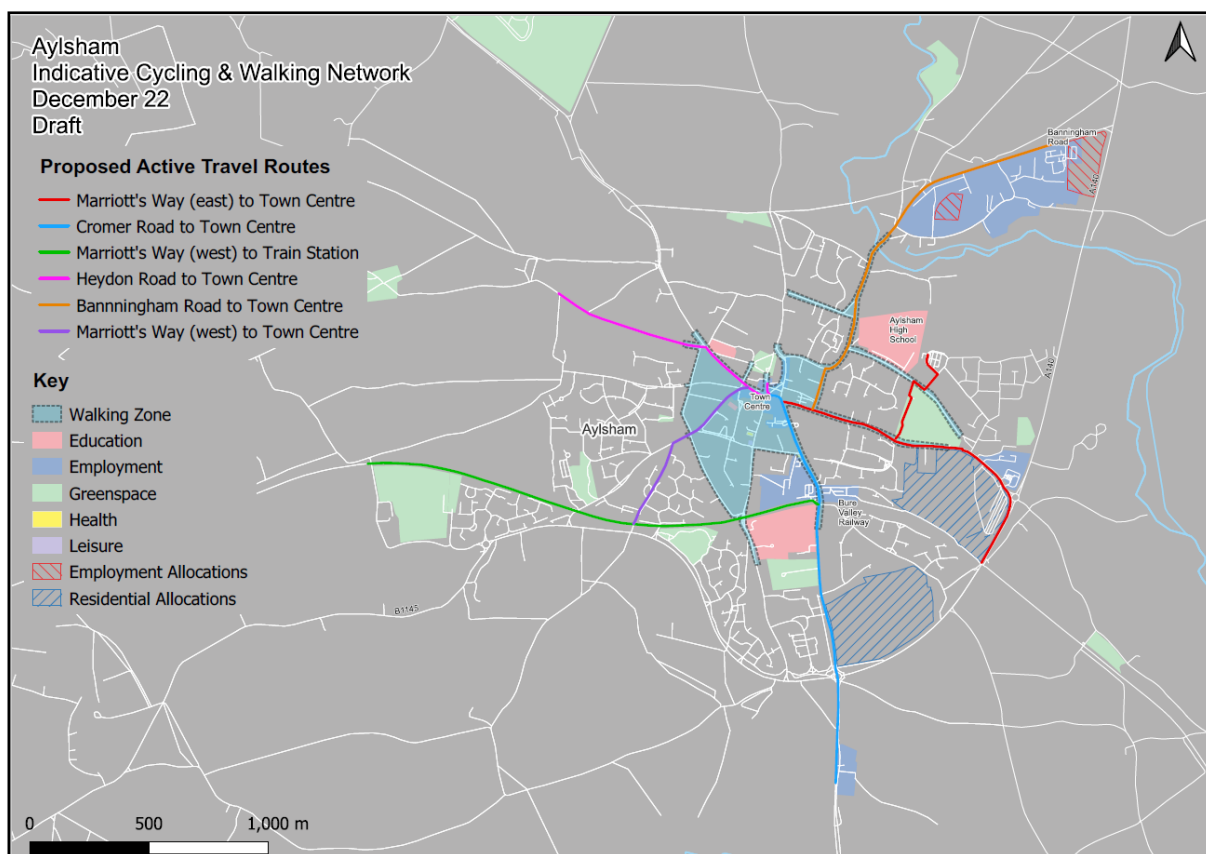


Figure 3: Map of the indicative active travel network for Aylsham (Draft)

### *Route descriptions*

**Red Route – Marriott's Way (east) to Town Centre:** Linking new housing development allocations in the east with central services and schools.

**Blue Route – Cromer Road to Town Centre:** A route connecting employment areas, new and existing residential area with schools and key services in the town centre.

**Green Route – Marriott's Way (west) to Train Station:** Schemes along the Marriott's way to enable connectivity with schools, employment areas and tourism destinations.

**Pink Route – Heydon Road to Town centre:** Schemes to improve cycling and walking connectivity along Heydon Road providing a key link the town centre and enable wider connectivity with green spaces including Blickling.

**Orange Route – Banningham Road to Town Centre:** A route to link new and existing employment areas in the northwest with residential areas and the town centre. This route can also help residents connect with place of education and access green spaces via Weavers Way.



**Purple Route – Marriott’s Way (west) to Town Centre:** A direct link connecting residential areas in the west with the town centre via Marriott’s Way and Cawston Road.

### ***Walking Zone description***

The Aylsham Walking Zone extent covers central areas which see high levels of footfall and schemes will take into account findings from the Aylsham Town Council Transport Strategy (Feb 2022). Walking Zones do not necessarily exclude access by motor vehicles but are areas where schemes to improve pedestrian priority and safety need to be considered.

## **Wroxham (& Hoveton)**

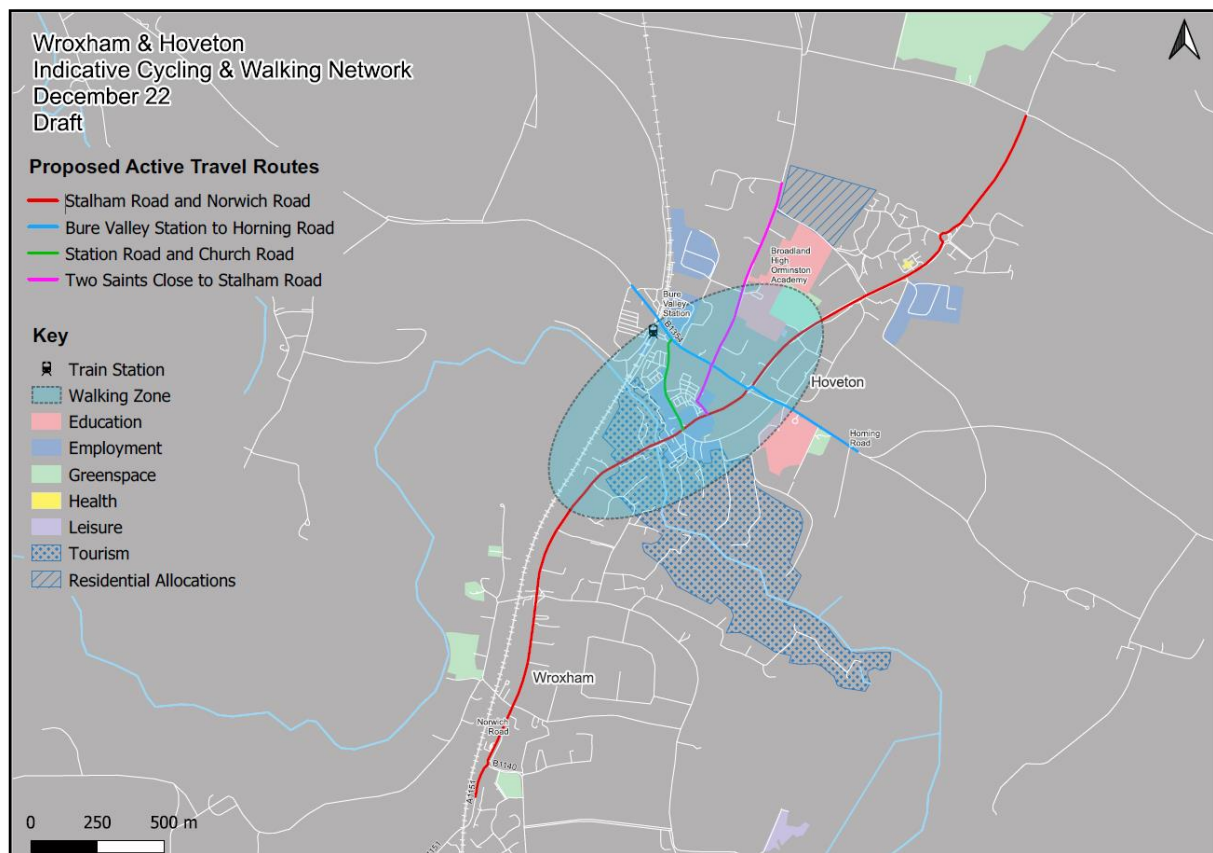


Figure 4: Map of the indicative active travel network for Wroxham & Hoveton (Draft)

### ***Route descriptions***

**Red Route: Stalham Road and Norwich Road:** Linking new mixed allocations in the west with central services and employment areas via Cromer Road.

**Blue Route: Bure Valley Station to Horning Road:** Improved connectivity between residential areas and places of education and green spaces along Swan Lane and Wilderness Lane.

**Green Route: Station Road and Church Road:** Providing access between new and existing residential area and schools as well as wider connectivity with green space.



**Pink Route: Two Saints Close to Stalham Road:** Providing access for new and existing residential areas with central employment area and access to green spaces.

### ***Walking Zone description***

The Wroxham & Hoveton Walking Zone extent covers areas which sees high levels of footfall, including Norwich Road and Stalham Road, routes from the town center to the train station and schools. Walking Zones do not necessarily exclude access by motor vehicles but are areas where schemes to improve pedestrian priority and safety need to be considered.

## **Acle**

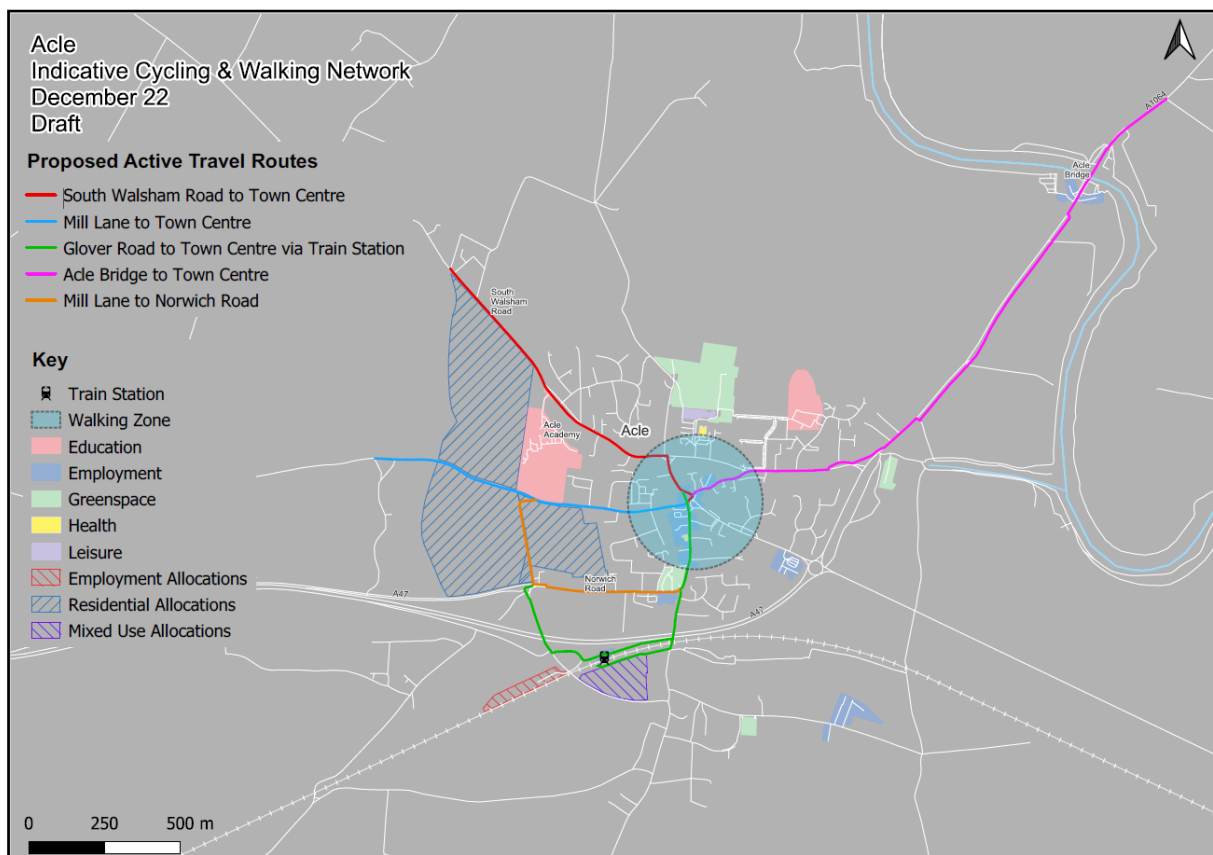


Figure 5: map of the indicative Active Travel Network for Acle (Draft)

**Red Route – South Walsham Road to Town Centre:** Linking new allocations and residential areas in the northwest with key services in the town centre.

**Blue Route – Mill Lane to Town Centre:** An east west linear route linking new and existing residential areas with the town centre and employment areas.

**Green Route – Glover Road to Town Centre via Train Station:** Linking new housing allocations at Glover Road with public transport as well as providing a direct link between that train station and town centre.

**Pink Route – Acle Bridge to Town Centre:** Enabling wider network active travel connectivity between Acle Bridge and the Town Centre.

**Orange Route – Mill Lane to Norwich Road:** A direct link between new housing allocations at Glover Road and places of education and the town centre.

### ***Walking Zone description***

The Acle Walking Zone extent includes the central employment area in the town center and schemes will align with the Acle Neighborhood Plan Village Centre Development area including the Street, Old Road, Old Road and Bridwell Lane. Walking Zones do not necessarily exclude access by motor vehicles but are areas where schemes to improve pedestrian priority and safety need to be considered.

### **Wider connectivity routes**

The wider strategic network aims to provide residents in urban areas with access to green spaces as well as enabling people in rural communities to access to key services, employment areas and education.

### **Existing strategic routes**

The Countywide LCWIP will include schemes which have been identified to help improve the existing cycling and walking networks including the National and Regional Cycle Routes, Marriott's Way, Norfolk Coast Path and Weavers Way.

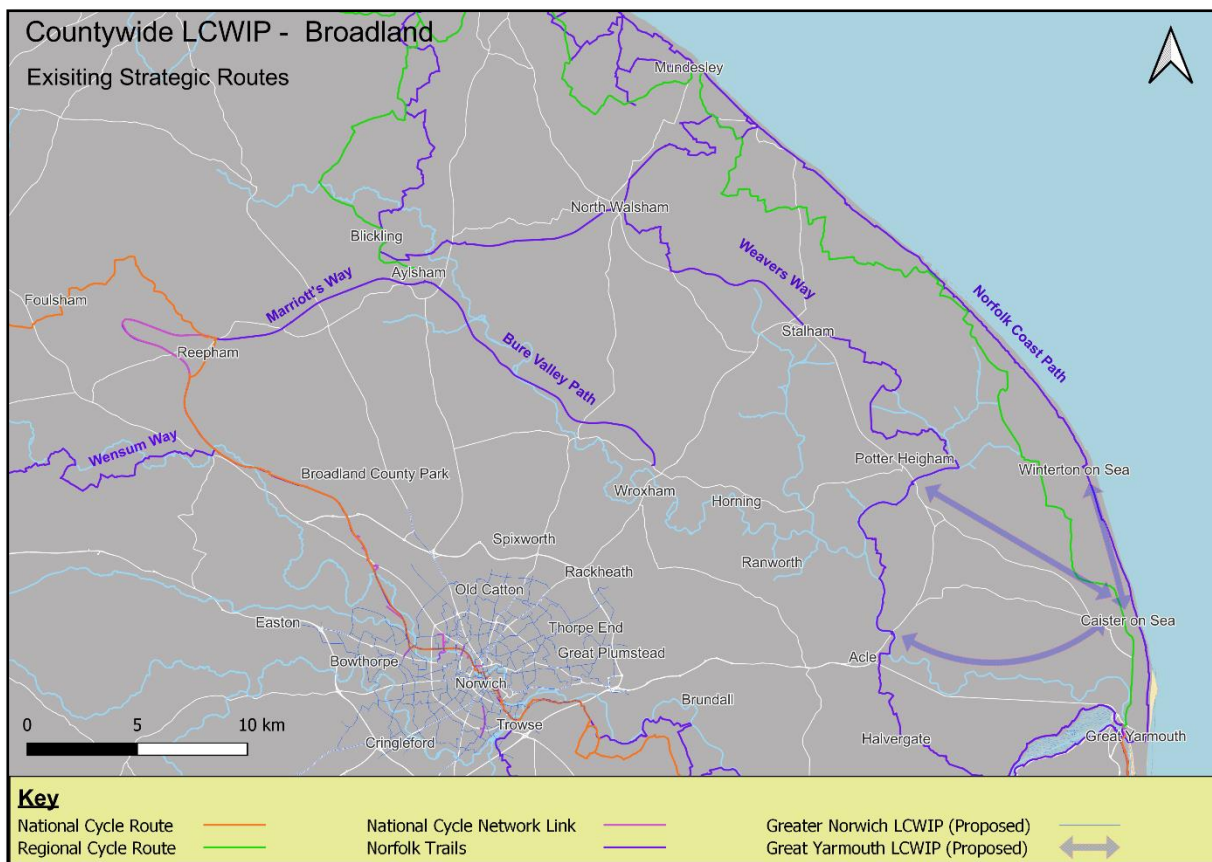


Figure 8: Map of existing strategic walking and cycling routes in Broadland.

## Additional connectivity

In addition, the Countywide LCWIP will include feasibility studies for schemes which will enable new wider active travel connectivity.

Potential new routes have been identified through a review of local planning policies and plans as well as network audits. These new routes will be incorporated into the Countywide LCWIP for public engagement.

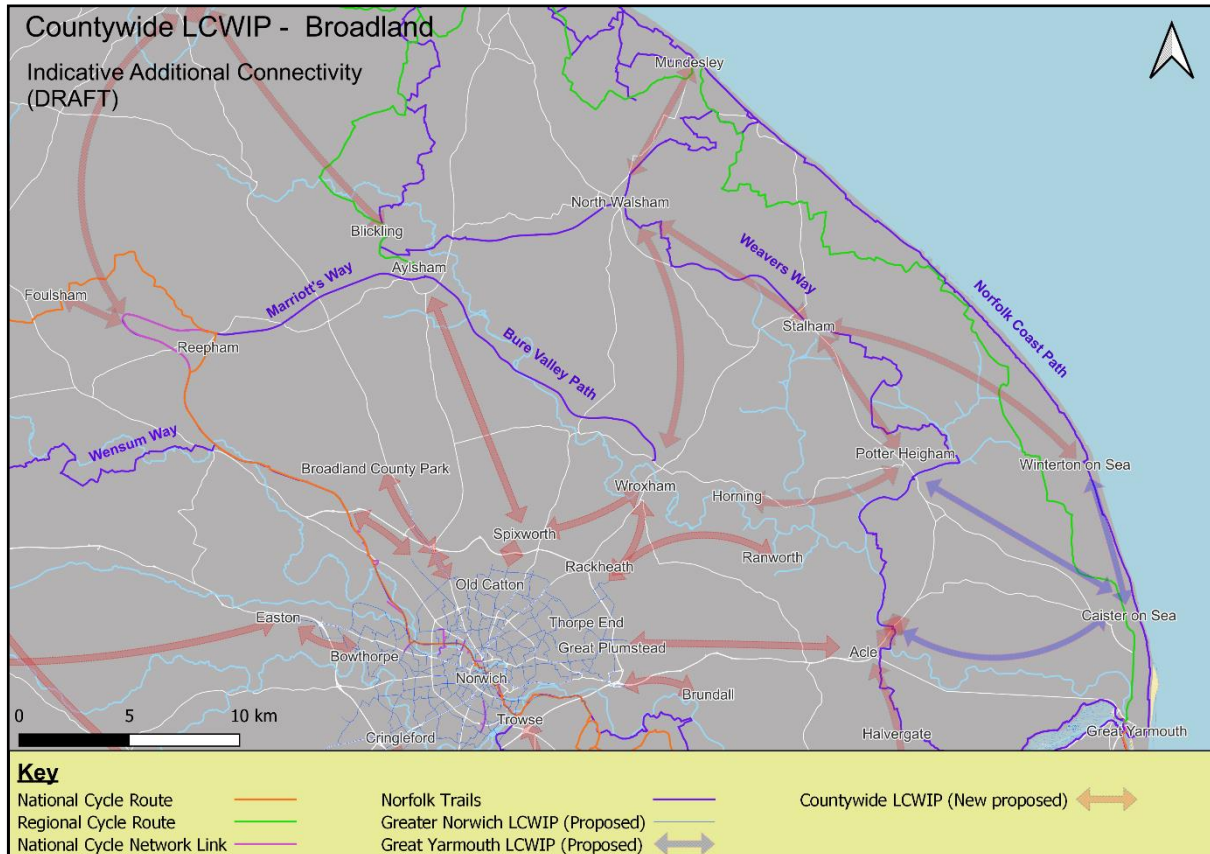


Figure 9: Map of indicative additional active travel routes in Broadland (Draft).

## 7. Next steps

A 6-week period of public engagement is planned to commence in March 2023 to help refine and prioritise schemes for the final Countywide LCWIP.

The public engagement will include network proposals for 20 towns across Norfolk, including **Reepham, Aylsham, Wroxham (& Hoveton) and Acle**, as well as wider strategic schemes which connect rural communities with key services.

Members of the public and stakeholders will be able to view and feedback on the Countywide LCWIP via an online survey as well as attending a limited number of public events (7) which will be held across Norfolk, including Wroxham.

Once the Countywide LCWIP is agreed, NCC will seek funding opportunities to deliver priority schemes over the short, medium and long. A period of consultation will also be conducted for any schemes which are taken forward for delivery.

# Countywide Local Cycling & Walking Infrastructure Plan

Broadland District Council Communities, Housing and Planning Policy Committee

# Context

- Norfolk County Council (NCC) are working in partnership with local authorities to create a **Local Cycling and Walking Infrastructure Plan (LCWIP) for Norfolk**.
- The purpose of the Countywide LCWIP is to help identify and prioritise **short, medium and long-term active travel infrastructure schemes** which will enable increased levels of cycling, walking and wheeling in the county.
- LCWIP's support the Government's ambition for 50% of all journeys in towns and cities to be walked or cycled by 2030.
- Increased cycling and walking can provide many benefits such as improving air quality, reducing congestion, addressing inequalities, improving physical and mental health, and mitigating climate change.
- The Countywide LCWIP builds on plans already created for King's Lynn, Greater Norwich and Great Yarmouth.
- NCC and district councils have been working together to identify potential active travel network improvement schemes which will enable active travel connectivity within 20 towns across the county. Schemes will enable people to access key services, places of education and employment.
- The infrastructure plan will also include schemes to increase connectivity between towns and rural communities giving people access to green space and linking people with central services, places of education and employment.
- The purpose of this summary is to share an overview of the LCWIP network proposals within Broadland ahead of **public engagement planned for March 2023**.

**The purpose of today is to share an overview of the LCWIP ahead of public engagement**



# Key outputs of the Countywide LCWIP

The Countywide LCWIP will provide the following key outputs:

- A **network plan** for walking and cycling and identification of the priority cycling routes and walking zones in the study area.
- A **prioritised programme of infrastructure improvements** to be delivered in the short, medium and long term.
- A **report** which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and growing network.

The LCWIP aligns with the Department for Transport Gear Change report and the Cycle Infrastructure Design Guidance, as well as local policies and plans.



**LCWIPs align with national policy and infrastructure design guidance**

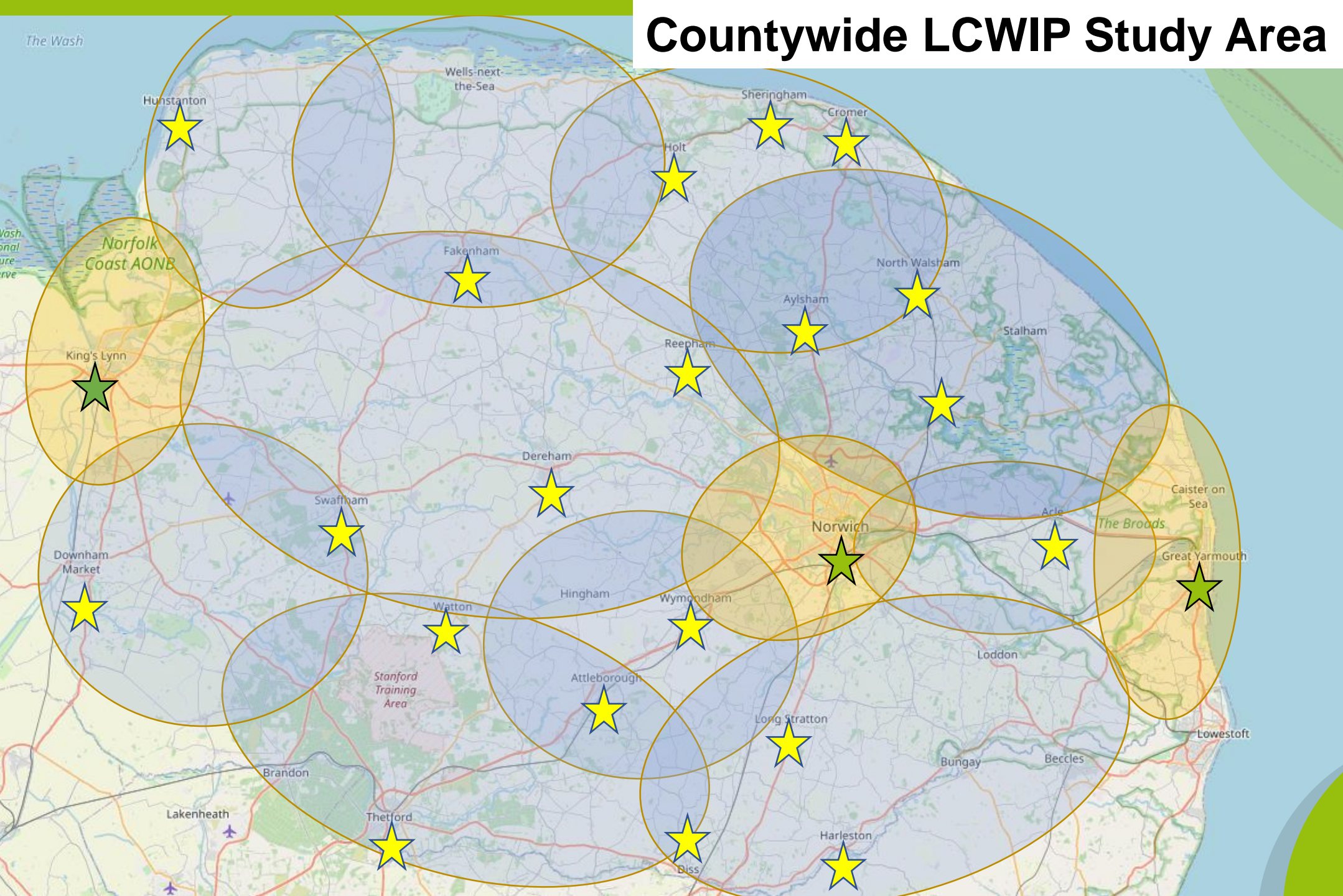
# Stages of an LCWIP

Stage	Title	Details	How this was completed
1	<b>Determining Scope</b>	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.	Established through meetings with NCC and district councils to identify a focus study area and a wider connectivity study area.
2	<b>Gathering Information</b>	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.	Data and information gathered from a wide range of sources including Census Data, Strava data, existing traffic count data and existing strategic documents, as well as feedback from public engagement.
3	<b>Network Planning for Cycling</b>	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.	Network planning including a review of key attractors, site audits and NCC and district council review meetings.
4	<b>Network Planning for Walking</b>	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.	Network planning including a review of key attractors, site audits and NCC and district council review meetings.
5	<b>Prioritising Improvements</b>	Prioritise improvements to develop a phased programme for future investment.	6 weeks of public and stakeholder engagement to commence in March 2023.
6	<b>Integration and Application</b>	Integrate outputs into local planning and transport policies, strategies, and delivery plans.	In progress

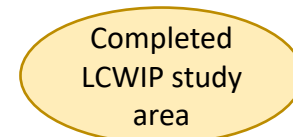
**6 week period of public engagement is planned to commence in March**



# Countywide LCWIP Study Area



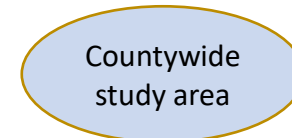
Completed  
LCWIP locations



Completed  
LCWIP study  
area



Urban area  
network analysis



Countywide  
study area

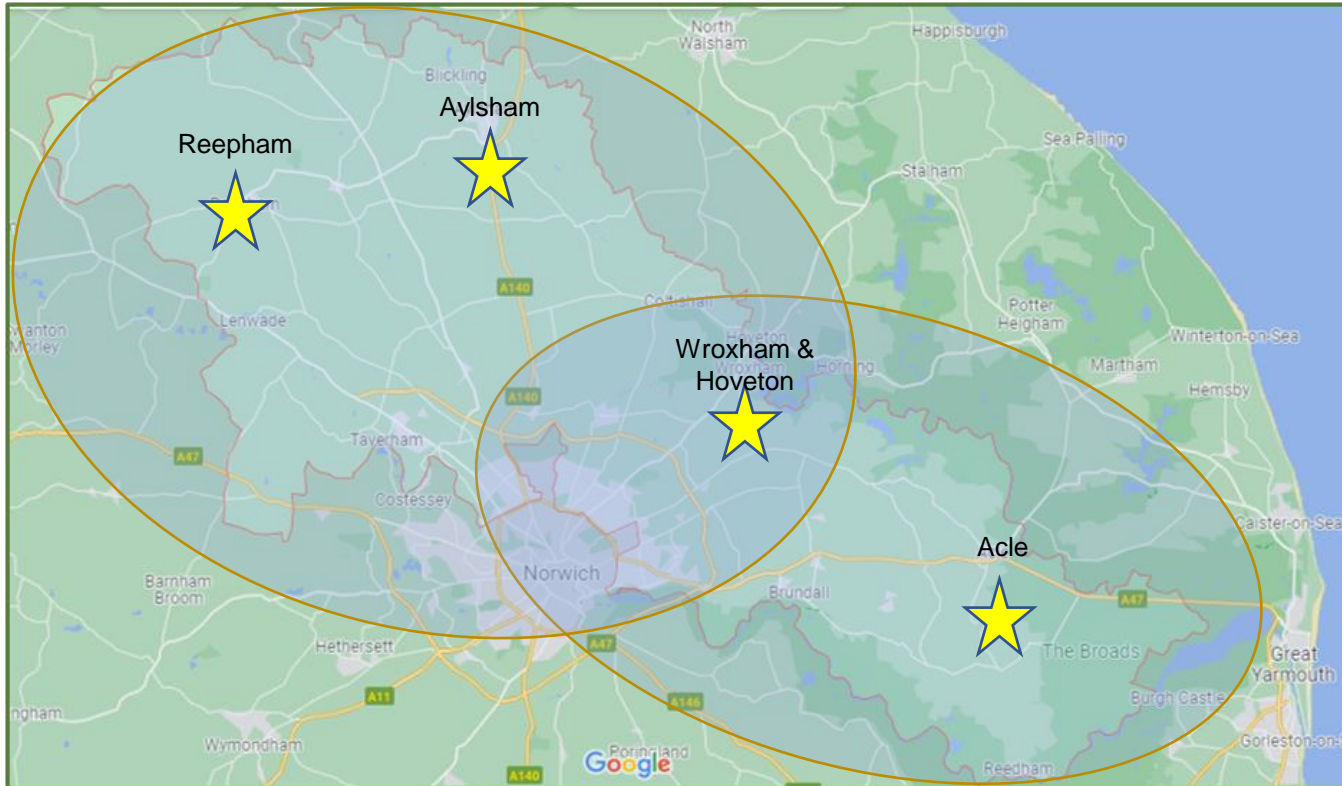


**Norfolk**  
County Council



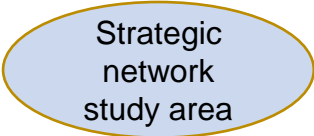
# Broadland Study Area

Slide 5



- In agreement with South Norfolk and Broadland Council officers **Active Travel network proposals** have been developed for **Reepham, Aylsham, Wroxham & Hoveton** and **Acle**.
- Identifying a wider **strategic network** which covers the whole of the county is also a key outcome of the Countywide LCWIP. The aim of the strategic network is to enable people in urban areas to access green spaces as well as enabling people in rural communities to access to key services, employment areas and education.

  
Urban area  
network analysis

  
Strategic  
network  
study area

# Norfolk LCWIP policy context and alignment

Planning Policy	Transport Policy	Environment & Air Quality Policy	Public Health Policy
<p>Joint Core Strategy (JCS) 2008-2026</p> <p>Greater Norwich Local Plan (emerging and will supersede the JCS)</p> <p>Town plans and neighbourhood plans</p> <p>Norfolk Access Improvement Plan (2019 – 2029)</p> <p>Norfolk Strategic Infrastructure Delivery Plan (2020)</p>	<p>DfT Gear Change policy paper and LTN 1/20</p> <p>Norfolk Local Transport Plan 4 (2021-2036)</p> <p>Bus Service Improvement Plan (2021)</p> <p>Norfolk Cycling &amp; Walking Strategy (2017)</p> <p>Transport decarbonisation plan (2021).</p> <p>Greater Norwich Local Cycling and Walking Infrastructure Plan</p>	<p>HM Government 25 Year Environment Plan</p> <p>Norfolk County Council Environment Policy (2019)</p> <p>The Climate Change Act Revision (2019)</p> <p>Clean Air Strategy (2019)</p> <p>The Paris Agreement (2015)</p>	<p>Joint Health and Wellbeing Strategy (2018-2022)</p> <p>Public Health England: Working Together to Promote Active Travel (2016).</p> <p>Covid 19 recovery plan</p>

**A review of policy and planning content has helped identify potential active travel network improvements for the Countywide LCWIP**

## Indicative network proposals:

**Red Route – Whitwell Common to Town Centre and New Road:** A north to south route connecting new and existing residential areas with schools and central services and employment areas in the north. This route would also provide links to green spaces via the Marriotts Way.

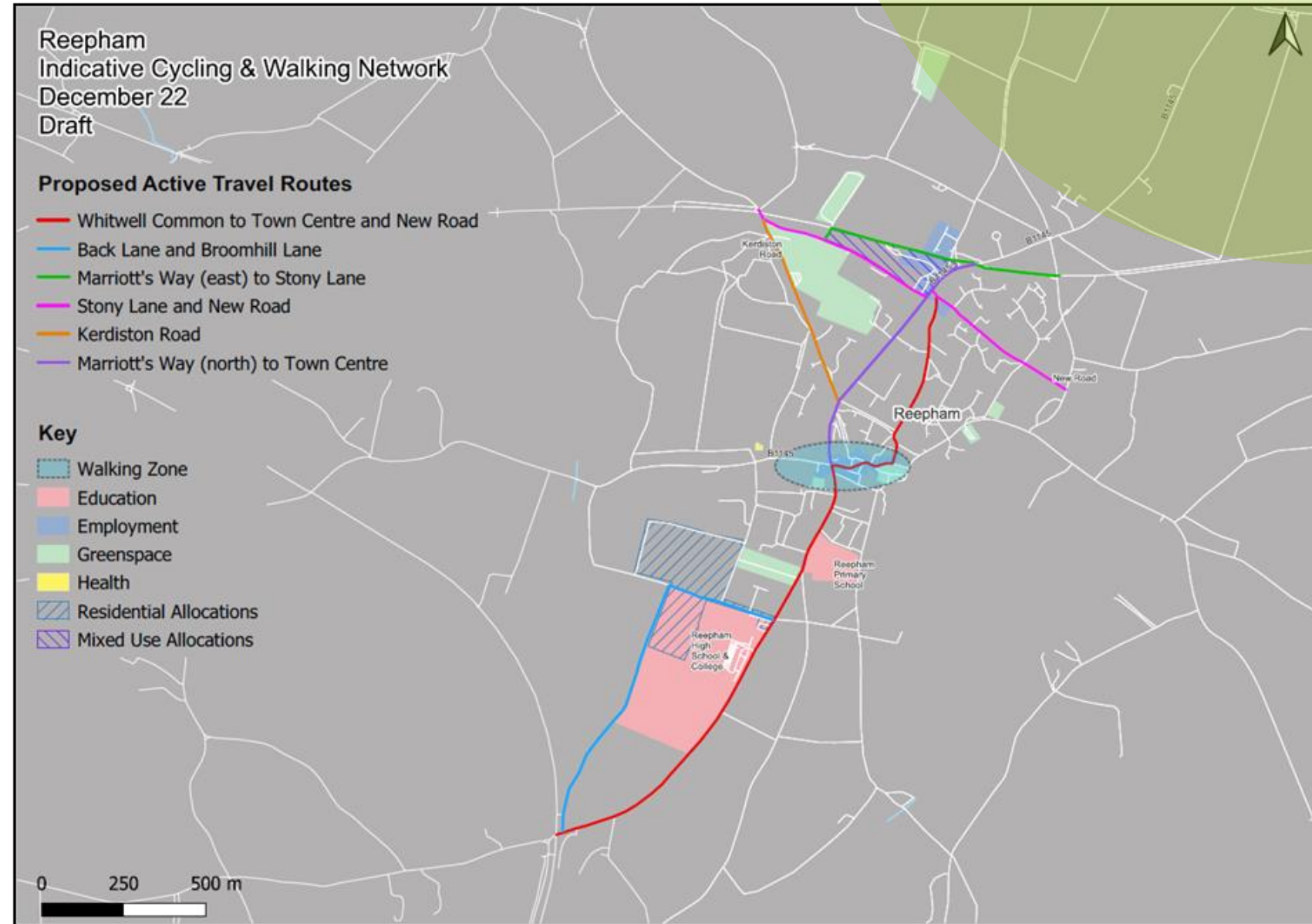
**Blue Route – Back Lane and Broomhill Lane:** A partially off carriageway route linking with new housing allocations, schools and the Marriotts Way.

**Green Route – Marriotts Way (east) to Stoney Lane:** Schemes to improve connectivity between the Marriotts Way and National Cycle Network via and Stoney Lane, including improved surface conditions, drainage and signage.

**Pink Route – Stoney Lane and New Road:** Connecting residential areas in the east with the central services as well as wider connectivity via Marriotts Way and the National Cycle Network.

**Orange Route – Kerdiston Road:** New schemes to enable access to green space via the National Cycle Network in the east and provide a direct link into the town centre.

**Purple Route – Marriott's Way (north) to Town Centre:** A more direct route linking the Marriott's Way in the north with central services via Station Road.



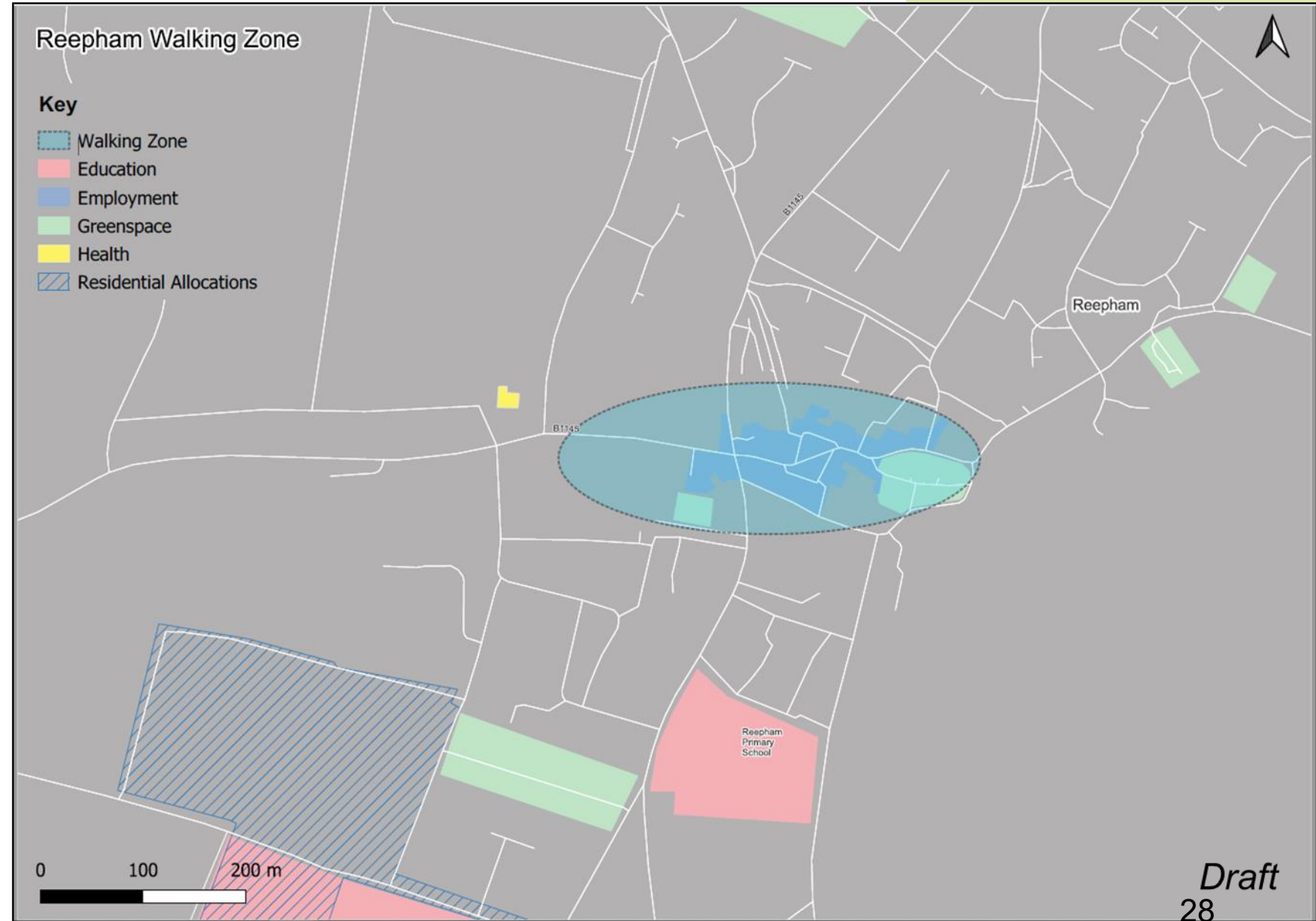
# Reepham Walking Zone

Slide 8

## Zone Description

The proposed Reepham Walking Zone extent covers central employment area which see high levels of footfall including School Road, Market Place and Church Hill.

Walking Zones do not necessarily exclude access by motor vehicles but are areas where schemes to improve pedestrian priority and safety need to be considered.





## Indicative network proposals:

**Red Route – Marriott's Way (east) to Town Centre:** Linking new housing development allocations in the east with central services and schools.

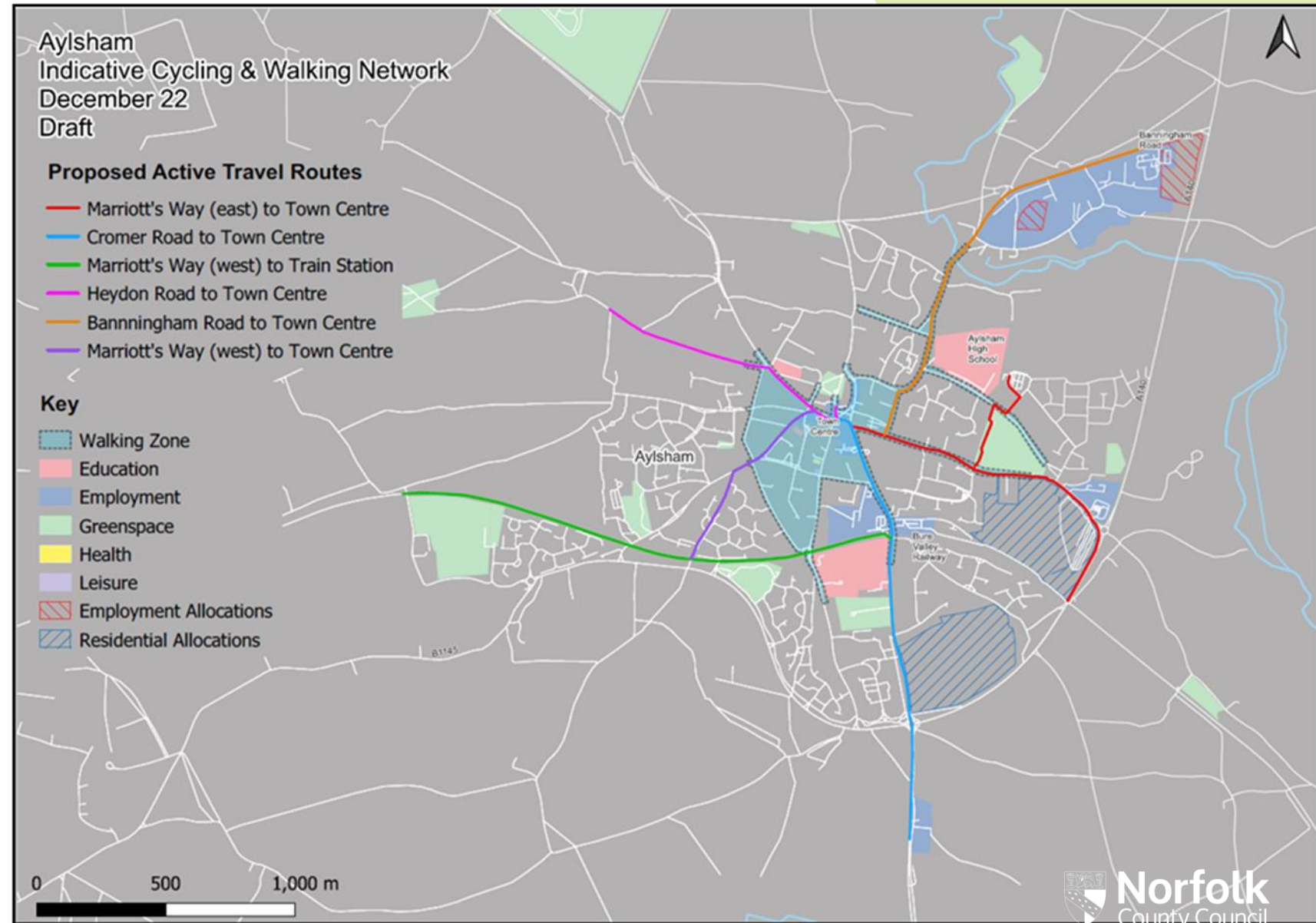
**Blue Route – Cromer Road to Town Centre:** A route connecting employment areas, new and existing residential area with schools and key services in the town centre.

**Green Route – Marriott's Way (west) to Train Station:** Schemes along the Marriott's way to enable connectivity with schools, employment areas and tourism destinations.

**Pink Route – Heydon Road to Town centre:** Schemes to improve cycling and walking connectivity along Heydon Road providing a key link the town centre and enable wider connectivity with green spaces including Blickling.

**Orange Route – Banningham Road to Town Centre:** A route to link new and existing employment areas in the northwest with residential areas and the town centre. This route can also help residents connect with place of education and access green spaces via Weavers Way.

**Purple Route – Marriott's Way (west) to Town Centre:** A direct link connecting residential areas in the west with the town centre via Marriott's Way and Cawston Road.

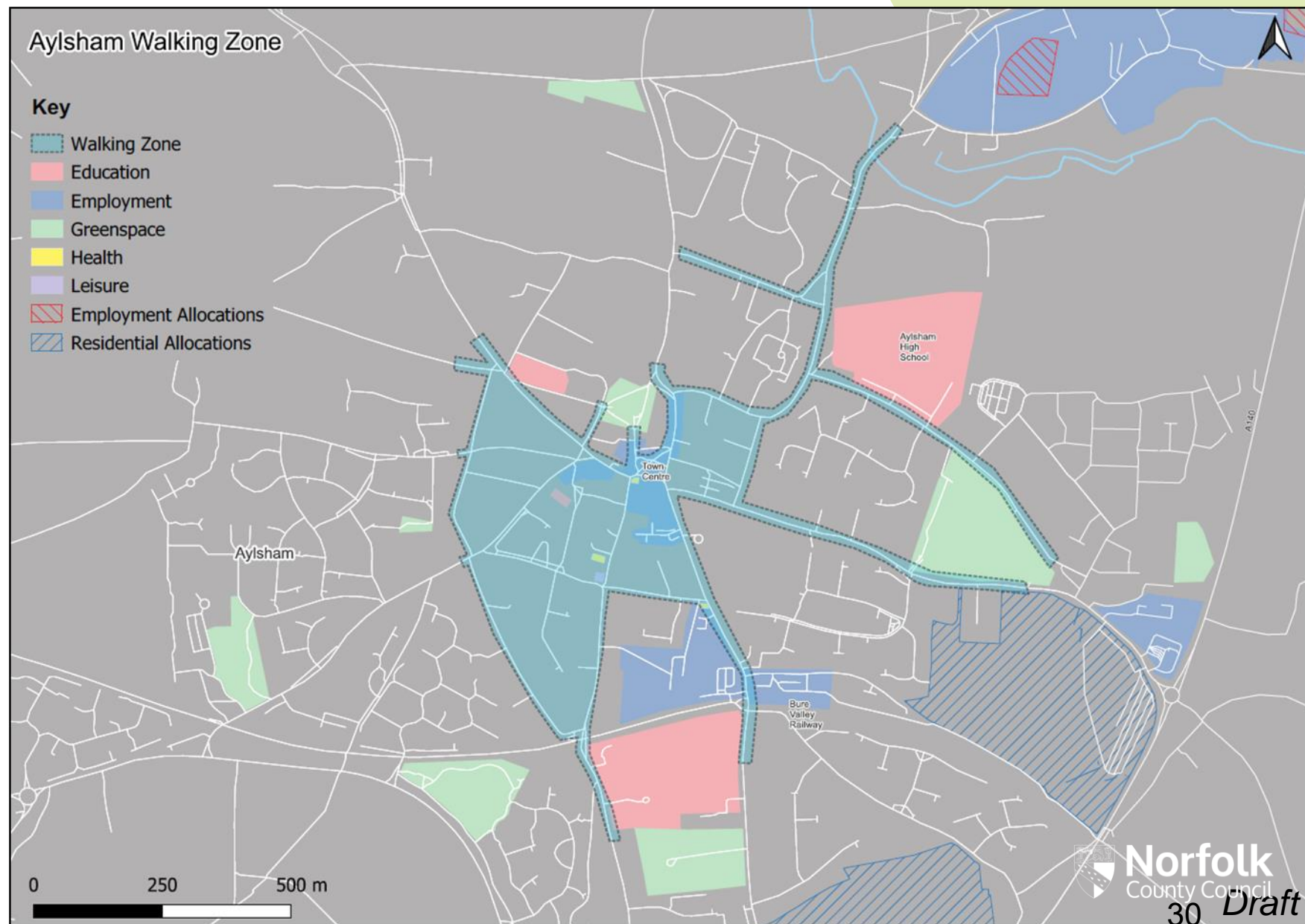


# Aylsham Walking Zone

## Zone Description

The Aylsham Walking Zone extent covers central employment area which sees high levels of footfall. The study area schemes consider findings from the Aylsham Town Council Transport Strategy (Feb 2022).

Walking Zones do not necessarily exclude access by motor vehicles but are areas where schemes to improve pedestrian priority and safety need to be considered.





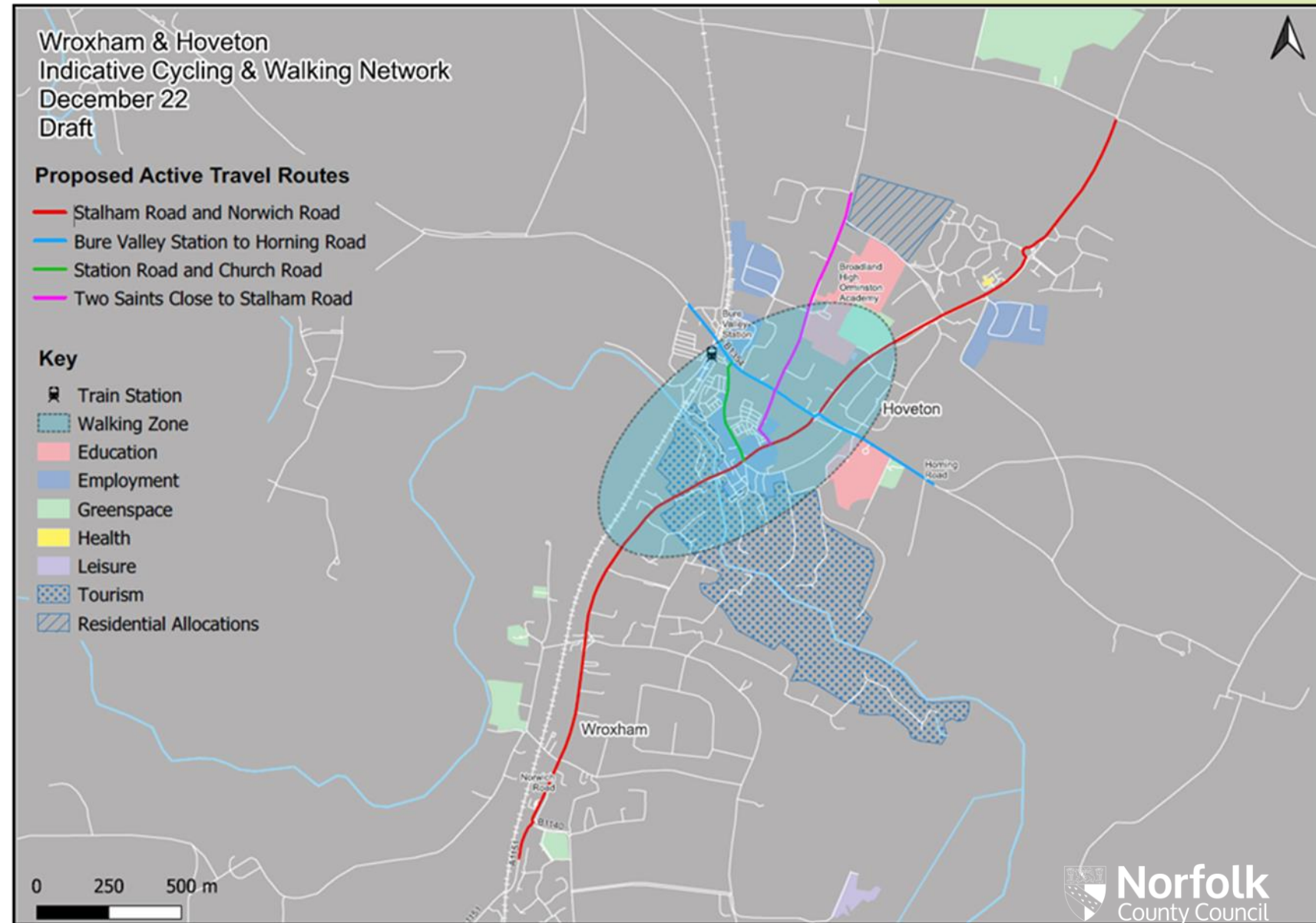
## Indicative network proposals:

**Red Route: Stalham Road and Norwich Road:** Linking new mixed allocations in the west with central services and employment areas via Cromer Road.

**Blue Route: Bure Valley Station to Horning Road:** Improved connectivity between residential areas and places of education and green spaces along Swan Lane and Wilderness Lane.

**Green Route: Station Road and Church Road:** Providing access between new and existing residential area and schools as well as wider connectivity with green space.

**Pink Route: Two Saints Close to Stalham Road:** Providing access for new and existing residential areas with central employment area and access to green spaces.



# Wroxham & Hoveton

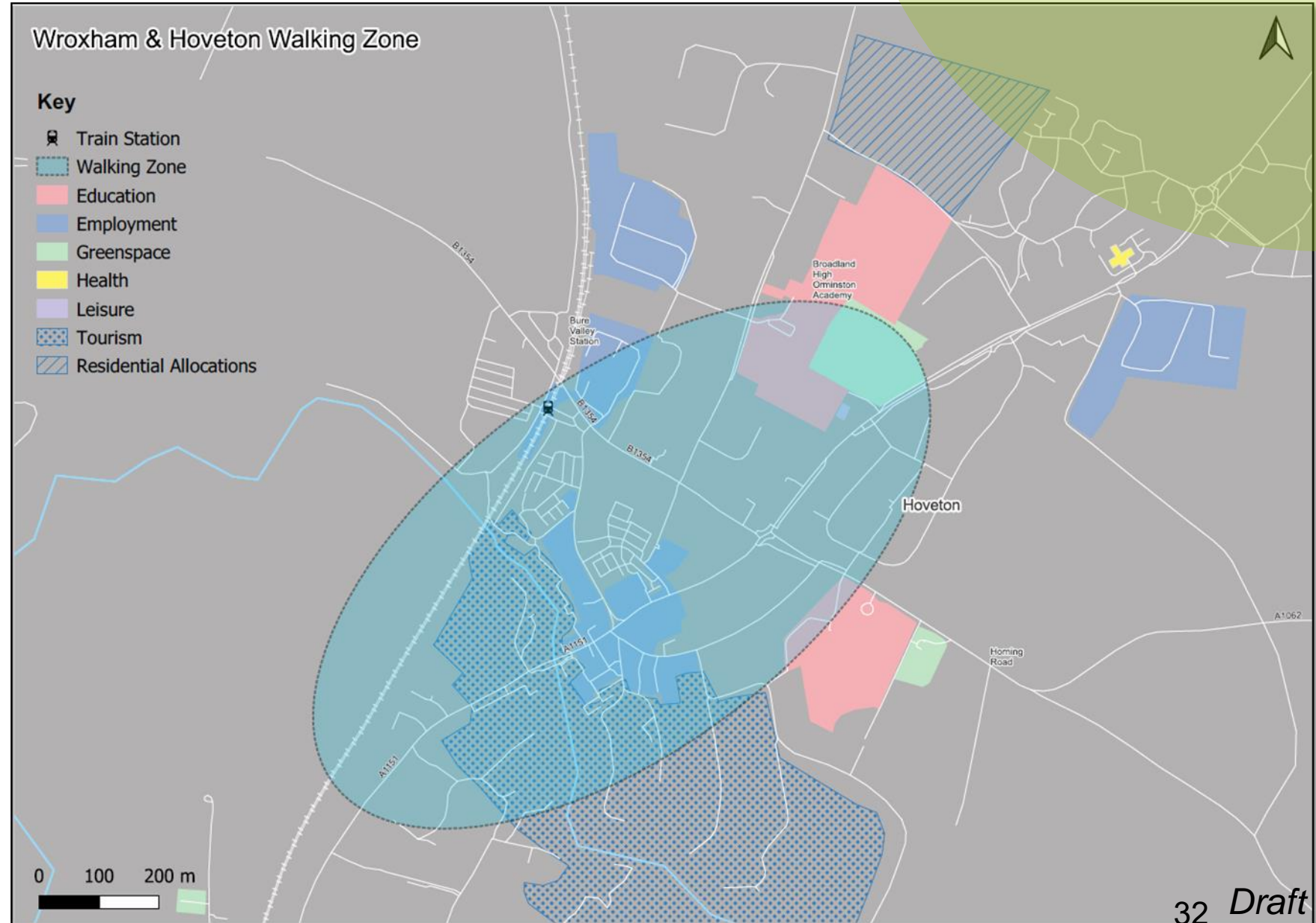
## Walking Zone

Slide 12

### Zone Description

The Wroxham & Hoveton Walking Zone extent covers areas which sees high levels of footfall, including Norwich Road and Stalham Road, routes from the town center to the train station and schools.

Walking Zones do not necessarily exclude access by motor vehicles but are areas where schemes to improve pedestrian priority and safety need to be considered.





## Indicative network proposals:

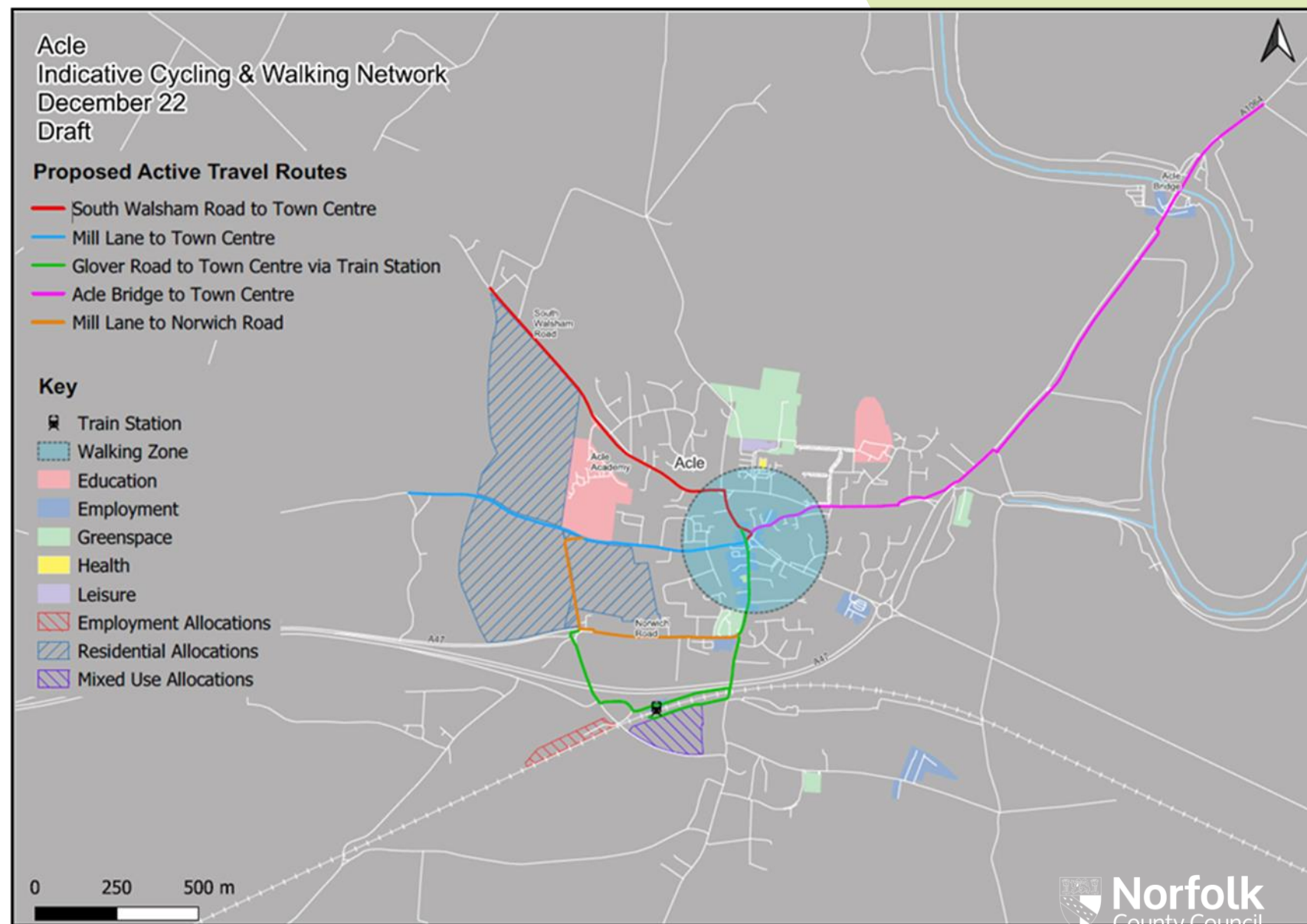
**Red Route – South Walsham Road to Toon Centre:** Linking new allocations and residential areas in the northwest with key services in the town centre.

**Blue Route – Mill Lane to Town Centre:** An east west linear route linking new and existing residential areas with the town centre and employment areas.

**Green Route – Glover Road to Town Centre via Train Station:** Linking new housing allocations at Glover Road with public transport as well as providing a direct link between that train station and town centre.

**Pink Route – Acle Bridge to Town Centre:** **Enabling** wider network active travel connectivity between Acle Bridge and the Town Centre.

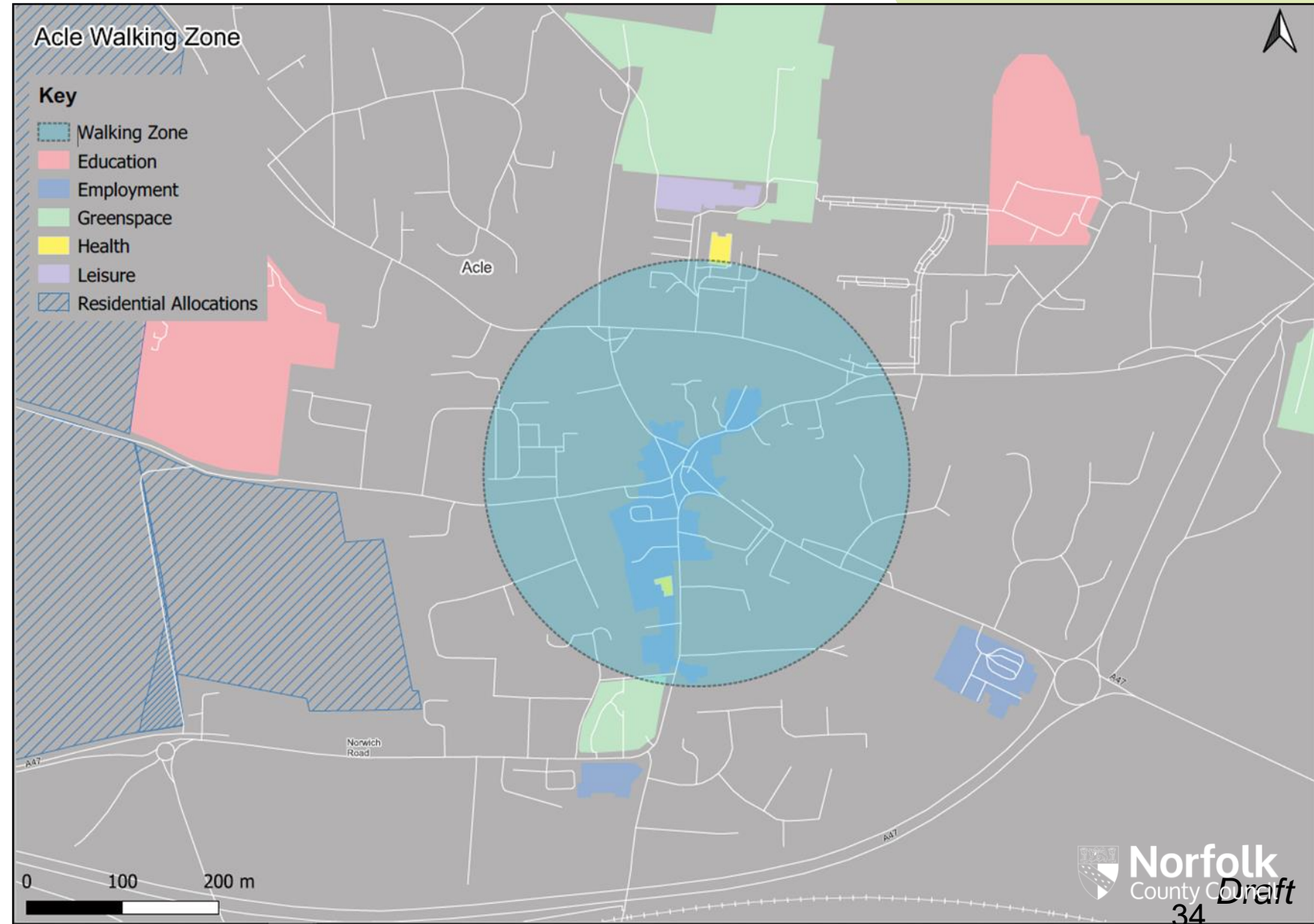
**Orange Route – Mill Lane to Norwich Road:** A direct link between new housing allocations at Glover Road and places of education and the town centre.



## Zone Description

The Acle Walking Zone extent includes the central employment area in the town center and schemes will align with the Acle Neighborhood Plan Village Centre Development area including the Street, Old Road, Old Road and Bridwell Lane.

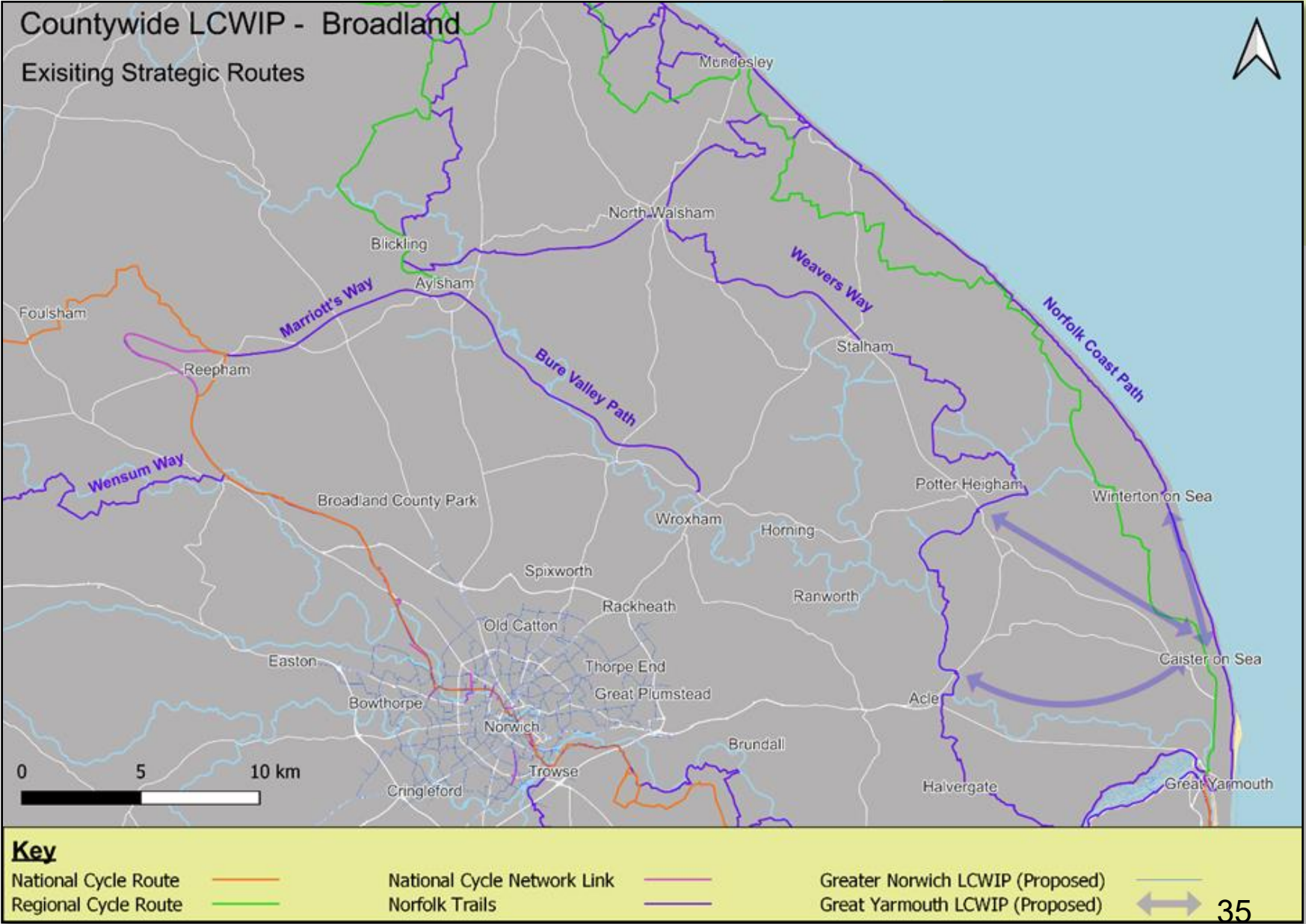
Walking Zones do not necessarily exclude access by motor vehicles but are areas where schemes to improve pedestrian priority and safety need to be considered.





**Existing Strategic Routes**

The Countywide LCWIP will include schemes which have been identified to help improve the existing cycling and walking networks in Broadland: including the National and Regional Cycle Routes, Marriott's Way, Norfolk Coast Path and Weavers Way.



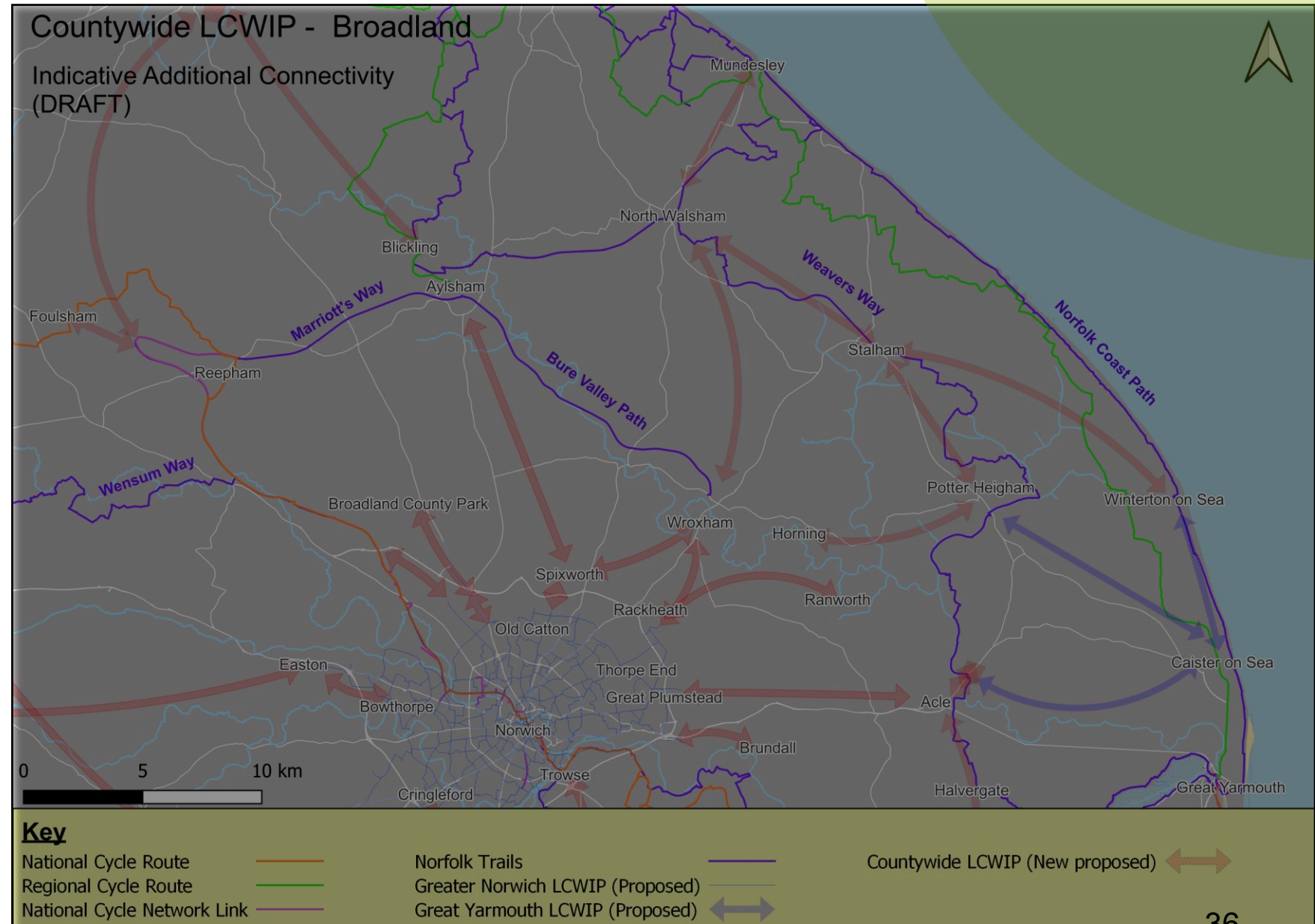
## Additional connectivity

Slide 16

In addition, the Countywide LCWIP will include feasibility studies for potential new schemes which will enable new wider active travel connectivity.

Potential new routes have been identified through a review of local planning policies and plans as well as network audits.

These potential new routes will be incorporated into the Countywide LCWIP for public engagement.



- A 6-week period of public engagement is planned to commence in March 2023 to help refine and prioritise schemes for the final Countywide LCWIP.
- The public engagement will include network proposals for 20 towns across Norfolk, including **Reepham, Aylsham, Wroxham (& Hoveton) and Acle**, as well as wider strategic schemes which connect rural communities with key services.
- Members of the public and stakeholders will be able to view and feedback on the Countywide LCWIP via an online survey as well as attending a limited number of public events (7) which will be held across Norfolk, including Wroxham.
- Once the Countywide LCWIP is agreed, NCC will seek funding opportunities to deliver priority schemes over the short, medium and long. A period of consultation will also be conducted for any schemes which are taken forward for delivery.

**A 6 week period of public engagement for the Countywide LCWIP is planned for March 2023**



**Agenda Item: 5**  
**Communities, Housing and Planning Policy Development Panel**  
**8 February 2023**

## **Greater Norwich 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:** Communities, Housing and Planning

**Ward(s) Affected:** All

### **Purpose of the Report:**

To agree the draft Greater Norwich Joint Five-Year Infrastructure Investment Plan 2023 to 2028 including the allocation of Community Infrastructure Levy (CIL) to the projects included within Annual Growth Programme (AGP). In addition, to agree: to the introduction of Match Funding and Major Infrastructure Plan categories to the Infrastructure Investment Fund; that CIL funding for education can be used in whole or in part to repay County Council education borrowing; and, to agree to a deed of variation to the Partner Drawdown and Borrowing Authorisations agreement.

### **Recommendations:**

It is recommended that the Communities, Housing and Planning Policy Development Panel advises Cabinet to recommend to Council that it:

- a) approves of the Draft Five Year Infrastructure Investment Plan 2023-28 and the proposed 2023/24 Annual Growth Programme, including:
  - i) the introduction of two new categories to the Infrastructure Investment Fund, Match Funding and Major Infrastructure Projects;
- and,
- ii) that Education funding allocations from the Infrastructure Investment Fund can be used in whole or in part to repay Norfolk County Council's borrowing,

on condition that it is used to support the delivery of a Schools Capital Programme that is ringfenced to the Greater Norwich area, and that annual programme delivery and budget updates are reported to the GNGB;

and,

- b) agrees to the signing of a deed of variation to the agreement entitled, Partner Drawdown and Borrowing Authorisations, that was originally signed by all partners on 21st October 2015 and to delegate authority to the Director for Place in consultation with the Portfolio Holder for Communities, Housing and Planning to finalise and sign any such variation.

## **1. Summary**

### **1.1 This report presents:**

- The draft Greater Norwich Joint Five Year Infrastructure Investment Plan 2023 to 2028. 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 2023/24, otherwise known as the 2023/24 Annual Growth Programme (AGP); updated forecasts of CIL income; and, information on future project priorities.
- Proposals for three amendments to the existing Infrastructure Investment Fund (IIF) procedures/practice;

and,

- A proposed deed of variation to be agreed for to the Greater Norwich Partner Drawdown and Borrowing Authorisations agreement to enable delivery of the 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 separately agree to the recommendations within this report for them to take effect.**

## **2. Background**

### **2.1 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.**

### **2.2 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 a joint Infrastructure Investment Fund (IIF).

- 2.3 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). The AGP identifies those projects that will be allocated CIL funding.
- 2.4 Infrastructure needed to support planned growth overall is identified through the Greater Norwich Infrastructure Plan (GNIP). The GNIP identifies infrastructure priorities to support growth within Greater Norwich and details the progress of infrastructure delivery within this area. The GNIP was updated prior to the preparation of the 2023-28 5YIIP. The GNIP is listed as a background paper to this report.

### **3. Current position/findings**

- 3.1 Taking account of a range of evidence and information from Council Officers and other Stakeholders, the 2023-28 5YIIP has been prepared. This identifies a number of 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 Council's Development Plan and the Greater Norwich City Deal. The 5YIIP is included as Appendix A to this report.
- 3.2 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.
- 3.3 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.
- 3.4 In addition to the above, Officers have identified a number of procedure/practice improvements to the IIF that would help ensure the effective delivery of infrastructure. Also, that amendments are needed to the Partner Draw-down and Borrowing Authorisations in connection with the proposed loan agreement for the Long Stratton Bypass. Agreement to these changes/amendments are sought within this report.
- 3.5 The changes/authorisations proposed within this report were considered and agreed by the Greater Norwich Growth Board (GNGB) on 15 December 2022.

#### 4. Proposed Action

##### 2022/23 Annual Growth Programme (AGP)

- 4.1 Following a successful outcome to their evaluation in accordance with the agreed project appraisal procedure, it is proposed that funding is CIL is allocated to 9 projects totalling £10,632,243. The 9 projects include 1 project considered to be a key priority in Broadland that either enable or support planned growth within the district. This project is identified in table 1 below.

Table 1 - Proposed 2023/24 Annual Growth Programme

Project Name	Applicant	Amount of CIL requested	Total project size
Youngs Park, Aylsham – 3G AGP	Broadland	£250,000	£900,00
Hethersett to NRP Cycle Route	Norfolk County Council	£501,015	£728,015
Venta Icenorum access improvements – Phase 1	South Norfolk	£153,128	£155,628
Queens Hills Community Park	South Norfolk	£133,552	£153,552
Cringleford Country Park	South Norfolk	£468,000	£798,000
Easton Village Hall	South Norfolk	£505,000	£1,505,204
Sloughbottom Park Regeneration	Norwich	£850,000	£8,512,025
Guildhall & Exchange Street Regeneration	Norwich	£2,771,548	£5,894,000
Hethel Technology Park – Roundabout and Access Road	South Norfolk	£5,000,000	£8,218,900
<b>TOTAL</b>		<b>£10,632,243</b>	<b>£26,865,324</b>

- 4.2 In addition to these nine projects, it is proposed that Children's Services at Norfolk County Council receive £2.5million to support the development of their education capital programme within Greater Norwich. It is expected that this funding will help support the delivery of extensions at both Wymondham High School and Hethersett High School. Furthermore, it is proposed that £4million is allocated to the IIF reserves in connection with the creation of the new Match Funding IIF category, details of which are provided below.

## **Match Funding and Major Infrastructure**

- 4.3 Under current procedures, projects can only be allocated funding from the IIF if they are deliverable and they can only apply for funding within one annual round of project applications. This requirement for projects to be 'shovel ready' has ensured the stability and success of the IIF, however it has also created limitations with supporting key strategic pieces of major infrastructure. Major infrastructure and regeneration projects take many years to progress, which makes them currently ineligible for early application to the IIF.
- 4.4 It is therefore proposed that two new categories should be added to the IIF processes of allocation; Major Infrastructure Projects and Match Funding. This will enable some large strategic projects to have IIF earmarked to their delivery in the medium to long term.
- 4.5 Further details about how this will work in practice are included within Appendix B.

## **Education Capital Borrowing**

- 4.6 At its meeting of 6th October 2022, the GNGB received an update regarding the delivery of Norfolk Children's Services Education Capital Programme. As part of this update, it was reported that to safeguard the medium to long term school capital programme Norfolk County Council (NCC) has underwritten any future shortfall of funding with a commitment to borrow where required. To support this decision, NCC requested a change to the way that future allocations are made from the IIF. Specifically, that IIF funding can be used in whole or in part to repay NCC's own borrowing for education.
- 4.7 It is therefore proposed that NCC are allowed to utilise CIL funding as requested. This proposal will require a commitment to be made to an Education Capital Programme that is ringfenced to Greater Norwich, instead of individual projects. This will allow for it to be used to repay NCCs borrowing with any remaining balance to be invested directly into a specified capital project.
- 4.8 Further details of the proposed approach are included within Appendix B.

## **Partner Draw-down and Borrowing Authorisations Agreement**

- 4.9 £10m of CIL supported borrowing was allocated to Long Stratton Bypass (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).
- 4.10 As part of the approval process for last year's Greater Norwich 5YIIP 2022 to 2027, Broadland, Norwich and South Norfolk Councils agreed a draft legal loan agreement and for the GNGB to be granted delegated authority to sign the final legal loan agreement for the LSBP loan draw down, together with their s151 officer's and under the direction of Norfolk County Council as the Accountable Body. As agreed within the signed Joint Working Agreement, a unanimous



decision will be required from all GNGB members (the Council Leaders) prior to the signing and the draw down being actioned.

- 4.11 On 6th October 2022, following the review of a project change request, the GNGB unanimously agreed for the City Deal borrowing to support the delivery of LSBP to be increased from the £6.733m identified in last year's 5YIIP to £10m, the full amount allocated within the City Deal Document.
- 4.12 The legal agreement that will support this loan was intended to be added as 'schedule 2' to the original Partner Draw-down and Borrowing Authorisations that was signed by all partners on 21st October 2015.
- 4.13 On review of the 2015 agreement, Nplaw advised that it is not clear that additional loans can be added to schedule 2. Therefore, for the avoidance of doubt, they have advised that a minor amendment should be made to the original 2015 agreement, which once signed by all partners will enable the agreed LSBP loan to be added as originally intended.
- 4.14 It is proposed therefore proposed that such amendments are made to the agreement in order to enable borrowing to support the delivery of the Long Stratton Bypass.
- 4.15 More details and the draft deed of variation is detailed within Appendix B.

## **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 9 projects identified for CIL funding in 2022/23; proposing that funding is not approved to support the Education Capital Programme and/or that any other of the recommended actions are amended and/or not agreed. Due to the need to secure the agreement of all partners, if amendments are proposed to the proposed actions, this is likely to cause a delay to the agreement of the 5YIIP and AGP. The extent of any such delay would depend on the amendments proposed.
- 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 2023/24 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 Broadland, these risks are being

minimised through the Council's own project management processes. This includes support, as appropriate, for partner organisations where they will be responsible for the delivery of these schemes as is the case with the Aylsham Football Club proposal.

There may also be ongoing management and maintenance costs following delivery of the schemes. Maintenance and management of the Aylsham scheme will be met separately by the partner organisation.

There remains a risk that CIL income will not cover all commitments made within the agreed programme. This risk is mitigated by ongoing programme management of the IIF provided by the Greater Norwich Project Team and overseen by the Greater Norwich Growth Board and 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 emerging Levelling Up and Regeneration Bill (LURB) includes provision for the existing CIL and S106 to be replaced by 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 Planning for the Future White Paper that preceded the LURB 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. This situation will need to be kept under review.

- 6.2 **Legal Implications** – No legal advice has been sought as part of the preparation of this report. The main legal implication arising from the agreement of the 5YIIP and approval of the AGP relates to the finalisation of the Long Stratton Bypass loan agreement in accordance with previous resolutions of Council. The draft agreement is based on the legal loan agreement signed for the Broadland Northway, and further advice is being taken as necessary by the Director for Place, Assistant Director for Finance and Leader of the Council and Portfolio Holder for Policy under the delegated authority assigned to them. Such advice has identified the need for the further deed of variation identified in this report.

Project specific legal advice will be taken as necessary in the delivery of the identified AGP projects.

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 EQIA accompanies this report.
- 6.4 **Environmental Impact** – The environmental impacts associated with the identified schemes will be considered, as relevant, as part of the relevant consenting process. The growth and development which the infrastructure within this report supports was subject to Sustainability Appraisal (SA), incorporating Strategic Environmental Assessment (SEA) and Habitat Regulation Assessment (HRA) as part of the Council's plan making process or was otherwise assessed appropriately as part of the approval of planning applications. This includes the principle of the Long Stratton Bypass that was established in the Joint Core

Strategy and also considered within the Long Stratton Area Action Plan and is now being assessed at a scheme level through the relevant planning application.

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 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 9 new projects proposed for CIL funding in 2023/24 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 £2.5M to support the Education Capital Programme remains an important part of the ongoing support provided to address the education impacts of growth as is allowing Norfolk County Council additional flexibility to use CIL funding to support their capital borrowing to delivery school improvements in Greater Norwich.

7.4 The introduction of the Match Funding and Major Infrastructure categories to the IIF, alongside the allocation of £4M of CIL to IIF reserves to support the Match Funding category, will effectively address some limitations within current processes that may prevent effective infrastructure delivery.

7.5 Agreement to amend the Partner Drawdown and Borrowing Authorisations, originally signed by all partners on 21st October 2015, is necessary to enable borrowing to support the delivery of the Long Stratton Bypass. The Long Stratton Bypass is a key infrastructure priority.

## 8. **Recommendations**

8.1 It is recommended that Communities, Housing and Planning Policy Development Panel advises Cabinet to recommend to Council that it:

a) approves of the Draft Five Year Infrastructure Investment Plan 2023-28 and the proposed 2023/24 Annual Growth Programme, including:

i) the introduction of two new categories to the Infrastructure Investment Fund, Match Funding and Major Infrastructure Projects;

and,

- ii) that Education funding allocations from the Infrastructure Investment Fund can be used in whole or in part to repay Norfolk County Council's borrowing, on condition that it is used to support the delivery of a Schools Capital Programme that is ringfenced to the Greater Norwich area, and that annual programme delivery and budget updates are reported to the GNGB;

and,

- b) agrees to the signing of a deed of variation to the agreement entitled, Partner Drawdown and Borrowing Authorisations, that was originally signed by all partners on 21st October 2015 and to delegate authority to the Director for Place in consultation with the Portfolio Holder for Planning, Communities and Housing to finalise and sign any such variation.

## **Background papers**

[Greater Norwich Infrastructure Plan](#)

## APPENDIX A

# Draft Joint Five-Year Infrastructure Investment Plan 2023-2028

December 2022



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## Introduction

This Plan is published on an annual basis by the Greater Norwich Growth Board (GNGB) who work in partnership to monitor and drive forward the delivery of infrastructure which is required to support planned growth.

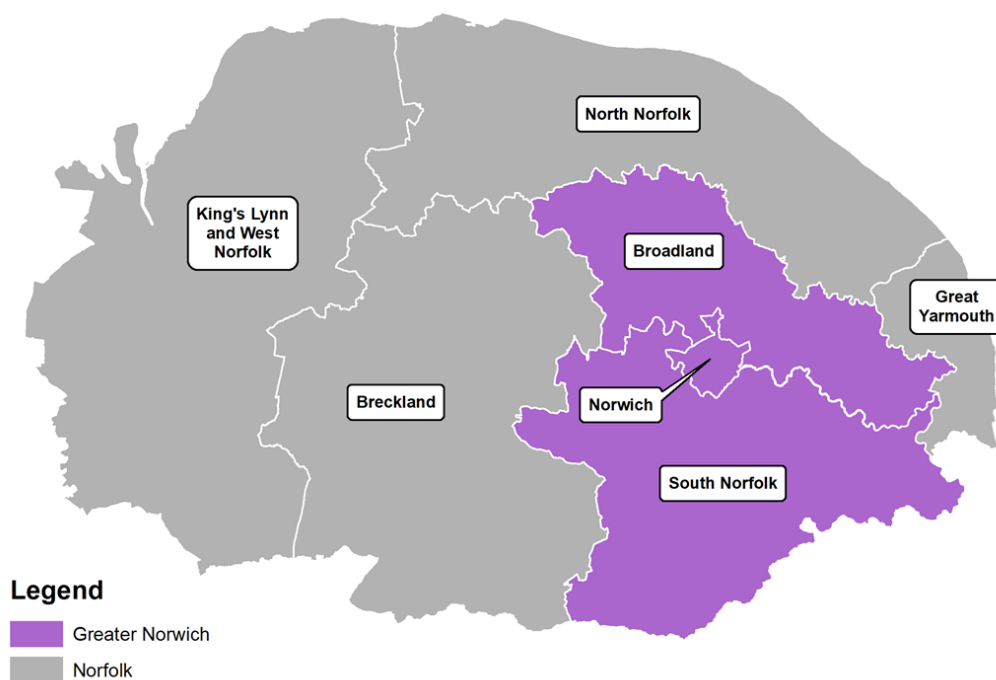
The projects identified within this Plan are those currently considered to be a priority for delivery, to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal; one of the key strands of the City Deal was the delivery of an infrastructure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

To support the delivery of infrastructure, the partners pool their income received from the Community Infrastructure Levy (CIL) into one Infrastructure Investment Fund (IIF). This Plan includes details of those projects which are to receive IIF funding during the forthcoming financial year. These will be adopted as the 2023/24 Annual Growth Programme (AGP).

This Plan incorporates the updated position on current 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 information within this Plan includes that which each planning authority area is required to report on CIL spend within an Infrastructure Funding Statement. Uniquely, this Plan reports across the combined administrative areas of Norwich City Council, South Norfolk, and Broadland District Councils. This area is known as Greater Norwich.

**Figure 1 Map of Greater Norwich and Norfolk**



## **The Greater Norwich Growth Board**

The Greater Norwich Growth Board (GNGB) is a partnership that is unlike any other in the UK. Norwich City, South Norfolk District, Broadland District and Norfolk County Councils work together with the New Anglia Local Enterprise Partnership to form the GNGB. They have chosen to work together to accelerate the delivery of infrastructure within the joint Greater Norwich area, because they recognise the benefits that can be achieved by looking beyond their 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. The partners are now invited to share their knowledge and experience with other authorities across the country through a range of working groups and conferences.

Since 2014 the partnership has allocated over £30m of IIF funding and £50m of CIL supported borrowing which has levered in at least an additional £240m 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 plan is informed by the updated Greater Norwich Infrastructure Plan (GNIP)<sup>1</sup>. The GNIP identifies infrastructure priorities to the end of the currently adopted Joint Core Strategy (2026) and details the progress of infrastructure delivery within the Greater Norwich area. In more recent years the GNIP also included details of the emerging Greater Norwich Local Plan (GNLP), which is currently progressing through a period of government examination. Once agreed, the GNLP will supersede the JCS, extending the planned period by another 12 years to 2038.

The 2022 GNIP was accepted by the GNGB at the Board Meeting on 13<sup>th</sup> June 2022. The thematic strategic priorities identified within it for the infrastructure types that are eligible to receive CIL funding, feed into the project appraisal process for the IIF. Projects listed within the forthcoming financial year within this Five-Year Plan are the Annual Growth Programme (AGP) for 2023/24. This Plan aligns the new allocations against the existing financial commitments for IIF and forecasted CIL income until 2027/28. It forms the evidence base which supports the partner authorities' decision-making to make new allocations from the IIF on an annual basis.

The GNGB agreed new processes for project selection on 27<sup>th</sup> November 2018, and this is the fourth 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 26<sup>th</sup> 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 IIF processes provide 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 initially consider the Draft Five Year Infrastructure Investment Plan on 15<sup>th</sup> December 2022.

As the Accountable Body for the GNGB, Norfolk County Council will also receive a report on the 2023/24 AGP in early 2022.

The three District Councils consider this Plan at their Cabinet meetings in February/March 2023. As per the agreed processes, the approval of this plan by each District Council commits IIF funding to those projects within the forthcoming financial year, accepting them as the AGP 23/24.

The final report confirming AGP 23/24 returns to the GNGB for formal joint agreement at their meeting on 30<sup>th</sup> March 2023.

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<sup>1</sup> [Click here for the Greater Norwich Infrastructure Plan 2022](#)

Greater Norwich Growth Programme Process

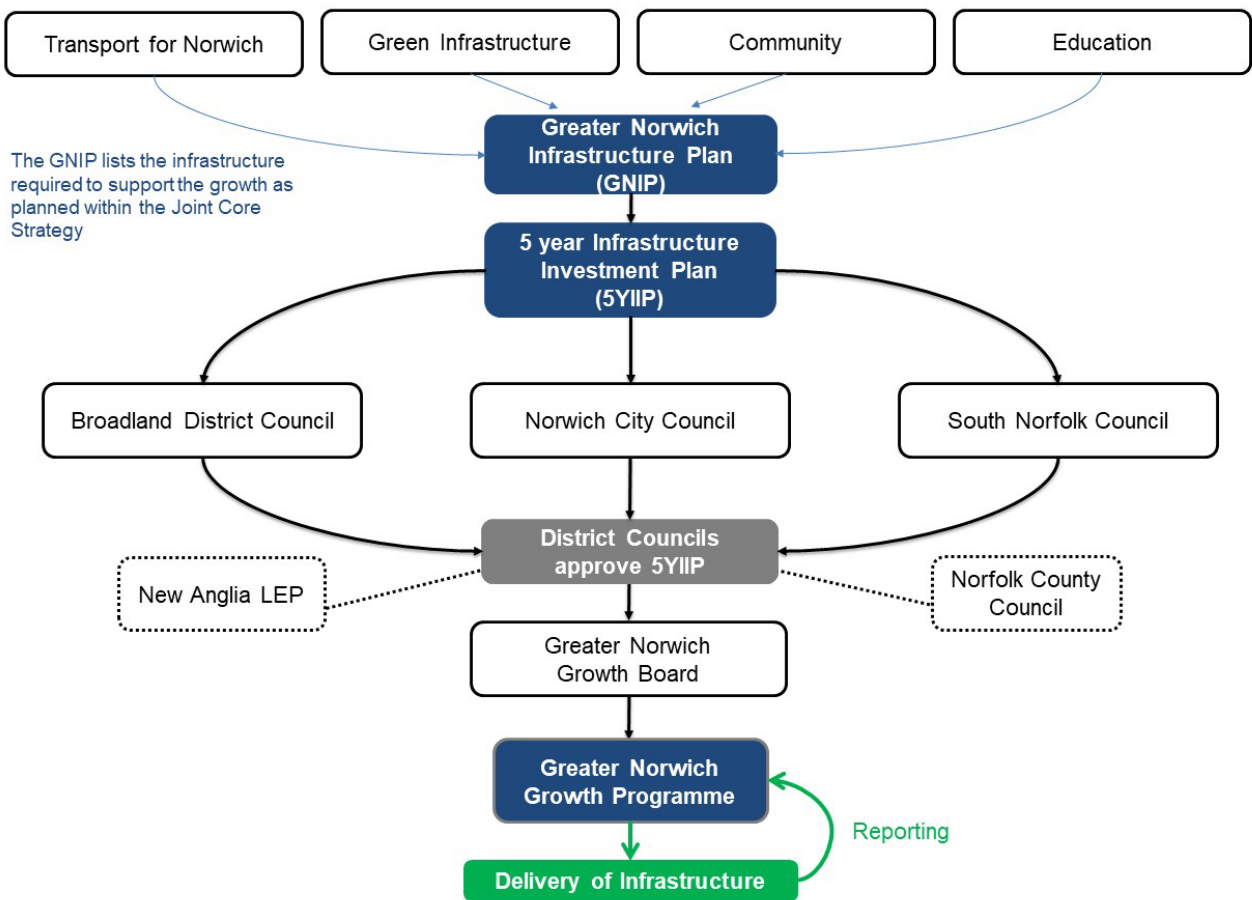


Figure 2 – Greater Norwich Growth Programme decision making process



## 2023/24 Annual Growth Programme

In accordance with the agreed processes for the Infrastructure Investment Fund (IIF), the Infrastructure Delivery Board met on 14th October 2022 to agree which projects are to be put forward as the 2023/24 Annual Growth Programme (AGP). As a result, 9 projects totaling £10,652,243 have been identified to be supported through the IIF. Details of these projects have been included in this report as [Appendix A – 2023/24 Annual Growth Programme Project Details](#).

Project Name	Applicant	Amount of CIL requested	Total project size
Youngs Park, Aylsham – 3G AGP	Broadland	£ 250,000	£ 900,000
Hethersett to NRP Cycle Route	County	£ 501,015	£ 728,015
Venta Icenorum	South Norfolk	£ 153,128	£ 155,628
Queens Hills Community Park	South Norfolk	£ 133,552	£ 153,552
Cringleford Country Park	South Norfolk	£ 468,000	£ 798,000
Easton Village Hall	South Norfolk	£ 505,000	£ 1,505,204
Sloughbottom Park Regeneration	Norwich	£ 850,000	£ 8,512,025
Guildhall & Exchange Street Regeneration	Norwich	£ 2,771,548	£ 5,894,000
Hethel Technology Park	South Norfolk	£ 5,000,000	£ 8,218,900
<b>Total</b>	N/A	£ 10,632,243	£ 26,865,324

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In addition, Education will receive **£2.5million** to support the delivery of their capital programme within Greater Norwich. Details are provided in [Table 2](#) on page 26

New Category: **£4m** is allocated to the IIF reserves as Match Funding. This is for major projects that require match to lever in additional, more substantial amounts of funding from central government. **The GNGB will act with delegated authority from districts to allocate this match funding to eligible projects throughout the year.** Projects will require a unanimous decision from all GNGB members before this funding can be allocated, as required within the GNGB Joint Working Agreement which was signed by all partners in 2014. The GNGB will monitor the match funding allocation and provide an update report in future versions of this Plan. The eligibility criteria and process for this new category is detailed in Annex A which is reported alongside this Plan.

New Category: **The process for agreeing a new category of Major Infrastructure projects is introduced to the IIF.** The eligibility criteria and process for this category is detailed in Annex A. Projects which are deemed eligible for this category will be recommended in future versions of this Plan, seeking agreement from the three District Cabinet and Full Councils before any funding is committed to them.

Approximately £2m from the IIF is 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 – Project Update](#).

**£10m will be drawn down as a loan** from the Public Loan Works Board to support the delivery of Long Stratton Bypass. This loan was agreed to be drawn in the previous version of this Plan and delegated authority for the signing of the final loan agreement was granted to the GNGB and their S151 officers, under the direction of Norfolk County Council as the Accountable Body. The current forecasted annual repayment is in the region of **£680,000**, to be paid from the IIF for 25 years. (Please note that this is a forecasted figure. The interest repayments for this loan will not be confirmed until the date that the money is drawn down). 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 22, [City Deal borrowing to support the delivery of Long Stratton Bypass](#)

To support this loan draw down, £345,000 was allocated to the cash reserve in last year's version of this Plan. The amount allocated to reserves should total one year's loan repayment, a safeguard that was put in place by all partner S151 officers when the first City Deal loan was drawn down. Any required increase to this reserve amount will be allocated in next year's version of this Plan, when the final loan repayment amount is confirmed.

## 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 fourth year that these new processes have been followed and the fund is now forecasted to hold a balance of £6.6m at the end of 23/24.

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. 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 when the effects of inflationary rises are not yet known.

The forecasted income for 24/25 has seen a large drop which reflect the planning delays caused by **nutrient neutrality**. It is hoped that this reduction in forecasted income could be recovered as plans to mitigate nutrient neutrality progress at pace, but the GNGB will continue to monitor this situation and **will take action to reduce new funding allocations in future years if required**.

Table 1 Five Year Infrastructure Investment Plan

	ITEM	To End March 2022	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28*
1	Actual CIL receipts <sup>1</sup>	£47,503,863	£5,933,364	£0.00	£0.00	£0.00	£0.00	£0.00
2	Interest <sup>2</sup>	£131,945	£8,538	£0.00	£0.00	£0.00	£0.00	£0.00
3	Forecast CIL receipts <sup>3</sup>	£0	£5,712,157	£8,358,490	£2,441,125	£4,542,384	£4,302,690	£7,829,454
4	<b>Cumulative Income<sup>4</sup></b>	£47,635,808	£59,289,867	£67,648,357	£70,089,482	£74,631,866	£78,934,556	£86,764,010
5	Programme agreed <sup>5</sup>	£6,542,194	£5,357,092	£1,850,228	£143,000	£0	£0	£0
6	Programme proposed (23/24 AGP) <sup>6</sup>	£0	£0	£6,194,386	£4,246,858	£191,000	£0	£0
7	Borrowing agreed <sup>7</sup>	£10,843,254	£2,057,045	£2,736,999	£2,736,999	£2,736,999	£2,736,999	£2,736,999
8	Cash Reserve: Borrowing <sup>8</sup>	£2,000,000	£345,000	£0	£0	£0	£0	£0
9	Cash Reserve: Match Funding <sup>9</sup>	£0	£0	£4,000,000	£0	£0	£0	£0
10	Education <sup>10</sup>	£10,000,000	£2,000,000	£2,500,000	£2,500,000	£2,500,000	£2,500,000	£2,500,000
	<b>Total Expenditure</b>	£29,385,448	£9,759,137	£17,281,613	£9,626,857	£5,427,999	£5,236,999	£5,236,999
11	<b>Cumulative Expenditure<sup>11</sup></b>	£29,385,448	£39,157,085	£56,438,698	£66,065,555	£71,493,554	£76,730,553	£81,967,552
12	<b>Cumulative Surplus/Deficit<sup>12</sup></b>	£18,250,360	£20,132,782	£11,209,659	£4,023,927	£3,138,312	£2,204,003	£4,796,458
13	<b>Funds proposed and committed for spend in future years (24/25-27/28)<sup>13</sup></b>	N/A	N/A	£4,580,858	N/A	N/A	N/A	N/A
14	<b>FORECASTED non committed funds, available to spend<sup>14</sup></b>	N/A	N/A	£6,628,801	N/A	N/A	N/A	N/A

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

This financial framework has been provided for the specific purposes of this Plan to support the decision making of new allocations of CIL from the IIF. A detailed breakdown of individual project drawdowns set against CIL income as required within an Infrastructure Funding Statement, is detailed within [Appendix B – Greater Norwich Growth Programme](#).

## Explanation of the table.

- 1 The amount of CIL income received from the District receipting authorities which has been 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 when the effects of inflationary rises are not yet known. The medium to long term effect on the construction industry following the Covid-19 outbreak, Brexit, the war in Ukraine, Nutrient Neutrality and the proposed planning reform all add additional uncertainty to these figures.
- 3 Total CIL income received since the opening of the IIF to the end of each given financial year. Future years are forecasted figures.
- 4 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.
- 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 included within the 2023/24 Annual Growth Programme in each given financial year. All projects are due to begin delivery in 22/23 but the delivery and funding draw down can continue over multiple years. These projects have been through the project selection process and are sponsored by the Infrastructure Delivery Board.
- 7 The annual loan repayments for both the Broadland Northway and Long Stratton Bypass. Please note that the amount allocated for Long Stratton Bypass is a forecast because it is not yet drawn. For more detail see page 49 Appendix B.
- 8 It was agreed by each partner S151 officer that a reserve equal to one annual loan repayment was required to be kept in reserves as a safeguard. A £2m cash reserve to support the repayments for the Broadland Northway was allocated in 20/21 and £345,000 was allocated in 22/23 in readiness for the repayments of the borrowing for Long Stratton Bypass. Any required increase to the reserve amount for Long Stratton Bypass will be allocated in next year's version of this Plan, when the final loan repayment amount is known.



- 9 The amount allocated as Match Funding. This is for major projects that require match funding to lever in additional, more substantial amounts of funding from central government. The GNGB will act with delegated authority to allocate this match funding to eligible projects throughout the year. A unanimous decision from all GNGB members will be required before this funding can be allocated to a project, as required within the GNGB Joint Working Agreement which was signed by all partners in 2014.
- 10 Having considered the available fund balance and taking into consideration inflationary rises since the first allocation was made in 2017, a £2.5million allocation from the IIF has been identified for the forthcoming year. This will be used in whole or in part to support NCC's own borrowing to deliver the Greater Norwich Schools Capital programme (for detail see Table 2, page 26). Allocations are confirmed annually alongside the acceptance of each new Annual Growth Programme so no commitment is made for future years, they are indicative figures only.
- 11 Total committed funding from the opening of the fund to each year end. Future years are forecasted figures.
- 12 Total amount available within the fund at the end of each year. Future years are forecasts only and are subject to change because both the income and expenditure are forecasted.
- 13 Amount programmed to be drawn from the fund beyond 23/24 for projects that are delivering over multiple years. This amount will not be spent in the forthcoming year but included in the calculation because it is committed and therefore 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.

## Greater Norwich's Long Term Strategic Planning

The Greater Norwich partners have been proactively working together for over 10 years. This ongoing partnership working is set to lead to the Joint Core Strategy being superseded by the Greater Norwich Local Plan which will ensure that the development needs of Greater Norwich continue to be met to 2038, demonstrating the partners' commitment to work together to support growth in the longer term. In addition, the Greater Norwich partners:

- have published a joint **Physical Activity and Sports Strategy** in accordance with Sport England's planning guidance.
- are progressing an update to their joint **Green Infrastructure Strategy** aligning with the Environment Bill (which requires the delivery of biodiversity net gain).
- worked in consultation with Norfolk County Council to adopt the new **Transport for Norwich Strategy**.

Each of these new strategies provide the evidence of need for additional or different infrastructure to deliver planned growth, at the same time as supporting the transition to net zero. For these programmes to progress, investment is also required to support project development, particularly the cost to undertake feasibility studies. Whilst the IIF is prioritised for projects that are nearing delivery, the Greater Norwich authorities understand the need to commission new project development, and they continue to work together to source new funding streams and seek new routes of financing to ensure this work continues in the future.

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:

- The **Stage 2 Masterplan for East Norwich** which indicates a total cost of £153m for the infrastructure required to underpin regeneration at East Norwich.
- **Schools capital programme**- approximately £160m (see [Table 2 Education Infrastructure Programme.](#))
- **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).
- Mitigating the effects of **nutrient neutrality**
- **Strategic development locations** including: The North-East Growth Triangle, East Norwich, Long Stratton and the Cambridge-Norwich Tech Corridor.
- Potential new City Centre Vision

Eligible projects that progress to delivery are welcomed to apply to the IIF but as demonstrated through the size of the above programmes, the amount of pooled CIL available within the fund is small when compared to the total that will be required. This is why the GNGB continues to work together, proactively seeking to close the funding gap, using the IIF to lever in additional match funding and sharing their resources, skills and influence to accelerate the delivery of infrastructure in their joint Greater Norwich area.

## **Establishment of the new Strategic Investment Fund**

The Strategic Investment Fund (SIF) is the most recent example of the GNGBs proactive partnership working practices, demonstrating their continued drive to seek new ways of accelerating the delivery of infrastructure.

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 17<sup>th</sup> June and 30<sup>th</sup> September 2021 the GNGB agreed a draft Terms of Reference for the establishment of a new SIF and for future loan repayments to 'in principle' be repaid from the IIF. A period of fund development followed which included seeking legal advice and discussions with all partner S151 officers. In the summer of 2022, the GNGB recommended to each of partners' Cabinets and Full Councils to give authority to Norfolk County Council, as the Greater Norwich Growth Boards accountable body, to draw down up to £20m from the Public Work Loans Board to create a cyclical fund to support local infrastructure projects as agreed in the Greater Norwich City Deal. This was agreed by all partners and delegated authority has been granted to the GNGB to manage the allocation of the City Deal borrowing and later, the governance of the SIF in line with the agreed Terms of Reference.

The SIF application processes are to be further developed by the Greater Norwich Projects Team and will return to the GNGB for agreement prior to any projects being considered for this loan funding. An annual update of the SIF will be included in future versions of this Plan.

## **IIF Eligibility - Four Thematic Groups**

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 detailed CIL being replaced by a new type of Infrastructure Levy. Information about this change was expected from central government in 2021, but this has repeatedly been delayed. It is understood that the new Infrastructure Levy is still coming forward but until the future of CIL is more certain the GNGB are required to proceed with their adopted policy.

A summary from each of the four eligible infrastructure groups is included below.

### **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 Greater Norwich GI Strategy 2007 was prepared as an evidence document for the Joint Core Strategy (JCS) and has since guided planning policies and the long-term delivery of the network. It 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 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 the progression of a

scoping paper proposing an update of the existing strategy; it was later agreed that Norfolk County Council's 'Natural Norfolk' Team would be best placed to deliver this work because it will ensure close alignment with the development of the Norfolk Nature Recovery Network and Strategy. The development of this new strategy aims to support the protection, enhancement, and creation of GI in Greater Norwich. The strategy will be built on an understanding of the green and blue spaces in the area and will identify future opportunities for GI provision and enhancement. The supporting Delivery Plan will demonstrate how the strategy can be implemented through practical projects and interventions. This will assist in the allocation of resources, and in the consideration of GI requirements within planning applications. Updating the GI strategy is also important to ensure that full account is taken of current and emerging legislative requirements.

Strategy development commenced in Summer 2022. A steering group has been established including representatives from the Greater Norwich Partnership, Natural England, the Broads Authority and the Norfolk Wildlife Trust.

## **Prioritised GI Projects**

The projects below are those that have been prioritised by the GNGB for future investment; the majority have received IIF funding to deliver elements of their progress in previous AGPs. It should be noted that these projects were prioritised in the 2009 GI strategy. Once the updated GI Strategy has been adopted, the existing prioritisation of projects will be reviewed.

- **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 in particular fulfils several key functions as a wildlife link, a health-promoting asset (through cycling and walking), and an outdoor classroom. A number of IIF funded projects have supported both the establishment of this route and links to it. These include the establishment of circular walks along the Bure Valley path (GP77) and extension to the Yellow Pedalway (GP80) which joins the Green Loop.



- **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 km<sup>2</sup> 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 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.

- **Yare Valley Parkway**

The project aims to develop a linear country park based on the River Yare Corridor between Bawburgh and Whitlingham Country Park. It would comprise a collection of linked spaces along banks of the River Yare. This 'umbrella' project was included in the Green Infrastructure Delivery Plan 2009 and this was followed in 2016 by the production of a report and audit by Norfolk County Council that identified a series of project opportunities.

Several projects have been completed or committed in the Yare Valley since 2009 using IIF including Marston Marsh (GP3), Earlham Millennium Green phases 1-3 (GP4, GP8, GP49), Yare Valley Walk, Cringleford Meadow Improvements (formerly UEA to Eaton Boardwalk) (GP47), Yare and Wensum Valleys link (GP50) and Wherryman's Way access improvements (GP83).

A key planned project along the valley is the construction of two bridges in East Norwich near the confluence of the Rivers Yare and Wensum to enable pedestrians and cyclists to move between Whitlingham and the city centre and enable national cycle route 1 to be re-routed onto a more direct, convenient, safe and enjoyable alignment. This 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. This demonstrates that the programme of projects associated with the Yare valley Parkway are also aligned to the River Wensum Strategy (below).

- **The River Wensum Strategy**

The [River Wensum Strategy](#) has been developed to guide regeneration of the River Wensum Corridor in Norwich, from Hellesdon in the west extending to Whitlingham in the east. The strategy is led, and project managed by Norwich City Council and was adopted by all partners as well as the Environment Agency, the Broads Authority and the Norwich Society in Summer 2018. [The River Wensum Strategy Delivery Plan](#) was published in 2021.

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 years include the Wensum Walkway (GP81) which is set to complete a key City Centre section on the Riverside Walk, improvements to accessibility of the existing Riverside Walk (GP31), improvements to the entrance to Marriott's Way from the Barn Road Roundabout (GP29) and enhanced links with the Broads network at Whitlingham in the longer term. However, it should be noted that the project to complete the missing link on the Riverside Walk is currently on hold due to a review of the costs and design and the project to improve accessibility is on hold due to staff resourcing.

The Norwich Riverside Walk 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 (GP (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 at Easter 2021 with its new name, promotional film, blog site and [Broadland Country Park website](#).

Match funding has been secured from the Business Rates Pool and British Cycling, as well as \$106 contributions from nearby developments. The approved Broadland Country Park: Horsford Crossing project (GP82) will improve pedestrian and cycling access into Broadland Country Park across the B1149 Holt Road. For more details about these projects please see [Appendix B – Greater Norwich Growth Programme](#).

A partnership with the [Norfolk and Norwich Naturalists Society](#) has harnessed the work of expert naturalists. So far 1749 species of wildlife have been recorded.

Planning Solutions Consulting have been appointed to undertake an options analysis and financial appraisal for the future of Broadland Country Park. They will report early in 2023.

Broadland Country Park helps to maneuver 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.

## Projects Supported by IIF

Since 2014, 32 Green Infrastructure projects have been allocated funding from the IIF. Total allocated funding for GI has been £4.126m, leveraging in an additional £2.089m from other sources.

- GP1 – Harrisons Wood
- GP2 – Danby Wood
- GP3 – Marston Marsh
- GP4 – Earlham Millennium Green Phase 1
- GP5 – Riverside Walk
- GP6 – Marriott's Way Phase 1
- GP7 – Norwich Health Walks
- GP8 – Earlham Millennium Green Phase 2
- GP9 – Marriott's Way Phase 2
- GP22 – Pink Pedalway, Heathgate
- GP23 – Carrow to Deal Ground Riverside Walk (Closed Prematurely)
- GP27 – Lizard and Silfield Nature Reserves (Closed Prematurely)
- GP29 – Marriott's Way Barn Road Gateway
- GP30 – Sloughbottom Park, Anderson's Meadow
- GP31 – Riverside Walk Accessibility
- GP33 – Strumpshaw Pit Circular Walk
- GP36 – Castle Gardens
- GP47 – Yare Valley Walk, Cringleford Meadow Improvements (formerly UEA to Eaton Boardwalk)
- GP48 – Wherryman's Way: Yare Valley
- GP 49 – Earlham Millenium Green Phase 3
- GP50 – Yare and Wensum Valleys Link
- GP51 – Green Infrastructure: Access for All
- GP52 – Thorpe Marriott Greenway
- GP63 – Broadland Country Park
- GP64 – Hellesdon Station Green Infrastructure
- GP65 – East Wymondham Green Infrastructure
- GP66 – 20 Acre Wood
- GP67 – Ketts Country Long Distance Trail
- GP68 – Frenze Beck Green Infrastructure
- GP77 – Bure Valley Path
- GP78 – Kett's Heights
- GP83 – Wherryman's Way Access Improvements

## Transport

Transport for Norwich (TfN) comprises a strategy and programme of works that is delivering transport improvements across Greater Norwich. The 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. Key improvements already delivered include:

- the Broadland Northway
- a network of Park and Ride facilities
- a network of 'Pedalway' cycle routes and upgrades to pedestrian and cycle crossings
- the award-winning Norwich Bus Station and an improved transport interchange at Norwich Rail Station
- bus priority measures both in the City Centre and along radial routes such as Cromer Road and Thorpe Road
- public realm improvements at key locations such as Tombland, King Street and St Stephens Street

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.

The TfN strategy was reviewed and adopted by the County Council in December 2021. The new Transport for Norwich Strategy sits alongside Norfolk County Councils Fourth Local Transport Plan, which was adopted by the County Council in July 2022. Norfolk County Council, Norwich City Council and Broadland District Council have made commitments to reduce carbon emissions that arise from their operations to net zero by 2030. These documents will support these joint ambitions.

## Projects supported by IIF

Since 2014, 15 Transport projects have been allocated funding from the IIF. Total allocated funding for Transport has been £7.918m, leveraging in an additional £6.252m from other sources.

- 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
- GP80 - Yellow Pedalway extension
- GP81 - Wensum Walkway
- GP82 - Broadland Country Park – Horsford Crossing

## **Major Strategic Transport Schemes**

### **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 in 2016. This loan runs until June 2041 and is repaid in yearly instalments 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 identified within the Outline Business Case, 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.

An exercise to update the cost estimate for delivery of the bypass has identified an increase from the originally approved OBC figure of £37.44m. The new cost estimate reported to NCC Cabinet on 5<sup>th</sup> September 2022 is £46.23m, an increase of approximately £8.79m.

The authorities have worked collaboratively with the Developer to ensure the planning applications for the bypass and associated development were updated to allow for re-consultation exercises, the latest of which is hoped to take place in November 2022. Should the applicant achieve that date, the consultation and consideration process could allow a recommendation to be made to the Local Planning Authority Development



Management Committee early in 2023. 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).

In last year's version of this Plan, each Greater Norwich CIL receipting Authority agreed a draft legal loan agreement and for the GNGB to be granted delegated authority to sign the final legal loan agreement for the LSBP draw down, together with their S151 officers and 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.

On the 6<sup>th</sup> October 2022, following the review of a project change request, the GNGB unanimously agreed for the City Deal borrowing to support the delivery of LSBP to be increased to £10m, the full amount allocated within the City Deal Document.

The City Deal borrowing to support LSBP 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 £680,000. The final repayment amount cannot be fully confirmed until the loan is actioned and the interest rates at that future time are known. The forecasted interest repayments are included within the [Five Year Investment Plan Framework](#) on page 10.

## 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 Norfolk County Councils Cabinet. SLGIP recognises growth across the whole County but the most significant growth is within the Greater Norwich area.

In Greater Norwich, Norfolk County Council have 6 schools (three primary, one free school and two primary relocation and expansion) that are either in the process of being built, or where building is planned to commence over the next 2-3 years. Other new schools are planned across the Greater Norwich area once housing and pupil numbers result in existing schools in the area no longer being able to accommodate local children. These currently include 12 new primary schools and 1 secondary school. There will also be additional new schools and school expansions to provide for the new allocations made through the Greater Norwich Local Plan (GNLP).

Those currently being progressed are:

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

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

- Hethersett High Academy – Concept design stage underway for further expansion
- Wymondham High Academy – feasibility underway for further expansion

## Projects Supported by IIF

Since 2017, the Education Programme has received an annual allocation of £2m to support in the delivery of infrastructure. A total of £12m has been allocated to Education infrastructure to date.

### 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. The match funding was received through 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 was £4.5m, match funding was received through government grant for Basic Need funding and school condition capital funding. The condition funding is a grant for capital maintenance that comes to Norfolk County Council to address condition for those schools which it is the responsible body (ie not academies). It is based on a calculation per capita and is reducing year on year as the number of academy schools increase.

## **2018/19 commitment**

£2M was committed in 2018/19 to fund two projects:

- To identify and secure a new site to move the existing Primary school at Blofield into larger and more modern school accommodation. Land assembly conversations are moving forward. Approval to acquire the land was agreed at NCC Cabinet in August 2022. Planning application submission is imminent.
- 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. Planning permission has been approved and the project is currently out to tender with a programmed start onsite in Spring 2023, but this is subject to completion of land transfer from the developer.

## **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 new build is complete and the internal remodelling is nearing completion. The project will conclude the end of 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 was 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). Design of the project is progressing well, with the project programmed to start in the summer of 2023, and completion by Autumn 2024.

## **23/24 Allocation**

Having considered the available fund balance and taking into consideration inflationary rises since the first allocation was made in 2017, a £2.5m allocation from the IIF has been identified for the forthcoming year. The allocation will be used to support the delivery of extensions of both Wymondham High Academy and Hethersett High academy. Please see Table 2 for further details of the full programme. It is forecasted that basic need funding together with the £2.5m IIF contribution will directly support the delivery of these projects, if inflation and build costs continue to rise there is a possibility that NCC will be required to undertake a small amount of borrowing in 23/24.

Table 2 Education Infrastructure Programme, funding, and shortfall. Please note that these are forecasted figures which are subject to change and cannot be confirmed until each project reaches the point of delivery.

District Area	School Area	Schedule of Works	Stage	Cost Estimate	Expected Delivery	Basic Need Funding	S106 Funding	CIL Funding	Funding Shortfall	Cumulative Shortfall
Broadland	Blofield	New Primary School	Site acquisition and concept design	10,200,000	2023	9,000,000	0	1,000,000	200,000	<b>200,000</b>
South Norfolk	Wymondham	Wymondham High classroom expansion	Further phase expansion to 2050 capacity	9,200,000	2024	1,200,000	0	0	8,000,000	<b>8,200,000</b>
South Norfolk	Wymondham	Silfeild New Primary School	Detailed Design	10,200,000	2024	5,100,000	5,100,000	0	0	<b>8,200,000</b>
South Norfolk	Cringleford	Cringleford New Primary School	Detailed Design	10,200,000	2024	6,538,624	2,000,000	0	1,661,376	<b>9,861,376</b>
South Norfolk	Hethersett	Staged Expansion	Refresh of Masterplan	6,000,000	2024	4,246,000	1,754,000	0	0	<b>9,861,376</b>
Norwich City	Bowthorpe	Increase pupil places across existing schools	Under Review	4,000,000	2025	1,500,000	2,500,000	0	0	<b>9,861,376</b>
South Norfolk	Poringland	New Primary School	Initial 1FE with scope to increase to 2FE	10,200,000	2025	70,184	0	0	10,129,816	<b>19,991,192</b>
Broadland	Aylsham	New Primary School	Land provided for in LP expected delivery 2FE school	10,200,000	2026	0	0	0	10,200,000	<b>30,191,192</b>
Broadland	Rackheath	New Primary School #1	Land provided for in LP expected delivery 2FE school	10,200,000	2026	0	0	0	10,200,000	<b>40,391,192</b>
Broadland	Beeston	New Primary School #1	Land provided for in LP expected delivery 2FE school	10,200,000	2026	0	0	0	10,200,000	<b>50,591,192</b>
Broadland	Hellesdon	New Primary School	Land provided for in LP expected delivery 2FE school	10,200,000	2026	0	0	0	10,200,000	<b>60,791,192</b>
Broadland	Taverham	New Primary School	Land provided for in LP expected delivery 2FE school	10,200,000	2026	0	0	0	10,200,000	<b>70,991,192</b>
South Norfolk	Long Stratton	Long Stratton New Primary School	Site Location agreed	10,200,000	2026	0	0	0	10,200,000	<b>81,191,192</b>
Broadland	Rackheath	New Secondary School	Land provided for in LP expected delivery 6FE school	26,000,000	2027	0	0	0	26,000,000	<b>107,191,192</b>
Broadland	Aylsham	Future expansion of High School	Under Review	6,000,000	2028	0	0	0	6,000,000	<b>113,191,192</b>



District Area	School Area	Schedule of Works	Stage	Cost Estimate	Expected Delivery	Basic Need Funding	S106 Funding	CIL Funding	Funding Shortfall	Cumulative Shortfall
Broadland	Easton	Easton Primary extension to 420 places	expansion of existing site to accommodate numbers expected from development	4,000,000	2028	0	0	0	4,000,000	117,191,192
Broadland	Rackheath	New Primary School #2	Land provided for in LP expected delivery 2FE school	10,200,000	2028	0	0	0	10,200,000	127,391,192
Broadland	Beeston	New Primary School #2	Land provided for in LP expected delivery 2FE school	10,200,000	2028	0	0	0	10,200,000	137,591,192
Broadland	Hellesdon	Future expansion of High School	Under Review	6,000,000	2028	0	0	0	6,000,000	143,591,192
South Norfolk	Long Stratton	Future Expansion of High School	Under Review	6,000,000	2028	0	0	0	6,000,000	149,591,192
Norwich City	East Norwich	New Primary School	Land provided for in LP expected delivery 2FE school	10,200,000	2028	0	0	0	10,200,000	159,791,192
<b>Total</b>				<b>199,800,000</b>		<b>27,654,808</b>	<b>11,354,000</b>	<b>1,000,000</b>	<b>159,791,192</b>	<b>159,791,192</b>

## Community Facilities

A number of strategic community projects have been identified and funded in previous publications of this Plan. These include library improvements, open space developments, improved community facilities and a range of sports facilities.

### Libraries

The delivery of Library Infrastructure is overseen by Norfolk County Council, who are responsible for providing a comprehensive and efficient library service. With the support of IIF funding, the library service has used technology to extend the opening times in 18 of the 21 libraries in the Greater Norwich Area (GP41, 43, 56-60).

### Sport

The delivery of sports facilities, playing pitches and other infrastructure that encourages and facilitates physical activity is overseen by a partnership group called the Greater Norwich Sports and Physical Activity Working Group. They are tasked to enable, encourage, and monitor the delivery of new infrastructure.

In October 2022 the 2014 Playing Pitch and Built Sports Facilities Strategy was superseded by the [Greater Norwich Physical Activity and Sports Strategy \(PASS\)](#). This new strategy updates the 2014 version whilst also broadening the scope beyond the use of traditional sports facilities, considering how physical activity can improve physical health and mental wellbeing, reduce inequalities, improve community cohesion, and support economic development. The strategy will provide a more rounded view of the way 'place' supports active lifestyles. It will acknowledge that in addition to pursuing traditional sports, people are incorporating physical activity into their daily lives through activities like cycling or walking to work. The PASS was jointly funded by the GNGB and Sport England, and developed in accordance with [Sport England's Strategic Outcomes Planning Guidance](#). The Plan will be monitored and progressed by the Greater Norwich Sports and Physical Activity Working Group, an established cross authority officer group which is chaired and supported by Active Norfolk as a key partner.

### Projects supported by IIF

Since 2014, 23 Community projects have been allocated funding from the IIF. Total allocated funding for Community Facilities has been £5.018m, leveraging in an additional £10.179m from other sources.

- GP37 – Long Stratton Sports Hub
- GP38 – Football Pitch Improvements
- GP39 - Loddon and Hales Cricket Club and Hales Bowls Club
- GP40 – Ketts Park Sports Hub

- GP41 – Wroxham Library Self Service
- GP43 – Diss Library Self Service
- GP55 – Community Sports Hub, The Nest
- GP56 – Harleston Library Self Access
- GP57 – Costessey Library Self Access
- GP58 – Loddon Library Self Access
- GP59 – Earlham Library Self Access
- GP60 – Mile Cross Library Self Access
- GP69 – Aylsham Sports Hub Stage 3
- GP70 – Wymondham Tennis Club
- GP71 – Crusaders Rugby Football Club
- GP72 – Recreation Road Pool
- GP73 – Norwich Parks Tennis
- GP76 – Brundall Sports Hub
- GP79 - FDC Bowthorpe
- GP84 – Wensum Lodge
- GP85 – FDC Heartsease Open Academy
- GP86 – Yare Boat Club

## **Economic Development and Regeneration**

Several projects supported by the 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 was submitted to Norwich City Council on 19 April 2022 (ref: 22/00434/F). This comprises up to 1,100 dwellings; 8,000 sqm of non-residential floorspace for flexible retail, commercial and community use; 450 parking spaces; hard and soft landscaping; service infrastructure and other associated work. Following consultation and feedback, the scheme has been amended and has been subject to further periods of public consultation. The timescale for determination of the application is subject to addressing the impact of the development on nutrient neutrality. A decision on the application is expected in the first half of 2023.

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 approximately 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 draft 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.

The master-planning exercise has been completed by consultants Avison Young and was overseen by a public private partnership led by Norwich City Council. The [Stage 1 masterplan for East Norwich](#) was endorsed by Norwich City Council's Cabinet in November 2021 and the Stage 2 masterplan in June 2022.

The Infrastructure Delivery Plan produced alongside the Stage 2 masterplan identifies a total cost of £153m for the infrastructure required to underpin regeneration at East Norwich, which is likely to require significant public sector funding support. Further Stage 3 work has been commissioned by Homes England which will consider potential delivery options, develop a financial model, and help refine infrastructure costs and triggers.

Necessary works 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 and investment in order to deliver.

## Norwich Towns' Fund Programme

Norwich City Council was awarded £25m from the Ministry of Housing, Communities and Local Government to deliver eight key projects which are being developed in partnership with the Norwich Vision Group, local communities, partners and public/private investors. [The Norwich Town Deal](#) contains eight projects which have a strong focus upon economic development, urban regeneration, and city centre vitality:

- **The ACE (Advanced Construction and Engineering) Centre, City College** – A dedicated teaching lab in advanced engineering and manufacturing, sustainable transport, advanced construction and digital technologies. Scheduled to open towards the end of 2022
- The recently completed **Digi-Tech Factory** is a new campus building at City College Norwich
- **The Revolving Fund** – Established to unlock stalled brownfield sites to deliver energy efficient, modern homes and workspaces.
- **The Digital Hub** – Refurbishment of the Townshend House building in Norwich to develop a new “start-up and grow-on” space for digital businesses.
- **Investment** into the masterplan for **East Norwich** and to purchase **Carrow House** which has been refurbished to create much-needed office accommodation in this key growth area of Norwich.
- **Work In Norwich (WIN) Branding** – Establishment of a cohesive commercial proposition for Norwich as ‘the place’ for business and promote the city as one of the best places in the world to live, learn, work and succeed.

- **Public Realm** improvements at Hay Hill.
- St Andrews and Blackfriars' **The Halls** – Development of a state-of-the-art making space for collaboration and partnerships between culture, digital and tech.

## Transforming Cities Fund

The Greater Norwich 'Transforming Cities Fund' (TCF) 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 TCF. 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 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 but discussions are ongoing with the Department for Transport about extending the programme to the end of 2024), which would 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:

- Cycling, pedestrian and public realm improvements at Tombland
- a new bus/cycle contraflow bus lane on Thorpe Road
- improved walking / cycle route along the Marriott's Way
- improvements to the bus route along South Park Avenue
- a new bus and cycle lane at Cromer Road / Aylsham Road
- modifications at the Grapes Hill junction to improve public transport and active travel journeys in this area
- changes around Norwich rail station to improve access for those walking, cycling and using public transport
- a significant redesign of St Stephens Street making it easier for buses to access bus stops and for bus passengers to board and alight buses, as well as providing wider footways and new seating and planting



- significant improvements to the pedestrian route to City College through a redesign of the Grove Road junction; enhanced cycle infrastructure has also been provided

## Connecting the Lanes

The Norwich Lanes is an award-winning cluster of mutually supportive independent businesses that trade within the intricate weave of characterful medieval streets between the Market Place and the River Wensum. The experience of walking, browsing and being sociable is intrinsic to its success and to people's enjoyment of the area. Over the years, vehicles have been moved out of its narrowest streets but traffic remains a barrier and a blight in some streets such as Exchange Street and St Andrews Street. The [Connecting the Norwich Lanes](#) (CtL) programme, which is led by Norfolk County Council and supported by Norwich City Council, comprises a series of projects to manage traffic and improve the quality of public space. Traffic restrictions have been introduced on Exchange Street and St Benedicts Street with footway buildouts and pavement café space created and funding is being sought for more transformative works to the streetscape. Major works are programmed for 2023 in St Andrews Street and Duke Street; the Transforming Cities Fund money will be used to create cycle tracks, zebra crossings and widened pavements facilitated by preventing motorists driving eastwards through the city centre via St Andrew's Street.

## Norwich Research Park (NRP) Enterprise Zone

A revised 5-year Site Development Plan has been created for the Enterprise Zone at Norwich Research Park (NRP) which will inform a revised masterplan.

Planned works in 2023 include a Diagnostic Assessment Centre, enlarging Colney roundabout and installing a new bus interchange. Norfolk County Council has submitted a funding application to the IIF to secure funding to complete the link in the off-carriageway cycle and pedestrian link between Hethersett and the NRP. Should funding be awarded, construction is expected to start during 2023/24.

Key improvements in and around the NRP have helped improve its connectivity to the wider area, as well as enhance the local environment. Those funded by the IIF include:

- a new bus interchange at Roundhouse Way
- a direct footpath link to the significant housing growth at Bowthorpe, including a new footbridge across the River Yare
- health walks to improve the wellbeing of patients and employees in the grounds of the Norfolk and Norwich University Hospital

## **Smart Emerging Technologies Institute – SETI**

A more detailed business case has been commissioned by South Norfolk Council to take forward the 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 will be completed by December of 2022.

The SETI concept is based around the development of a closed loop fibre network between the partners sites which will enable data transfer which is more than 1,000 times faster than broadband connections. If delivered, SETI will:

- provide the infrastructure for invention *and* innovation, developing technology from the laboratory to application and delivery
- encourage and enable more industry investment in research and collaborative R&D
- attract and create opportunities in a region where innovation assets are less densely clustered
- facilitate collaboration to explore the application of new technologies across sectors
- deliver improved local productivity through skills development, technology adoption and innovation based growth

## **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. An additional piece of work commissioned by CNCT members and delivered by EELGA will set out some options for the project to move forward. This piece of work is due to be completed November 2022.

## Neighbourhood CIL

A minimum of 15% of the CIL that is received by each District Authority is given back to Parish or Town Councils. This amount rises to 25% when a Neighbourhood Plan has been adopted. The funding is known as neighbourhood CIL and it plays an important role in delivering infrastructure to support growth. The total neighbourhood CIL received by each area is listed in [Appendix E – Neighbourhood CIL](#), but it is for the individual Parish and Town Councils to agree how neighbourhood CIL is allocated in their local areas. Whilst the GNGB has no decision-making power over the allocation of this funding, the partners proactively engage to ensure the delivery of infrastructure, including how this relates to the development and implementation of Neighbourhood Plans.

Where appropriate, projects that apply to the IIF are encouraged to secure neighbourhood CIL as match to confirm the local support for delivering each project and to demonstrate the alignment of priorities between the two funding streams.

Both Broadland and South Norfolk Councils have introduced a Community Infrastructure Fund (CIF), which allows Parish or Town Councils to borrow money from the District. This money can be used to deliver community infrastructure projects which address the demands of growth in their area. CIL receipts, due to be paid to Parish or Town Councils, are used to repay the money to the District.

In the Norwich City Council area there are no parishes, so the council consults directly with communities to allocate this element of CIL income. The council use multiple ways in which to encourage applications into this fund:

- There is a yearly allocation to Pledge Norwich which is set up to be an open match fund for community driven and delivered projects. It will fund up to 50% of a project cost (to a maximum of £5000). These applications are assessed for suitability against the requirements of the Neighbourhood CIL legislation, and then scored and weighted based on local priorities. Areas of higher deprivation receive a more heavily weighted score.
- Other Neighbourhood CIL allocations in Norwich are based on bids and suggestions received during the year. Shortlisted applicants are invited to submit a full application which is scored against selection criteria, to ensure it is best value for money and addresses locally identified priorities.
- The council proactively uses community engagement opportunities to identify projects which might be suitable for Neighbourhood CIL, including where it can fund feasibility studies in preparation for making an application to the GNGBs separate strategic CIL fund. The website Get Talking Norwich has been set up as an online engagement platform to gather local intelligence and to help determine priorities.

## **Appendix A – 2023/24 Annual Growth Programme Project Details**

This appendix provides details of the projects in the 2023/24 Annual Growth Programme for Greater Norwich. The projects are grouped by their Sponsoring Authority, together with their IIF allocations.

### **Broadland**

#### Youngs Park Aylsham AGP - £250,000

This project at Youngs Park in Aylsham, will see the installation of a full-sized 3G artificial grass pitch (AGP). This will replace an existing full sized natural turf pitch. Successful delivery of this project will contribute towards a variety of outcomes identified within Norfolk County Council's Together for Norfolk business plan, Sport England's Uniting the Movement strategy, the FA's National Football Facility Strategy, Aylsham Parish Council's Neighbourhood Plan and the emerging Greater Norwich Physical Activity and Sport Strategy (PASS) and associated updated Playing Pitch Strategy.

Converting the existing grass 11v11 pitch to an AGP, will enable increased formal and recreational football participation. Consequently, this project would deliver significant benefits for Aylsham Football Club, the local community and the Greater Norwich area.

### **Norwich**

#### Guildhall Hill and Exchange Street - £2,771,548

This is a major project to create a public space destination in the civic heart of Norwich between the Guildhall, Jarrold Department Store and the Market that would be connected to the north of the city centre via a rejuvenated Exchange Street. The improved public space would support and encourage more intensive use of nearby retail and commercial space and feature the following main changes

- Reinforcing freedom of movement for pedestrians to walk along and across Exchange Street and supporting the recently agreed traffic restrictions by widening and paving the footway, elevating the asphalt carriageway close to footway level and introducing permanent street furniture so people can sit outside and enjoy their surroundings, including at the popular cafes which have benefited from the temporary arrangements introduced during the pandemic.

- Enabling cyclists to ride up to the Market Place on Exchange Street as well as continuing to ride down to St Andrews Street. Cycle parking would be provided so people can conveniently do their shopping or visit cafes and restaurants by bike.
- A new taxi rank would be created in a well-lit and level location between City Hall and the Forum close to the corner of St Peter's Street and Bethel Street, which is the permitted access loop for traffic following the closure of Exchange Street, which includes taxis.
- Creating an attractive and generous seating and planted area below the Guildhall where the taxi rank currently lies. The demand is demonstrated by the people that crowd into Memorial Gardens to chat and eat throughout the day. The arrangement of seating and planting would open and frame pedestrian routes that are currently blocked by parked and manoeuvring taxis. Access to parking for disabled motorists and commercial loading for the Market and business premises on Guildhall Hill would remain.

The project is part of the [Connecting the Norwich Lanes](#) programme, which is led by Norfolk County Council. The Lanes is an award-winning cluster of mutually supportive independent businesses that trade within the intricate weave of characterful medieval streets between the Market Place and the River Wensum. The experience of walking, browsing and being sociable is intrinsic to its success and to people's enjoyment of the area. Over the years vehicles have been moved out of its narrowest streets but traffic remains a barrier and a blight in some streets such as Exchange Street and St Andrews Street.

Norfolk County Council have assessed the project using the Department for Transport's Active Mode Appraisal Tool. Over thirty thousand pedestrians were recorded crossing the junction at the bottom of Guildhall Hill near Jarrold on 30 May 2022 and this huge number of project beneficiaries combined with improvements to congestion, air quality, greenhouse gases, physical and mental wellbeing, journey ambience, amount to £31.8m of monetised benefit and a benefit cost ratio of 7.89, which is considered very high value for money.

Thorough consultation, detailed design and political approval will be required before the project can be implemented.

#### Sloughbottom Park Regeneration - £850,000

This project is adjacent to the former Mile Cross depot site which is in the process of being redeveloped to add additional housing to the area (circa 200 homes). The project will add important physical activity infrastructure within the location as well as improved access to

the city centre via Marriott's way.

The project will deliver a linked set of new community facilities, including:

- A new 3G football pitch which can be used year-round
- League-standard changing facilities, including an administration office.
- Multi-purpose Pavilion and café - the existing pavilion will be rebuilt as a more suitable multi-purpose community facility. It will include an information hub and classroom for the Norfolk Wildlife Trust, a space for the BMX club to run British Cycling sessions and Norfolk County FA to run coaching and educational sessions. It will also be available for public booking.
- Play Park: the play area will be upgraded with more inclusive playground equipment and improved surfacing.
- The BMX track will be refurbished, bringing it up to national standards. Portable floodlights will facilitate year-round use.
- Upgraded modular storage facilities at the BMX track, to be shared with the Norfolk Wildlife Trust.
- Carpark, paths, signage and lighting will be upgraded to improve safety and accessibility
- Cycle Highway connections: upgrades to the vital 450m 'Dolphin Path' cycle path which connects the Mile Cross area into the city via National Cycle Route 1 (Marriott's Way) will include improvements to lighting, path widening, replacement of boundary fencing and installation of two bike repair stations at Sloughbottom Park.

The full project is a levelling up fund application for the North Norwich constituency. The specific elements within this project that are within the AGP include the 3G pitch and changing rooms which are highlighted in the GNIP and the upgrade to Dolphin Path, which is part of the orange pedal way and intersects with Marriott's Way. This aspect of the project forms a match fund for the full LUF application.



## South Norfolk

### Hethel Technology Park - £5,000,000

This project will deliver:

- A 3-arm Roundabout on the C186 (Wymondham Road) to the west of the current Hethel Engineering Centre access. The roundabout will provide a new access via a realignment of the southern end of Potash Lane through the Strategic Employment Allocation HEHEL2.
- A new road (as indicated above) through HETHEL2 providing access 'limbs' into the employment allocation to serve the employment facilities (new and existing) at Hethel.
- Footway and cycleway infrastructure alongside the sections of new road.
- Closure of the existing junction of the C186 Wymondham Road and Potash Lane to vehicular traffic at Hethel.

Without improvement in the transport infrastructure at the Hethel site, continuous economic growth will be hindered. This project will act as the catalyst to accelerate economic development resulting in access to c. 870 new high value jobs. Infrastructure improvements will help accelerate and safeguard other allocated employment sites across Wymondham too, providing a wider range of jobs in the economy. This will occur through a mixture of inward investment, expansion of existing businesses and supply chain clustering that will also establish a critical mass of partners and suppliers to the planned Lotus facility at Hethel. Furthermore, there will be Increased opportunities for apprenticeships, graduate placements, and new skills attained within existing advanced manufacturing and engineering sectors. GVA uplift for the planned HEC Phase 4 building is expected to be in the region of c. £14.5m p/a, this expansion alone is expected to safeguard up to 300 new FTE jobs, safeguarded within South Norfolk by allowing existing tenants to grow.

Research & Development opportunities will be secured along the Cambridge and Norwich Tech Corridor as a result of the growth outlined above ensuring the area becomes a centre of excellence for areas such as composites and advanced manufacturing.

### Venta Icenorum - £153,128

This project will upgrade and expand the car park by 2,000 sq. metres (doubling the existing capacity) so it is fit for purpose and can accommodate the increased number of visitors. The car park will be free to visitors for the foreseeable future however, a small fee may become payable in the longer term to assist with sustainability of the site going forward. The extension will help mitigate the problem with visitors parking on the rural road and reduce the risks to road users. Entry will be via a new height security barrier to prevent entry overnight. There will be allocated bays for disabled visitors (blue badge holders). The work will include provision for 2 new Electric Vehicle charging points with associated utilities to support this.

New cycle parking bays (to secure at least 12 bikes) will be included to encourage cycling to the site, simultaneously relieving pressure on the car park. Finally, a new oak gazebo will be erected at the entrance to Venta Icenorum marking it as a formal entrance point, it will act as a meeting point for visitors, hold information boards and provide some shelter too.

### Queens Hills Community Park - £153,552

Queen's Hills Community Park is a large 90-acre multifunctional green open space on the southern edge of Queen's Hills in Costessey, Norwich. It is also designated as a County Wildlife Site (CWS), demonstrating its value and importance to wildlife. The Community Park comprises: a Community Woodland, 4 play areas at Queen's Hills and East Hills Woods managed by South Norfolk Council. Costessey has one of the largest populations in South Norfolk, having seen significant amounts of development in recent years, and includes one of Greater Norwich's strategic employment locations at Longwater.

The aim of this project is twofold. The first: to provide formalised and improved access to and within the park for community and visitors, and second: to protect the existing woodland. This project will deliver:

- Formal footpaths
- Waymarkers
- 5 Circular Walks
- An additional access point to the park.
- 6 Cycle Racks
- Stock fencing for a grazing area.

### Cringleford Country Park - £468,000

Cringleford, as one of the five major growth locations in South Norfolk, has experienced a

rapid expansion in its population. In parallel, many of Cringleford's former open fields have come under development, placing enormous pressure on the last remaining open space at the UEA whose woodlands, lake and meadows are a beauty spot - attracting people from not only the local area but also Norwich and nearby districts.

The UEA's green space is not particularly accessible as many of its paths and, crucially, its river crossing is not fully accessible. The Parish Council is purchasing land in the Yare Valley adjacent to the UEA woods, so that it can be protected from development and be made accessible open space for the community.

The primary purpose of this project is to secure and open up additional green space for the community. The project will deliver:

- 17.24 ha of land including 5.87 ha of managed woodland (Cringleford Wood) and 8.56 ha pasture.
- a new accessible bridge crossing for the River Yare
- 400m of accessible boardwalk across the land to the bridge.
- 400m cattle and dog-proof fencing to maintain grazing and protect users of the pasture.
- a new path linking Cringleford to the west of the Yare River with UEA's boardwalk and the Yare Valley walk to the east, and the wider Kett's Country Long Distance Trail and Circular paths.
- 3 disabled parking spaces for accessing the new path.

#### Easton Village Hall - £505,000

This proposal outlines the delivery of a multi-use village hall (with off-road parking) in Easton, to enhance recreational provision, promote social integration, and create a thriving sustainable community.

Physical outputs from the project are:

- 565sqm village hall that accords with Sport England requirements and will contain a sports hall which allows for a large catalogue of sports uses, flexible office spaces, kitchen facilities, changing facilities, bar facility and meeting area.
- 19 standard car parking spaces; 3 disabled car parking spaces, storage for 16 x cycles, EV charging capacity for up to 20 EV points with 7 installed at the project opening.

The project is in an accessible location well served by public transport, not yet served by Beryl Bikes but an area of potential expansion and so is accessible beyond Easton. The

centre is also designed to be a relief centre able to operate off grid for an extended period creating resilience to the community and beyond; it has been designed and intended to serve as a blue light office base where facilities will be usable 24/7.

## **Norfolk County Council**

### Hethersett to NRP Cycle Route - £501,015

The project will deliver active travel infrastructure improvements along Colney Lane, which provides a key route from Hethersett and Wymondham to the Norwich Research Park (NRP). These improvements will enhance walking and cycling provision, supporting strategic growth of Wymondham, Hethersett and the NRP.

The key project deliverable is for an off-carriageway, shared-use cycling and walking path to be provided along the western side of Colney Lane from the junction of Braymeadow Lane to the bridge over the A47. This will enable the Pink Pedalway to be extended to Hethersett to link with the Blue Pedalway (the Pink Pedalway currently terminates at the Norfolk & Norwich University Hospital).

The new shared use facility would typically be 3m wide, segregated from general traffic and will be 810m in length.

**Appendix B – Greater Norwich Growth Programme**

Table 3 IIF Expenditure

AGP Year	Ref	Applicant	Status	Theme	Expenditure	Project Budget	Other funding	CIL funding	Spend to 2021/22	2022/23	2023/24	2024/25	2025/26	2028/27	2028/29
2023/24	GP97	South Norfolk	Not Started	Transport	Hethel Technology Park	(8,219)	(3,775)	(5,000)	0	0	(2,015)	(2,985)	0	0	0
2023/24	GP96	Norwich	Not Started	Transport	Guidhall and Exchange Street	(5,894)	(3,122)	(2,772)	0	0	(1,760)	(1,012)	0	0	0
2023/24	GP95	County	Not Started	Transport	Hethersett to NRP Cycle Route	(728)	(227)	(501)	0	0	(501)	0	0	0	0
2023/24	GP94	South Norfolk	Not Started	Green Inf.	Venta Icenorum	(156)	(3)	(153)	0	0	(153)	0	0	0	0
2023/24	GP93	South Norfolk	Not Started	Green Inf.	Cringleford Country Park	(798)	(330)	(468)	0	0	(27)	(250)	(191)	0	0
2023/24	GP92	South Norfolk	Not Started	Green Inf.	Queens Hill Community Park	(154)	(20)	(134)	0	0	(134)	0	0	0	0
2023/24	GP91	Broadland	Not Started	Community	Youngs Park Aylsham AGP	(900)	(650)	(250)	0	0	(250)	0	0	0	0
2023/24	GP90	South Norfolk	Not Started	Community	Easton Village Hall	(1,505)	(1,000)	(505)	0	0	(505)	0	0	0	0
2023/24	GP89	Norwich	Not Started	Community	Sloughbottom Park Regeneration	(8,512)	(7,662)	(850)	0	0	(850)	0	0	0	0
2023/24	GP88	County	Not Started	Education	Education	0	0	(2,500)	0	0	(2,500)	(2,500)	(2,500)	(2,500)	(2,500)
2022/23	GP87	County	Ongoing	Education	Education - Hethersett Academy	0	0	0	0	(2,000)	0	0	0	0	0
2022/23	GP86	Broadland	Ongoing	Community	Yare Boat Club	(271)	(191)	(80)	0	(80)	0	0	0	0	0
2022/23	GP85	Norwich	Ongoing	Community	FDC - Heartsease Open Academy	(480)	(330)	(150)	0	(150)	0	0	0	0	0
2022/23	GP83	County	Ongoing	Green Inf.	Wherryman's Way Access Improvements	(445)	(229)	(217)	0	(97)	(120)	0	0	0	0
2022/23	GP82	Broadland	Ongoing	Transport	Broadland Country Park - Horsford Crossing	(101)	0	(101)	0	(101)	0	0	0	0	0
2022/23	GP81	County	On Hold	Transport	Wensum Walkway	(1,974)	(709)	(1,265)	0	(1,265)	0	0	0	0	0
2022/23	GP80	County	Ongoing	Transport	Yellow Pedalway Extension	(1,900)	(300)	(1,600)	0	(560)	(1,040)	0	0	0	0
2021/22	GP79	Norwich	Complete	Community	FDC Bowthorpe 3G Pitch	(929)	(679)	(250)	(250)	0	0	0	0	0	0
2021/22	GP78	Norwich	Ongoing	Green Inf.	Kett's Heights	(312)	0	(312)	0	(109)	(203)	0	0	0	0
2021/22	GP77	Broadland	Ongoing	Green Inf.	Bure Valley Path	(841)	(582)	(259)	0	(30)	(229)	0	0	0	0
2021/22	GP76	Broadland	Ongoing	Green Inf.	Brundall Sports Hub	(1,346)	(1,246)	(100)	0	(100)	0	0	0	0	0
2021/22	GP75.2	County	Ongoing	Education	Education - Ormiston Victory Academy	(9,000)	(5,000)	(4,000)	(4,000)	0	0	0	0	0	0

AGP Year	Ref	Applicant	Status	Theme	Expenditure	Project Budget	Other funding	CIL funding	Spend to 2021/22	2022/23	2023/24	2024/25	2025/26	2028/27	2028/29
2020/21	GP75. 1	County	Ongoing	Education	Education - Ormiston Victory Academy (added to 21/22 allocation)	0	0	0	0	0	0	0	0	0	0
2020/21	GP74	Broadland	Ongoing	Transport	Plumstead Road Roundabout	(1,350)	(625)	(725)	0	(725)	0	0	0	0	0
2020/21	GP73	Norwich	Ongoing	Community	Norwich Parks Tennis	(423)	(320)	(103)	(16)	(87)	0	0	0	0	0
2020/21	GP72	Norwich	Complete	Community	Recreation Road Pool	(60)	0	(60)	(60)	0	0	0	0	0	0
2020/21	GP71	South Norfolk	Ongoing	Community	Crusaders Rugby Football Club	(600)	(450)	(150)	0	(150)	0	0	0	0	0
2020/21	GP70	South Norfolk	Ongoing	Community	Wymondham Tennis Club	(150)	0	(150)	0	(150)	0	0	0	0	0
2020/21	GP69	Broadland	Ongoing	Community	Aylsham Sports Hub Stage 3	(986)	(511)	(475)	(385)	(90)	0	0	0	0	0
2020/21	GP68	South Norfolk	Ongoing	Green Inf.	Frenze Beck Green Infrastructure	(45)	(10)	(35)	0	(35)	0	0	0	0	0
2020/21	GP67	County	Complete	Green Inf.	Ketts Country Long Distance Trail	(98)	0	(98)	(54)	(43)	0	0	0	0	0
2020/21	GP66	Norwich	Ongoing	Green Inf.	20 Acre Wood Community Access Improvements	(62)	0	(62)	0	(62)	0	0	0	0	0
2020/21	GP65	South Norfolk	Ongoing	Green Inf.	East Wymondham Green Infrastructure	(46)	(2)	(44)	0	(44)	0	0	0	0	0
2020/21	GP64	Norwich	Ongoing	Green Inf.	Hellesdon Station Green Infrastructure	(453)	(232)	(232)	(1)	(145)	(86)	0	0	0	0
2020/21	GP63	Broadland	Complete	Green Inf.	Broadland Country Park (prev NWW)	(1,265)	(546)	(719)	(290)	(143)	(143)	(143)	0	0	0
2019/20	GP62	County	Ongoing	Education	Education - Cringleford	(2,000)	0	(2,000)	0	(2,000)	0	0	0	0	0
2018/19	GP61	County	Ongoing	Education	Education - Blofield and Brundall	(2,000)	0	(2,000)	(1,000)	(1,000)	0	0	0	0	0
2018/19	GP60	County	Complete	Community	Mile Cross Library self-access improvement	(35)	0	(35)	(24)	0	0	0	0	0	0
2018/19	GP59	County	Complete	Community	Earlham Library self-access improvement	(35)	0	(35)	(26)	0	0	0	0	0	0
2018/19	GP58	County	Complete	Community	Loddon Library self-access improvement	(35)	0	(35)	(22)	0	0	0	0	0	0
2018/19	GP57	County	Complete	Community	Costessey Library self-access improvement	(35)	0	(35)	(26)	0	0	0	0	0	0
2018/19	GP56	County	Complete	Community	Harleston Library self-access improvement	(35)	0	(35)	(22)	0	0	0	0	0	0
2018/19	GP55	Broadland	Complete	Community	Community Sports Hub - The Nest Horsford	(4,625)	(3,501)	(1,124)	(1,124)	0	0	0	0	0	0
2018/19	GP53	County	Closed Prematurely	Transport	MW: Surfacing Works (Drayton)	(85)	0	(24)	(24)	0	0	0	0	0	0
2018/19	GP52	Broadland	Complete	Green Inf.	Thorpe Marriott Greenway	(121)	0	(121)	(108)	(13)	0	0	0	0	0
2018/19	GP51	County	Ongoing	Green Inf.	Green Infrastructure: Access for All	(150)	0	(150)	(53)	(67)	(30)	0	0	0	0

AGP Year	Ref	Applicant	Status	Theme	Expenditure	Project Budget	Other funding	CIL funding	Spend to 2021/22	2022/23	2023/24	2024/25	2025/26	2028/27	2028/29
2018/19	GP50	Norwich	Ongoing	Green Inf.	Yare and Wensum Valleys Link	(170)	0	(170)	(29)	(141)	0	0	0	0	0
2018/19	GP49	Norwich	Complete	Green Inf.	Earlham Millennium Green Improvement Project: Phase 3	(25)	0	(25)	(15)	(10)	0	0	0	0	0
2018/19	GP48	South Norfolk	Ongoing	Green Inf.	Wherryman's Way: Yare Valley Cycle Route	(23)	0	(23)	(5)	(18)	0	0	0	0	0
2018/19	GP47	Norwich	Ongoing	Green Inf.	Yare Valley Walk- Cringleford Meadow (formerly UEA to Eaton Boardwalk)	(47)	0	(47)	(2)	(45)	0	0	0	0	0
2018/19	GP46b	County	Ongoing	Transport	Marriotts Way-Costessey resurfacing & Drayton ramp	(526)	0	(526)	(8)	(518)	0	0	0	0	0
2018/19	GP46	County	Closed Prematurely	Transport	MW: Thorpe Marriott to Costessey	(100)	0	(12)	(12)	0	0	0	0	0	0
2018/19	GP45	Norwich	Complete	Transport	Green Pedalway- junction improvements	(560)	0	(560)	(462)	0	0	0	0	0	0
2017/18	GP44	County	Complete	Education	Education - Hethersett	(2,000)	0	(2,000)	(2,000)	0	0	0	0	0	0
2017/18	GP43	County	Complete	Community	Diss library: self service improvements	0	0	0	(29)	0	0	0	0	0	0
2017/18	GP42	County	Complete	Community	Plumstead Road Library: self service improvements	0	0	0	(112)	0	0	0	0	0	0
2017/18	GP41	County	Complete	Community	Wroxham Library: self service improvements	(153)	(33)	(1,110)	(34)	0	0	0	0	0	0
2017/18	GP40	South Norfolk	Complete	Community	Ketts Park Sports Hub: Wymondham	(800)	(550)	(250)	(250)	0	0	0	0	0	0
2017/18	GP39	South Norfolk	Closed Prematurely	Community	Hales cricket and bowls clubhouse improvements	(190)	(160)	(30)	(5)	0	0	0	0	0	0
2017/18	GP38	Norwich	Ongoing	Community	Football pitch improvements	(100)	0	(100)	(45)	(55)	0	0	0	0	0
2017/18	GP37	South Norfolk	Closed Prematurely	Community	Long Stratton Sports Hub	(2,655)	(2,045)	(610)	0	0	0	0	0	0	0
2017/18	GP36	Norwich	Ongoing	Green Inf.	Castle Gardens	(220)	(70)	(150)	0	(150)	0	0	0	0	0
2017/18	GP33	Broadland	Ongoing	Green Inf.	Strumpshaw Pit Circular Walk	(60)	(25)	(35)	(35)	0	0	0	0	0	0
2017/18	GP31	Norwich	On Hold	Green Inf.	Riverside Walk accessibility improvements	(200)	0	(200)	(28)	(172)	0	0	0	0	0
2017/18	GP30	Norwich	Complete	Green Inf.	Sloughbottom Park - Andersons Meadow	(343)	0	(343)	(343)	0	0	0	0	0	0
2017/18	GP29	Norwich	Complete	Green Inf.	Marriott's Way-Barn Road Gateway	(69)	(24)	(45)	(46)	0	0	0	0	0	0
2017/18	GP27	South Norfolk	Closed Prematurely	Green Inf.	Lizard and Silfield Nature Reserves	(14)	0	(14)	(14)	0	0	0	0	0	0
2016/17	GP26b	South Norfolk	Complete	Transport	Hempnall Crossroads	(4,600)	(4,038)	(562)	(305)	0	0	0	0	0	0
2016/17	GP26	County	Ongoing	Transport	Long Stratton Bypass (see borrowing costs below)	0	0	0	0	0	0	0	0	0	0
2016/17	GP25	Broadland	Complete	Transport	NDR (see borrowing costs below)	0	0	0	0	0	0	0	0	0	0



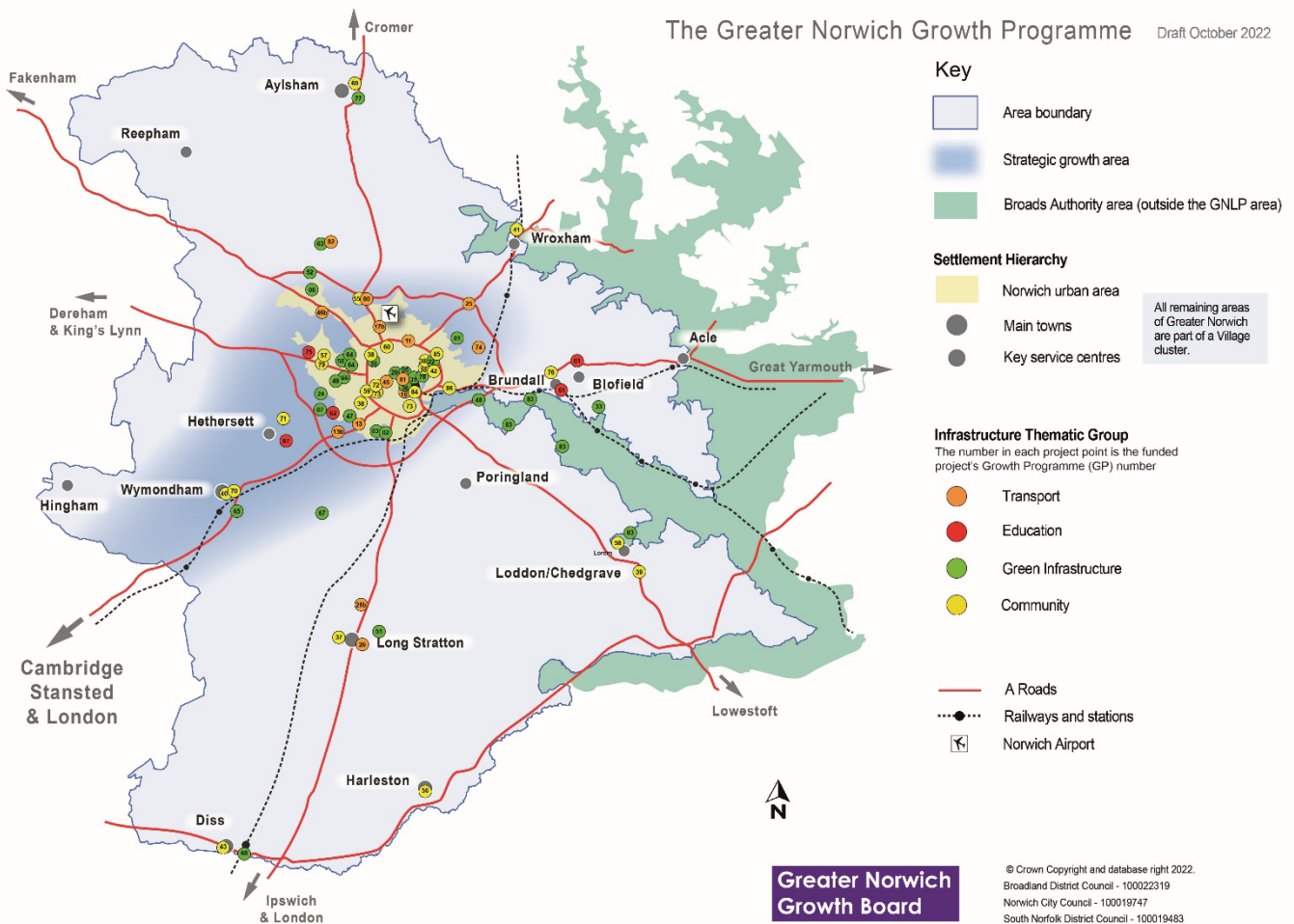
AGP Year	Ref	Applicant	Status	Theme	Expenditure	Project Budget	Other funding	CIL funding	Spend to 2021/22	2022/23	2023/24	2024/25	2025/26	2028/27	2028/29
2016/17	GP24	Norwich	Complete	Transport	Colney River Crossing (NRP to Threescore)	(422)	(251)	(171)	(171)	0	0	0	0	0	0
2016/17	GP23	Norwich	Closed Prematurely	Green Inf.	Carrow to Deal Ground riverside walk	(350)	(250)	(100)	(29)	0	0	0	0	0	0
2016/17	GP22	Norwich	Complete	Green Inf.	Pink Pedalway - Heathgate	(250)	(100)	(150)	(150)	0	0	0	0	0	0
2016/17	GP19	Broadland	Closed Prematurely	Transport	St Faiths to Airport Transport Link	(1,000)	0	(1,000)	(20)	0	0	0	0	0	0
2015/16	GP17b	County	Complete	Transport	Cromer Rd - Aylsham Rd (A140)	(416)	(329)	(87)	(87)	0	0	0	0	0	0
2015/16	GP16	County	Complete	Transport	Golden Ball Street (NATS)	(3,448)	0	(1,023)	(1,023)	0	0	0	0	0	0
2015/16	GP13b	County	Complete	Transport	Roundhouse Way	(795)	0	(50)	(50)	0	0	0	0	0	0
2015/16	GP13	County	Complete	Transport	Eaton Interchange	(825)	0	(100)	(100)	0	0	0	0	0	0
2015/16	GP11	County	Complete	Transport	St Clements Toucan Crossing	(339)	0	(113)	(113)	0	0	0	0	0	0
2015/16	GP09	County	Complete	Green Inf.	Marriott's Way - Phase 2	(250)	0	(250)	(237)	0	0	0	0	0	0
2015/16	GP08	Norwich	Complete	Green Inf.	Earlham Millennium Green - Phase 2	(66)	0	(66)	(52)	0	0	0	0	0	0
2014/15	GP07	South Norfolk	Complete	Green Inf.	Norwich Health Walks	(40)	0	(40)	(38)	0	0	0	0	0	0
2014/15	GP06	County	Complete	Green Inf.	Marriott's Way - Phase 1	(60)	0	(60)	(60)	0	0	0	0	0	0
2014/15	GP05	Norwich	Complete	Green Inf.	Riverside Walk	(70)	(19)	(51)	(48)	0	0	0	0	0	0
2014/15	GP04	Norwich	Complete	Green Inf.	Earlham Millennium Green - Phase 1	(15)	0	(15)	(3)	0	0	0	0	0	0
2014/15	GP03	Norwich	Complete	Green Inf.	Marston Marsh	(30)	0	(30)	(24)	0	0	0	0	0	0
2014/15	GP02	Norwich	Complete	Green Inf.	Danby Wood	(35)	0	(35)	(26)	0	0	0	0	0	0
2014/15	GP01	Broadland	Ongoing	Green Inf.	Harrisons' Wood	(45)	0	(45)	(44)	(1)	0	0	0	0	0
2014/15	GP01	Broadland	Ongoing	Green Inf.	Harrisons' Wood secured funding (S106)	45	0	45	0	0	0	0	0	0	0
N/A	N/A	N/A	N/A	N/A	N/A	(80,424)	(40,145)	(40,065)	(13,542)	(10,357)	(10,545)	(6,890)	(2,691)	(2,500)	(2,500)

Table 4 IIF Expenditure Summary\*

IIF Expenditure	Project Budget	Other funding	CIL funding	Spend to	2022/23	2023/24	2024/25	2025/26	2028/27	2028/29
Full Growth Programme	(80,424)	(40,145)	(40,065)	(13,542)	(10,357)	(10,545)	(6,890)	(2,691)	(2,500)	(2,500)
Cash Reserves - Equal to one year’s City Deal loan repayment	0	0	(2,345)	0	(345)	0	0	0	0	0
Cash Reserves - Proposed Match Funding	0	0	0	0	0	(4,000)	0	0	0	0
GP25 Broadland Northway (amount borrowed)	205,000	0	(40,000)	(40,000)	0	0	0	0	0	0
Interest and loan repayment against borrowing	0	0	0	(10,843)	(2,057)	(2,057)	(2,057)	(2,057)	(2,057)	(2,057)
Loan set up fee	0	0	0	(14)	0	0	0	0	0	0
GP26 Long Stratton Bypass (proposed amount borrowed)	46,231	0	(10,000)	0	0	0	0	0	0	0
Forecasted interest and loan repayments against the borrowing	0	0	0	0	0	(680)	(680)	(680)	(680)	(680)
Forecasted loan set up fee	0	0	0	0	0	0	0	0	0	0
Strategic Investment Fund - Forecasted draw down	0	0	0	0	0	0	0	0	0	0
Forecasted interest and loan repayments against the borrowing	0	0	0	0	0	0	0	0	0	0
Forecasted loan set up fee	0	0	0	0	0	0	0	0	0	0
TOTAL borrowing costs (annual payment made from pooled CIL)	0	0	0	(10,857)	(2,057)	(2,737)	(2,737)	(2,737)	(2,737)	(2,737)
TOTAL pooled CIL funding requirement	N/A	N/A	N/A	N/A	(12,759)	(17,282)	(9,627)	(5,428)	(5,237)	(5,237)
Actual pooled CIL Income	N/A	N/A	N/A	N/A	0	0	0	0	0	0
Forecasted pooled CIL Income	N/A	N/A	N/A	N/A	11,646	8,358	2,441	4,542	4,303	7,829
Forecasted annual pooled CIL surplus / (deficit)	N/A	N/A	N/A	N/A	(1,113)	(8,923)	(7,186)	(886)	(934)	8,358
CIL Interest Earned	N/A	N/A	N/A	N/A	9	0	0	0	0	0
Forecasted Cumulative CIL balance (including interest)	N/A	N/A	N/A	N/A	20,132	11,209	4,023	3,137	2,203	10,562
Forecasted Cumulative CIL income	N/A	N/A	N/A	N/A	59,149	67,508	69,949	74,491	78,794	86,624
Forecasted Cumulative CIL commitment	N/A	N/A	N/A	N/A	(39,158)	(56,440)	(66,067)	(71,495)	(76,732)	(81,969)

## Appendix C - Schematic Map Showing the Locations of All Previously Agreed Projects.

The numbers correspond to the projects 'GP' or Growth Programme number which is included in the full growth programme list on the previous page and detailed against the delivery updates in [Appendix D – Project Updates](#).



## **Appendix D – Project Update**

This appendix provides an update on projects that are currently underway, which were funded in previous Annual Growth Programmes. They are grouped by their Sponsoring Authority as denoted in the AGP in Appendix B.

Projects which have completed in the last 12 months are included here as their final delivery report. Projects which have completed in previous years are not included.

### **Broadland**

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

This project secures areas of woodland located off Blue Boar Lane, Sprowston (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. Public access was achieved in 2016 and Broadland District Council has been enhancing, maintaining and managing the site since that time.

Negotiations are in hand for Harrisons Wood and Boar Plantation due to be transferred directly to Sprowston Town Council rather than Broadland District Council, for ongoing maintenance and management.

#### **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.

The project deliverables are:

- Part 1: improvement to the landfill gas infrastructure – this phase is complete, the site is now fully DSEAR (Dangerous Substances and Explosive Atmospheres Regulations) safe for public access. Visitors now have open access across

the site.

- Part 2 - improvement of parking facilities for cars and bicycles, addition of benches and dog bins.
- Part 3 - Improvement of the circular walk and links to the entry points
- Part 4 – consideration of biodiversity improvements along the path

Funding has been secured from Broadland District Council to support delivery of the next phase, including construction of the car park and improvements to the perimeter path.  
The project will be completed in 2023.

## **GP52 - Thorpe Marriott Greenway: £121,000**

The Thorpe Marriot Greenway is designed to promote better greenspace and access in the Thorpe Marriott area, by creating a path through the current tree belt to 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.

Project is now **complete** and delivered;

- A brand new 1.7km footpath through the Thorpe Marriott estate woodland
- Installation of new kissing gates at road crossings for multiple public access points on to the new path
- Relocation of Openreach pole to improve visibility and new drop kerbs to facilitate access
- Installation of interpretation boards
- New step access installed with handrail Improved access onto Marriott's Way through woodland.
- Footpath to provide a vital green infrastructure link between the Marriott's Way and Broadland Country Park
- Ancient trees protected through no dig construction methodology.

### **GP63 – Broadland Country Park: £719,290**

Broadland Country Park (BCP) was purchased with IIF funding 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](http://www.southnorfolkandbroadland.gov.uk/broadlandcountrypark) and links from google maps. The Park is receiving positive reviews from its Google listing.

There is a growing group of regular volunteers supporting practical work at the park, amounting to almost 2500 hours from Jan-end Sept 2022. A partnership with the Norfolk and Norwich Naturalists Society has harnessed the work of the county's expert naturalists and so far, 1749 species of wildlife have been recorded. Planning Solutions Consulting have been appointed to undertake an options analysis and financial appraisal for the future of Broadland Country Park. They will report early in 2023.

Broadland Country Park helps to maneuver 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.

### **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.

This will provide all weather floodlit facilities in the Aylsham area which will be available to local clubs and teams, and for recreational football players to hire on a pay-as-you-go basis or block bookings. The pitch will include two changing rooms and a referee area adjacent to the gym/fitness building in line with Football Association regulations, to facilitate use for tournaments and official events.

The 3G pitch which completed and handed over on 28 August 2020, is running as normal with good usage. 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 in 2023. The school has formed a partnership with Wroxham FC to become their official training ground, which secures income and opens the potential for new funding streams.

### **GP74 - Plumstead Road Roundabout - £725,000**

The project will deliver a new roundabout on Plumstead Road as well as: 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 and ensure that the strategically important orbital link road between Salhouse Road and Plumstead Road can be delivered.

An 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. Heads of terms have been agreed for Halsbury Homes to deliver a T-junction option which allows other development to come forward while the CPO process (required for the roundabout) is concluded. The T-Junction delivery is expected to start in January 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



Delays and increased costs have been caused by external factors. Construction on the pitch, carpark and surrounds started in October 2022, and is expected to complete by March 2023. Work on tender applications for the community building is ongoing and may require further funding.

### **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 and biodiversity improvements.

Circular walk, installation of waymarking, improvement of heritage stations and habitat creation works on the Bure Valley Path are progressing. Work to deliver the crossing over the A140 is under review. The feasibility study and design are being revised in light of recent inflationary cost increases and planned development work on an adjacent site.

### **GP82 – Broadland Country Park, Horsford Crossing - £100,666**

The principle is to encourage green transport options for accessing Broadland Country Park. This project will provide:

- 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.

Works are expected to commence in Spring 2023 and take 6-8 weeks, but costs are likely to escalate due to inflationary pressures. The scheme may need to be adjusted to fit the budget or further funding sought.

## **GP86 – 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 the local lower socio-economic communities.

Funding has been allocated to Stage one which is the provision of a new, light weight boatshed to house all the club and member fleet that is currently held on site. 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 and will increase the lifespan of the fleet.

Piling work completed in July 2022. Construction of the building began in August 2022. Cladding materials have been delivered and quotes are being taken for electrical works and main doors. The club has come to agreements with youth groups based in Sprowston and Old Catton to begin outreach inclusivity sessions in mid- January 2023 when progression to 'on water' activities is more available.

## Norwich

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

The objective of this project was to put measures in place to increase safety, comfort and personal security of pedestrians and cyclists who use the route. This has been achieved by installing motion detecting street lighting on a 1km section of Marriott's Way between Dragon Bridge and Sloughbottom Park. This complements the lighting already installed between Dragon Bridge and Barn Road.

The scheme also incorporated localised path widening/edge strengthening, ditch clearance, vegetation management and new tree planting.

This project is now **complete**.

### **GP31 - Riverside walk accessibility improvements: £200,000**

The project, which is an important part of the River Wensum Strategy Delivery Plan, 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.

This project is currently on hold until staff resource can be allocated; it is expected to resume in 2023.

### **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 currently on hold, with construction expected to commence in 2023 once the Castle Keep project is completed.

### **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: work to procure machinery to improve maintenance and increase capacity of pitches has been completed.

Phase 2: work for football pitches to be re-graded and re-seeded and provide new goals to all sites has also been completed.

Phase 3: completion date for installation of sustainable irrigation is scheduled for April 2023.

### **GP47 – Yare Valley Walk, Cringleford Meadow Improvements (formerly UEA to Eaton Boardwalk): £47,000**

The project has improved the last remaining section of the Yare Valley Walk between the UEA and Cringleford. The works have provided better access to the Yare Valley Walk for all users and acts as a starting point for many by:

- Providing a 1.2m wide hardcore path from the car park to the point Norwich City Council land adjoins Bartram Trust Land

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

The final stage of the project (to install interpretation boards) will complete by the end of 2022.

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

The main pedestrian route through EMG has previously been 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.

Phase 3 was to enhance opportunities for leisure and employment by providing safe and convenient access between adjacent neighbourhoods.

This has been achieved with the following works;

- 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, by replacing it with a maintenance free culvert.

The project was **completed** in March 2022.

### **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 waiting to be scheduled. Bunkers Hill Wood works are completed. Norwich Road works are progressing following a public consultation, the revised completion date is dependent on Tarmac; costs have increased due to inflation, redesign, re-consultation and provision of temporary shuttle bus service. The funding gap will be covered by savings on other aspects of the project.

### **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. Works include;

- Improvements to the Hellesdon Road crossing and provision of ramped access and path on Marriott's Way
- Improvements to the Hellesdon Mill Meadow
- Improvements to Hellesdon Marsh including provision of a canoe platform.

Construction of the Hellesdon Road crossing and Marriott's Way ramped access and path completed in March 2021. Milestone target dates for Hellesdon Mill Meadow and Hellesdon Marsh improvements have been re-programmed to 2023/24 to reflect available staff resources and need for felling licenses and consultation. Final delivery are subject to the availability of staff, contractors, receiving relevant consents and public 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 would be suitable for cyclists, pedestrians, mobility scooters and push chairs. Additionally, way-markers will be installed at each end of the path, and a wooden chicane to slow pedestrian movement from the path to the tarmac path and road.
- 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.

Most work has been completed on this project, apart from some remedial work to the footpath's surface which has suffered in the extreme heat over summer.

### **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 hours of use and viability of the pool and sports centre.

This project is now **complete**.

### **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.

This project is now **complete**.

### **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 improvements to Kett's Heights provide for a more accessible and resilient space and enhancements to the green links through this area (linking with Mousehold Heath and Lion Wood). Current 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 or provision for maintenance vehicles

The project aims to provide:

- Improved access to the site with new steps from Kett's Hill and provision of a new ramped access from Ladbrook Place
- 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, volunteer programme for delivery of biodiversity enhancements and conservation repairs to the site infrastructure

Construction works are scheduled to commence in March 2023, subject to any works required on the on-site gas pipeline.

### **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, 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 project provides a facility which is able to meet the local demand to participate in traditional and recreational grassroots football, whilst developing sustainability for the long term.

This project is now **complete**.

### **GP85 – FDC Heartsease Open Academy: £150,000**

The FDC@OpenAcademy project will see the installation of a new 7v7 3G football pitch, replacing the current youth sized grass pitch. 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%

This will enable more football activity covering both the traditional and recreational formats of the game. As well as being able to host football programmes such as Walking Football, Disability football and Health & Wellbeing football focused interventions.

The project has been tendered and fees agreed. A planning application is to be submitted in Autumn 2022. A decision on match funding from the Football foundation is expected in January 2023.

## **South Norfolk**

### **GP37 - Long Stratton Sports Hub: £500,000**

The project aimed 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.

Post-Covid, the plan to renovate, re-open and operate the swimming pool was no longer deemed financially viable. It should also be noted that Sport England's recently updated Facilities Planning Model Assessment of swimming pool provision states that 84% of the demand for swimming in South Norfolk is already met.

Improvements to existing local leisure facilities have been recently delivered with no CIL funding. The Trust will now develop plans for the ongoing use of the pool building, within the delivery of education at the school.

This project is now **closed**.

### **GP39 - Loddon and Hales Cricket Club and Hales Bowls Club: £30,000**

The strategic review of sports facilities and playing pitches commissioned by the Greater Norwich Growth Board between 2013 and 2015 highlighted the need for a replacement pavilion to serve Loddon and Hales Cricket Club and Hales Bowls Club on their shared site on Green Road, just off the A146.

This project was to be managed by volunteers from the club. Unfortunately, complications with the project meant that they did not have the financial or staffing resources to drive the project forward, and planning consent lapsed.

The club hope to reapply in the future, once match funding and a viable way forward has been identified.

This project is now **closed**.

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

This project will improve the Yare Valley Cycle Route, which follows the Wherryman's Way Loddon cycle loop. This 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 enhance GI provision 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 to restore the site to County Wildlife Site (CWS) standard.

Due to an increase in material costs the Lizard Charity are re-visiting some elements of the project. Delivery of key planned improvements such as public access will not be affected. Revised quotes have awaited and it is anticipated that the project will be completed by Summer 2023.

### **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.

The new gate has been installed, and benches have been purchased. The boards are with the design company; benches and fencing should be installed in Autumn 2022. Work has commenced on the footpath.

### **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, conversion of floodlights to LED Lumineers to provide lower running costs and deliver a greener operation; the enhancement will also see netball courts provided on the site, bringing outdoor, publicly-accessible floodlit courts to Wymondham for the first time. Wymondham tennis club, who have been displaced during the works, are currently using the courts at Framingham Earl.

Work has now been completed, with the exception of installation of new LED floodlights, which have been delayed due to supply issues. These will now be completed in Winter 22. Work has been completed to a good standard and feedback has been very positive.

### **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 Rugby Football Union (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 which completed in September 2022, included rebuilding 3 x RFU/Sport England compliant en-suite changing rooms & referee changing facilities.

Phase 2, which includes the 4<sup>th</sup> changing room and a kitchen, is due to commence, and will be funded by the RFU.

## Norfolk County Council

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

The primary objective was to implement on-carriageway bus priority measures through the reallocation of road space on the A140 Cromer Road north of Norwich city centre. This has now enabled the benefits of the NDR to be realised by improving bus journey reliability and bus service performance as well as having a positive impact on bus patronage.

Significant lengths of inbound bus lane have been created on Cromer Road and Aylsham Road without the requirement to remove any general traffic lanes. The provision of the inbound bus lane is also shared with cyclists.

This project is now **complete**.

### **GP26 Long Stratton Bypass: £10,000,000 (IIF supported borrowing)**

This scheme is identified as a Regional Priority and is progressing as a Developer led single Carriageway bypass to the east of Long Stratton.

The developer submitted revisions to planning applications in early August 2021 leading to a full consultation process undertaken with stakeholders and consultees. Comments/challenge arising from the consultation have required the Local Planning Authority (LPA) to request the Applicant revise their submitted information and prepare for a re-consultation exercise. A full re-consultation process commenced on 3rd February 2022 but the revised application has been further delayed following the introduction of the requirement to demonstrate nutrient neutrality.

Commencement of construction is programmed for early in the financial year 2024/25. This date is dependent upon several key precursors having been completed in advance which include a successful Full Business Case application in



Winter 23/24, Planning approval with a reasonable timescale associated to the completion of the Section 106 Agreement and Conditioning, including any requirements associated to nutrient neutrality, any potential objections to Statutory Orders are removed (even if it requires a full Public Inquiry) and that any remaining risks such as archaeology, ecology, land assembly and funding requirements are completed in a timely enough manner.

It is currently anticipated that the bypass will be completed by late Autumn/early Winter 2025.

### **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 IIF 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 6<sup>th</sup> November 2020. The original total budget for both projects was £185,000. The total revised amount for the combined GP46b Marriott's Way Ramp & Resurfacing project is £526,000.

The project aims to improve access and accessibility on Marriott's Way and link into a number of other projects along the route which are funded from the Heritage Lottery Fund and Transforming Cities as well as the IIF, to help facilitate the use of Marriott's Way as a key walking / cycling route and as a sustainable transport corridor for people commuting into and out of Norwich. The project involves improvements 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 which will reduce the gradient, allowing much improved accessibility for all.

All Tarmac construction works have been completed. The remaining elements of the project which are tree planting

and wildflower/grass seeding are scheduled to be completed by volunteers between Dec 22 – Mar 2023.

### **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 allocated is £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. The footpath is now open for use.

The final phase of the project will deliver a fully accessible route from the car park in Rockland through to the bird hide overlooking the Rockland Broad. Works are progressing.

### **GP61 – Education – Blofield Primary: £2,000,000**

Relocation and expansion of the existing Blofield primary school to 420 places on a new site. Land assembly is progressing. Approval to acquire the land was agreed at NCC Cabinet in August 2022. Planning application submission is imminent.

### **GP62 – Education – Cringleford Primary: £2,000,000**

Provision of a new 420 place primary school in Cringleford on S106 land from developers. An off-site nursery provision will be made, separate from the school scheme.

Planning approval has been achieved and the project is currently out to tender. Timescales for project delivery are

dependent of land transfer from the developer and resolution of other outstanding issues.

### **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 project provides additional access to Green Infrastructure to the new populations at Wymondham and Hethersett.

This will include

- installation of new signage and furniture
- creation of walks books and promotional materials
- removal of all access obstacles
- countryside access improvements
- installation of new data counters to monitor usage and economic impact

Route launch and Linear route improvements were completed in Spring 2022. Waymarking improvements including wooden sculptures from Arnie Barton, a carved bench at Wymondham and a sculpture at Eaton have been installed. Interpretation panels at Eaton, Wreningham and Wymondham were completed in July 2022.

This project is now **complete**

### **GP75 – Education – Ormiston Victory Academy: £4,000,000**

Provision of a new three storey 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 new building is complete, and the internal remodeling is nearing completion. The project will conclude at the end of 2022.

## **GP80 – 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:

- Extend an existing shared use cycling and walking path from the Broadland Enterprise Park and the Broadland Northway (A1270) roundabout to the junction with Amsterdam Way along Holt Road. Two new bus stops within laybys will also be provided adjacent to The Nest / Manor Park sports facilities.
- A new toucan crossing (for pedestrians and cycles) to connect The Nest / Manor Park sports facilities to the new bus stops.
- 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, to extend the existing 40mph limit at the airport end. This creates a safer environment for walking and cycling.

This project has been delayed due to resourcing issues, but has now got an allocated design team, and construction is expected to start in July 2024.

## **GP81 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, it will be for use by walkers and cyclists and will also deliver high quality access for users with physical, sensory and/or cognitive impairments. It will project from the southern end of Blackfriars Bridge and will land on a build out on Dukes Palace Wharf.

The new walkway will provide:

- 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

Work is underway to develop detailed design and costs as part of the inclusion into the "Connecting the lanes" Transforming Cities programme. The initial indication is that the current solution will require an increased budget. A design review exercise is being undertaken to explore cost savings and to seek potential additional funding to cover the gap.

### **GP83 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:

- Bank stabilisation at Surlingham, Bramerton and Hardley Flood where 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 with the path
- Restoration of the bird hide on Hardley Flood (as match funding 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)

Consultants have been appointed to conduct a feasibility study on replacement of the four bridges at Hardley. NCC's Ecologist is to be appointed to work with Natural England for license and consent for bridge works, vegetation and tree England clearance work (for bridges and surfacing works). The landowner for Hardley Flood is engaged with the project and has agreed access and hardstanding storage. The Broads Authority have provided options to carry out the bank stabilisation on Bramerton FP5. This needs to be reviewed with the landowner before a preferred option can be agreed.

### **GP84 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 sought to implement extensive works to improve the accessibility of the site.

Whilst buildings were closed during the pandemic, issues with water ingress and mould were identified at one of the key buildings on the site. As the building is of historical significance, further investigations and works are now needed to fully understand and resolve the issues discovered, followed by repairs. The historic nature of the building means the work needs to be undertaken cautiously to protect its heritage for future generations. The timescales for this complex programme of works are unknown at this stage and have therefore unfortunately impacted on timescales for wider plans for the site.

Whilst the County Council's ambition for the development of the site remains, the project has been removed from the Annual Growth Programme at this time.

### **GP87 – Education – Hethersett Academy: £2,000,000**

This expansion of the existing school is a second phase of development in response to 1400 new homes in the village (1200 originally with an additional 200 recently confirmed). Design of the project is progressing well, with the project programmed to start in the summer of 2023, and completion by Autumn 2024.

## Appendix E – Neighbourhood CIL

Table 5 South Norfolk Neighbourhood CIL income by financial year. For 2022, figures are to October 2022 only.

Parish	Received April 2018 – March 2019	Received April 2019 – March 2020	Received April 2020 – March 2021	Received April 2021 – March 2022	Received April 2022 - September 2022	Received April 2015 – September 2022
Cringleford	£0.00	£366,687.37	£585,402.60	£1,307,268.05	£1,862.73	£2,314,452.24
Wymondham	£34,532.05	£146,924.40	£110,836.13	£400,103.48	£136,728.64	£873,357.02
Poringland	£159,560.98	£1,075.72	£2,856.93	£18,577.53	£0.00	£230,827.50
Easton	£0.00	£0.00	£0.00	£88,818.53	£88,818.53	£178,167.57
Diss	£72,719.62	£3,176.71	£3,413.47	£3,078.41	£19,125.62	£134,864.45
Trowse	£0.00	£34,370.97	£91,525.36	£1,118.08	£0.00	£127,014.41
Stoke Holy Cross	£82,969.68	£171.06	£0.00	£478.80	£0.00	£113,165.51
Hingham	£1,208.62	£126.78	£0.00	£463.67	£3,716.90	£75,059.01
Little Melton	£20,640.40	£12,370.91	£11,797.37	£13,560.63	£0.00	£73,340.24
Swardeston	£0.00	£0.00	£62,054.17	£4,717.06	£0.00	£72,843.56
Costessey	£17,163.09	£12,512.67	£10,958.80	£1,000.73	£0.00	£70,763.00
Redenhall with Harleston	£6,852.09	£31,956.73	£0.00	£16,585.62	£4,447.61	£62,275.98
Spooner Row	£26,398.43	£8,285.42	£8,263.23	£759.79	£5,074.19	£48,781.06
Bergh Apton	£9,520.63	£2,712.99	£0.00	£0.00	£0.00	£43,255.54
Hempnall	£608.04	£0.00	£7,787.17	£29,881.56	£0.00	£38,549.02
Rockland St Mary	£9,274.85	£24,347.88	£0.00	£0.00	£0.00	£33,622.73
Bunwell	£1,718.29	£1,277.75	£2,366.83	£10,368.13	£0.00	£32,307.68
Dickleburgh	£18,371.68	£3,583.99	£0.00	£0.00	£0.00	£30,950.49

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Parish	Received April 2018 – March 2019	Received April 2019 – March 2020	Received April 2020 – March 2021	Received April 2021 – March 2022	Received April 2022 - September 2022	Received April 2015 – September 2022
Bressingham	£6,052.70	£5,063.15	£11,817.92	£0.00	£1,665.32	£29,522.43
Wreningham	£356.58	£9,600.38	£0.00	£0.00	£1,917.91	£29,338.53
Gillingham	£0.00	£0.00	£6,148.85	£22,589.78	£0.00	£28,738.63
Bawburgh	£1,495.60	£0.00	£602.47	£24,756.39	£0.00	£27,876.76
Alpington	£361.53	£0.00	£3,367.22	£0.00	£0.00	£27,192.92
Hethersett	£0.00	£0.00	£2,735.22	£8,192.64	£0.00	£26,683.86
Thurlton	£5,013.45	£14,815.84	£0.00	£600.00	£369.49	£25,592.11
Bracon Ash	£2,589.76	£13,233.62	£1,331.77	£3,995.32	£3,408.70	£25,499.96
Broome	£5,511.70	£9,023.75	£8,763.56	£1,477.63	£0.00	£25,135.55
Seething	£2,250.93	£10,704.90	£0.00	£0.00	£0.00	£24,898.34
Chedgrave	£0.00	£0.00	£1,606.58	£18,023.23	£2,298.79	£21,928.59
Scole	£0.00	£0.00	£5,030.39	£15,091.16	£0.00	£21,463.09
Woodton	£0.00	£0.00	£0.00	£5,148.59	£15,445.77	£20,594.36
Brooke	£12,178.00	£915.76	£3,022.57	£4,412.71	£0.00	£20,529.04
Long Stratton	£0.00	£286.14	£1,896.05	£1,508.04	£5,670.76	£20,515.84
Pulham Market	£213.95	£12,048.06	£4,143.30	£402.49	£379.37	£18,420.09
Geldeston	£18,331.54	£0.00	£0.00	£0.00	£0.00	£18,331.54
Ditchingham	£0.00	£443.96	£0.00	£3,766.27	£11,298.82	£16,491.29
Pulham St Mary	£13,772.73	£1,012.37	£0.00	£0.00	£0.00	£16,352.18
Earsham	£95.09	£12,720.00	£0.00	£0.00	£0.00	£15,446.10
Surlingham	£11,344.28	£312.01	£0.00	£326.41	£0.00	£14,930.90
Ashwellthorpe	£3,638.36	£3,684.68	£2,485.17	£3,917.59	£302.58	£14,793.46
Carleton Rode	£855.80	£644.05	£591.90	£4,887.22	£6,108.95	£14,254.24

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Parish	Received April 2018 – March 2019	Received April 2019 – March 2020	Received April 2020 – March 2021	Received April 2021 – March 2022	Received April 2022 - September 2022	Received April 2015 – September 2022
Tasburgh	£0.00	£11,813.25	£0.00	£1,579.94	£0.00	£13,676.38
Barford	£1,929.11	£2,685.14	£8,055.42	£0.00	£0.00	£12,996.78
Burston	£3,438.75	£3,836.19	£3,581.34	£471.41	£0.00	£12,494.77
Great Moulton	£3,580.72	£213.95	£0.00	£4,337.42	£204.44	£11,933.20
Fornceff	£0.00	£915.45	£0.00	£7,428.56	£0.00	£11,130.08
Tacolneston	£0.00	£1,469.24	£0.00	£0.00	£0.00	£9,611.17
Aslacton	£475.82	£164.75	£2,317.92	£5,757.95	£0.00	£8,836.14
Tibbenham	£76.27	£965.74	£96.89	£4,657.62	£0.00	£8,488.86
East Carleton	£0.00	£0.00	£0.00	£1,633.01	£6,844.41	£8,477.42
Mulbarton	£0.00	£1,525.75	£5,995.00	£0.00	£0.00	£8,286.76
Tharston	£0.00	£5,195.47	£1,903.98	£0.00	£0.00	£8,096.60
Flordon	£0.00	£2,676.91	£3,117.10	£0.00	£0.00	£7,783.82
Wortwell	£584.40	£2,857.06	£1,221.58	£1,127.56	£0.00	£7,027.94
Loddon	£440.77	£539.39	£490.43	£0.00	£614.36	£6,805.94
Gissing	£1,940.78	£2,072.87	£442.79	£1,644.24	£0.00	£6,595.79
Deopham	£0.00	£6,338.35	£0.00	£0.00	£0.00	£6,338.35
Caistor St Edmund & Bixley	£0.00	£0.00	£0.00	£5,773.81	£0.00	£5,773.81
Bramerton	£0.00	£0.00	£2,983.38	£0.00	£2,750.41	£5,733.79
Great Melton	£0.00	£0.00	£0.00	£5,155.59	£0.00	£5,155.59
Hales	£2,337.60	£0.00	£1,611.87	£0.00	£0.00	£5,078.08
Caistor St Edmund	£0.00	£0.00	£0.00	£0.00	£0.00	£5,072.47
Marlingford & Colton	£5,017.50	£0.00	£0.00	£0.00	£0.00	£5,017.50
Starston	£319.93	£730.59	£0.00	£0.00	£1,613.47	£4,363.71

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Ashby St Mary	£1,224.97	£2,941.80	£0.00	£74.88	£0.00	£4,241.65
Swainsthorpe	£3,654.76	£0.00	£211.39	£0.00	£0.00	£3,866.15
Tivetshall St Margaret	£1,366.20	£398.55	£240.08	£0.00	£0.00	£3,809.11
Wicklewood	£0.00	£3,795.22	£0.00	£0.00	£0.00	£3,795.22
Wrampingham	£0.00	£0.00	£1,290.77	£2,293.61	£0.00	£3,584.38
Aldeby	£114.80	£0.00	£2,898.23	£0.00	£0.00	£3,505.54
Morley St Botolph	£0.00	£3,199.34	£0.00	£0.00	£0.00	£3,199.34
Burgh St Peter	£0.00	£3,047.16	£0.00	£0.00	£0.00	£3,047.16
Heckingham	£0.00	£0.00	£0.00	£0.00	£0.00	£2,896.84
Hedenham	£0.00	£0.00	£0.00	£2,821.46	£0.00	£2,821.46
Tivetshall St Mary	£0.00	£0.00	£0.00	£0.00	£133.83	£2,728.63
Framingham Earl	£0.00	£0.00	£0.00	£0.00	£2,190.57	£2,408.82
Needham	£0.00	£945.88	£185.18	£0.00	£0.00	£2,326.47
Roydon	£0.00	£0.00	£0.00	£2,218.73	£0.00	£2,218.73
Wheatacre	£0.00	£0.00	£0.00	£1,078.10	£0.00	£2,128.10
Ketteringham	£653.33	£900.00	£0.00	£0.00	£0.00	£2,071.97
Topcroft	£0.00	£271.71	£0.00	£1,243.48	£0.00	£1,948.74
Norton Subcourse	£0.00	£0.00	£1,405.76	£0.00	£0.00	£1,915.26
Marlingford	£0.00	£0.00	£0.00	£0.00	£0.00	£1,672.50
Barnham Broom	£0.00	£0.00	£981.92	£0.00	£0.00	£1,671.58
Shelfanger	£0.00	£0.00	£664.18	£0.00	£0.00	£1,437.62
Saxlingham Nethergate	£0.00	£79.50	£0.00	£0.00	£0.00	£1,298.73
Alburgh	£0.00	£1,096.69	£0.00	£0.00	£0.00	£1,249.45

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Shelton	£0.00	£434.73	£175.46	£502.66	£0.00	£1,112.85
Roydon	£0.00	£1,083.86	£0.00	£0.00	£0.00	£1,083.86
Kirby Cane	£952.06	£0.00	£0.00	£0.00	£0.00	£952.06
Raveningham	£0.00	£0.00	£0.00	£939.99	£0.00	£939.99
Keswick	£0.00	£0.00	£230.42	£0.00	£0.00	£921.42
Colney	£0.00	£0.00	£0.00	£874.65	£0.00	£874.65
Morningthorpe	£0.00	£0.00	£622.55	£0.00	£0.00	£853.63
Hellington	£0.00	£0.00	£0.00	£0.00	£0.00	£843.75
Toft Monks	£0.00	£488.73	£207.30	£0.00	£0.00	£822.54
Runhall	£202.06	£0.00	£0.00	£0.00	£0.00	£779.33
Denton	£0.00	£525.00	£235.70	£0.00	£0.00	£760.70
Brockdish	£475.44	£0.00	£0.00	£0.00	£280.83	£756.27
Deopham & Hackford	£0.00	£0.00	£0.00	£0.00	£625.42	£625.42
Winfarthing	£0.00	£0.00	£0.00	£0.00	£175.98	£557.64
Kimberley	£0.00	£0.00	£0.00	£447.86	£0.00	£447.86
Morningthorpe & Fritton	£395.61	£0.00	£0.00	£0.00	£0.00	£395.61
Newton Flotman	£0.00	£0.00	£0.00	£0.00	£395.04	£395.04
Morley	£0.00	£0.00	£0.00	£0.00	£0.00	£373.37
Haddiscoe	£0.00	£0.00	£0.00	£129.62	£0.00	£312.40
Wacton	£0.00	£0.00	£0.00	£0.00	£0.00	£303.78
Tharston and Hapton	£0.00	£0.00	£0.00	£0.00	£0.00	£291.60
Shotesham	£0.00	£225.36	£0.00	£0.00	£0.00	£225.36
Kirby Bedon	£0.00	£0.00	£0.00	£0.00	£0.00	£83.25

78      The Tables within this appendix provide the total Neighbourhood CIL received by each parish in Greater Norwich. These tables report income only, and do not incorporate Parish's Neighbourhood CIL spend or current balance.

Parish	Received April 2018 – March 2019	Received April 2019 – March 2020	Received April 2020 – March 2021	Received April 2021 – March 2022	Received April 2022 - September 2022	Received April 2015 – September 2022
Stockton	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Kirstead	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Bedingham	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Framingham Pigot	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
<b>Grand Total</b>	<b>£574,781.33</b>	<b>£807,523.65</b>	<b>£991,971.67</b>	<b>£2,068,067.67</b>	<b>£324,469.46</b>	<b>£5,317,457.63</b>

79      The Tables within this appendix provide the total Neighbourhood CIL received by each parish in Greater Norwich. These tables report income only, and do not incorporate Parish's Neighbourhood CIL spend or current balance.

Table 6 Broadland Neighbourhood CIL income by financial year. For 2022 figures run up to October 2022 only.

Parish	Received April 2018 – March 2019	Received April 2019 – March 2020	Received April 2020 – March 2021	Received April 2021 – March 2022	Received April 2022 – October 2022	Received April 2013 – October 2022
<b>Sprowston</b>	£94,468.89	£16,498.60	£181,832.79	£317,097.20	£454,606.01	£1,099,771.58
<b>Acle</b>	£0.00	£1,384.91	£60,677.34	£948,162.86	£0.00	£1,050,264.07
<b>Horsford</b>	£131,021.39	£125,701.58	£237,827.09	£350,852.34	£4,613.13	£1,021,179.57
<b>Blofield</b>	£104,084.73	£166,978.31	£279,609.95	£27,295.36	£5,571.35	£867,461.77
<b>Rackheath</b>	£2,875.34	£12,891.08	£36,664.60	£86,164.01	£679,321.86	£818,401.01
<b>Old Catton</b>	£0.00	£114,033.60	£247,200.59	£360,872.65	£8,761.94	£785,009.51
<b>Drayton</b>	£11,588.30	£55,425.76	£149,360.93	£140,180.16	£107,184.02	£468,484.15
<b>Great &amp; Little Plumstead</b>	£19,142.05	£75,959.24	£42,698.86	£122,994.76	£19,998.12	£402,768.35
<b>Hellesdon</b>	£31,680.64	£108,582.70	£75,897.17	£63,121.54	£85,426.12	£382,302.20
<b>Spixworth</b>	£0.00	£8,430.92	£0.00	£58,997.24	£181,299.24	£271,909.16
<b>Taverham</b>	£8,046.12	£3,725.23	£197,437.84	£21,488.96	£2,174.16	£241,821.10
<b>Brundall</b>	£0.00	£0.00	£49,989.18	£125,307.78	£39,819.06	£220,885.06
<b>St Faiths</b>	£450.00	£31,395.58	£46,184.56	£1,543.26	£3,218.10	£86,801.50
<b>Wroxham</b>	£0.00	£0.00	£0.00	£1,522.90	£0.00	£85,820.35
<b>Aylsham</b>	£2,564.54	£8,628.98	£28,907.99	£12,453.71	£4,563.64	£66,641.99
<b>Salhouse</b>	£3,937.83	£3,618.62	£20,001.93	£0.00	£0.00	£51,164.50
<b>Postwick</b>	£2,477.94	£0.00	£7,247.07	£37,135.44	£0.00	£50,785.76
<b>Strumpshaw</b>	£29,083.12	£9,813.82	£0.00	£0.00	£0.00	£48,516.63

80      The Tables within this appendix provide the total Neighbourhood CIL received by each parish in Greater Norwich. These tables report income only, and do not incorporate Parish's Neighbourhood CIL spend or current balance.

<b>Thorpe St Andrew</b>	£8,432.40	£9,112.63	£13,523.01	£6,048.48	£4,176.49	£46,378.21
<b>Weston Longville</b>	£14,413.78	£1,080.07	£1,772.78	£7,107.90	£0.00	£28,333.21
<b>Honingham</b>	£0.00	£8,387.69	£509.95	£15,137.18	£0.00	£27,180.24
<b>Reedham</b>	£5,961.00	£0.00	£0.00	£0.00	£0.00	£26,395.00
<b>Reepham</b>	£1,317.14	£3,271.55	£3,591.41	£630.56	£0.00	£24,160.43
<b>Gt Witchingham</b>	£0.00	£12,373.99	£3,512.35	£0.00	£0.00	£21,337.57
<b>Hemblington</b>	£0.00	£17,415.55	£0.00	£1,442.18	£0.00	£18,857.73
<b>Freethorpe</b>	£0.00	£2,517.61	£7,552.84	£3,062.30	£0.00	£17,924.35
<b>Felthorpe</b>	£3,274.61	£1,931.89	£757.61	£0.00	£0.00	£12,420.53
<b>Foulsham</b>	£8,645.77	£1,377.16	£1,550.39	£183.39	£0.00	£11,756.71
<b>Marsham</b>	£1,235.27	£0.00	£3,066.43	£0.00	£2,423.47	£10,467.36
<b>Beighton</b>	£848.87	£0.00	£1,556.70	£4,670.46	£245.29	£10,054.77
<b>Hainford</b>	£0.00	£0.00	£0.00	£0.00	£735.87	£9,570.26
<b>Cawston</b>	£2,556.20	£1,455.11	£704.53	£1,762.45	£1,181.85	£8,365.14
<b>Hevingham</b>	£0.00	£0.00	£0.00	£1,756.11	£0.00	£8,204.01
<b>Stratton Strawless</b>	£0.00	£1,894.88	£3,216.02	£0.00	£135.00	£5,965.15
<b>Haveringland</b>	£0.00	£0.00	£0.00	£0.00	£0.00	£5,880.72
<b>Frettenham</b>	£1,170.38	£0.00	£1,576.25	£0.00	£0.00	£5,860.79
<b>Coltishall</b>	£4,418.75	£0.00	£234.84	£1,024.62	£0.00	£5,678.21
<b>Swannington</b>	£168.72	£0.00	£5,240.19	£0.00	£217.42	£5,626.33
<b>Cantley &amp; Limpenhoe</b>	£0.00	£0.00	£0.00	£0.00	£897.60	£5,377.85
<b>Salle</b>	£0.00	£0.00	£1,932.22	£2,331.37	£0.00	£5,023.20

81      *The Tables within this appendix provide the total Neighbourhood CIL received by each parish in Greater Norwich. These tables report income only, and do not incorporate Parish's Neighbourhood CIL spend or current balance.*

<b>Buxton</b>	£0.00	£0.00	£0.00	£0.00	£0.00	£4,472.42
<b>Heydon</b>	£3,681.68	£14.06	£0.00	£0.00	£0.00	£3,885.38
<b>Horstead</b>	£859.35	£894.68	£0.00	£0.00	£0.00	£3,778.75
<b>Lingwood</b>	£0.00	£0.00	£2,132.99	£0.00	£0.00	£3,372.45
<b>Ringland</b>	£0.00	£0.00	£0.00	£0.00	£0.00	£3,108.78
<b>Halvergate</b>	£0.00	£0.00	£1,404.93	£1,096.78	£0.00	£2,501.71
<b>South Walsham</b>	£0.00	£0.00	£0.00	£39.39	£0.00	£2,136.54
<b>Wood Dalling</b>	£0.00	£0.00	£0.00	£0.00	£0.00	£1,877.70
<b>Upton</b>	£0.00	£0.00	£706.16	£0.00	£0.00	£1,234.69
<b>Oulton</b>	£0.00	£867.29	£329.90	£0.00	£0.00	£1,197.19
<b>Guestwick</b>	£352.68	£234.48	£0.00	£0.00	£320.14	£1,152.44
<b>Booton</b>	£0.00	£0.00	£0.00	£0.00	£0.00	£1,109.78
<b>Beeston St Andrew</b>	£0.00	£0.00	£0.00	£974.63	£0.00	£974.63
<b>Brampton</b>	£0.00	£543.65	£0.00	£0.00	£0.00	£543.65
<b>Themelthorpe</b>	£0.00	£494.89	£0.00	£0.00	£0.00	£494.89
<b>Woodbastwick</b>	£151.20	£0.00	£0.00	£0.00	£0.00	£151.20
<b>Morton on the Hill</b>	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
<b>Grand Total</b>	<b>£498,908.69</b>	<b>£806,936.11</b>	<b>£1,716,409.39</b>	<b>£2,722,457.97</b>	<b>£1,606,889.88</b>	<b>£8,372,798.23</b>

82      The Tables within this appendix provide the total Neighbourhood CIL received by each parish in Greater Norwich. These tables report income only, and do not incorporate Parish's Neighbourhood CIL spend or current balance.



Table 7 Norwich Neighbourhood CIL income by financial year.

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

Area	Received April 2018 – March 2019	Received April 2019 – March 2020	Received April 2020 – March 2021	Received April 2021 – March 2022	Received April 2022 – October 2022	Received April 2013 – October 2022
Norwich	£133,705	£133,363	£173,285	TBC	TBC	£819,709

83      The Tables within this appendix provide the total Neighbourhood CIL received by each parish in Greater Norwich. These tables report income only, and do not incorporate Parish's Neighbourhood CIL spend or current balance.



**APPENDIX B****Details to support recommendations (i) to (iii).****(i) The introduction of two new categories to the Infrastructure Investment Fund.****Major Infrastructure Projects**

Under current procedures, projects can only be allocated funding from the IIF if they are considered deliverable. This requirement for projects to be 'shovel ready' has ensured the stability and success of the IIF, however it has also created limitations with supporting key strategic pieces of major infrastructure.

Major infrastructure and regeneration projects take many years to progress, which makes them currently ineligible for early application to the IIF. The introduction of a new category will provide the project sponsor certainty of receiving funding in the future, acting as seed to encourage additional match to be levered in. This allocation will also allow the partners to smooth the cost of funding the major project over a number of years because an allocation can be gradually built up in the fund reserves in readiness for the future spend.

It is proposed that a new category of major infrastructure projects should be added to the Growth Programme to allow for some large strategic projects to have IIF earmarked to their delivery in the medium to long term. This is something that is allowed within CIL legislation, as long as it is earmarked to a specific project and reported in a transparent way. A clear distinction must be made between these projects and those that will continue to proceed through the established annual call for projects.

This new category will require a process that is not time sensitive. This will allow projects to apply throughout the year when required, but they must continue to have the sponsorship of at least one Greater Norwich Director before being considered.

**Process:** how will it work?

- **Application** – Potential projects will fill out an expression of interest form, this can be done at any time. Expression of interest (EOI) forms would need to be signed off by a member of the Greater Norwich Infrastructure Delivery Board (IDB).
- **Appraisal** – With delegated authority from the IDB, the Greater Norwich Projects Team (GNPT) will appraise the expression of interest against the

expression of interest appraisal guidance. A summary of the appraisal and recommendations will be made to the IDB.

- **Infrastructure Delivery Board (IDB) Review** - The IDB will discuss and decide whether the project should proceed to full business case.
- **Business Case** – Upon request from the IDB, the applicant will prepare a full business case to demonstrate their strategic importance and rationale for seed funding to be ringfenced to support delivery.
- **GNGB** – GNGB will review the full business case and a unanimous agreement will be required before the project can be included within the major infrastructure category of the Five Year Infrastructure Investment Plan
- **Five Year Infrastructure Investment Plan (5YIIP)** – All projects whose business case has been agreed by the GNGB will be included in the following 5YIIP which will progress through the established decision-making process, seeking agreement from each District Cabinet and Full Council. Subject to agreement, the GNGB will also seek delegated authority to monitor the progression of the project to delivery.
- **Major Infrastructure Project** – Once the 5YIIP is agreed the project will be able to progress towards delivery with secured seed funding.
- **Reporting** – Major Infrastructure Projects will provide a highlight report to the IDB every 6 months, and to the GNGB every 12 months through subsequent 5YIIPs. Where required, deviations from the initial business case will be reported following the established IIF change request process.
- **Annual Growth Programme** – When onsite delivery begins, the project will be moved from the category of Major Infrastructure Projects in reserves to the Greater Norwich Growth Programme. Monitoring will then proceed as established for all projects allocated funding from the IIF, providing highlight reports to the IDB every 3 months.
- **Funding draw down** – A project cannot draw down funding from the IIF until they have begun onsite delivery and are established within the Greater Norwich Growth Programme. This prevents CIL being spent on abortive works.
- **Funding not required** – In the unlikely event that a project no longer requires the funding that has pre-allocated to it, either because they have raised funding from a third party or because the project has closed, this will be reported within the 5YIIP and the reserves will be released back into the IIF.

The GNPT have prepared a draft EOI application form and EOI appraisal form. Both mirror sections of the already agreed IIF application and appraisal form but are more compact to reflect the reduced detail and certainty that longer term projects can provide.

In summary, this proposal introduces a new Major Infrastructure Project category to be included within future versions of the 5YIIP. Projects will be required to demonstrate their strategic importance to the Greater Norwich area and have a strong rationale for requiring seed funding. There will be an understanding of what is to be delivered and how much will be required from the IIF in the future, but there will be flexibility around final budgets and programs through the change request process.

Acceptance into the new category will provide the project sponsor certainty of receiving funding in the future, whilst acting as 'seed funding' to encourage additional match to be levered in. Managing projects in this way will also allow the partners to smooth the cost of funding a major project over a number of years, because an allocation will be gradually built up in the fund reserves in readiness for the future spend.

The number of projects accepted into this category will be small in number, and (as with existing projects) approval must be unanimous for applications to proceed. Most projects will continue to proceed through the existing IIF application process. Examples of projects that are expected to fit this proposed new category are East Norwich Regeneration and a new high school to the North East of Norwich.

## **Match Funding**

The current processes for the IIF allow for a single round of project applications for projects that are due to start delivery in the forthcoming financial year. All new funding allocations need to be agreed by each District Cabinet and Full Council before a formal commitment can be made. The decision-making process is time-consuming but is fundamental to the partnership's working model because it ensures clarity and transparency to all partners when making each decision.

This annual cycle of funding allocation works well for most projects, but there are occasions when an in-year funding decision would be beneficial to all. This proposal is to create a ringfenced pot of money within the IIF, which can be allocated to projects as match funding when applying for significant government grants, such as the Levelling Up Fund, Community Renewal Fund, Shared Prosperity Fund or any future equivalent. It is intended for major projects that require match to lever in additional, more substantial amounts of funding only.

It is proposed that this match funding will be overseen by the GNGB under delegated authority from the district partners. Ringfencing the match to only those projects that are applying to central government funds provides additional assurance to the partners that the fund will only be used to support projects which have gone through a vigorous approval process.

**Process** – how will it work?

- **Five Year Infrastructure Investment Plan (5YIIP)** – An amount is included within the 5YIIP for match funding. It will progress through the usual process of agreement and delegated authority is to be given to the GNGB to manage the amount in the forthcoming year.
- **Reserves** – The agreed amount will be held in reserve and reported clearly as match funding.
- **Application** – An eligible project seeking match funding will be asked to complete the established IIF Application Form. This can be done at any time.
- **Appraisal** – The application will be appraised by the GNPT following the agreed IIF appraisal guidance. A recommendation is made to the IDB.
- **IDB** – The IDB review the application and decide whether to recommend the project to the GNGB for approval.
- **GNGB** – A unanimous agreement is required by the GNGB before match funding can be allocated to a project. The project will be listed as a Match Funding Allocation within financial reporting.
- **Highlight Reporting** – Once agreed, the project will align to the existing IIF fund monitoring processes, providing highlight reports to the IDB every 3 months to detail progress towards delivery.
- **No Government match secured** – If the project is unsuccessful in securing funding from central government, it will be removed from future GNGB financial reporting and the amount earmarked to it will remain within the Match Funding allocation that is secured in reserves, available for other projects to apply for. At this stage, projects can request an extension of time to secure alternative match using the established change request form.
- **Annual Growth Programme** – Subject to all match funding being secured and delivery commencement, the project will be moved from the category of Match Funding in reserves to the Growth Programme within the following 5YIIP. Monitoring will proceed as established for the IIF.
- **Funding Draw down** – A project cannot draw down money from the IIF until they have begun delivery and are established within the Annual Growth Programme. This prevents CIL being spent on abortive works.
- **Top up amount allocated as match funding** – Each year, the IDB will recommend to the GNGB:
  - whether unused match funding should be rolled on,
  - and/or if an additional allocation should be made.

This will be reported in each subsequent 5YIIP, aligning with the existing IIF decision making processes.



## **(ii) Change to the way allocations for Education projects are spent**

On 6th October 2022, the GNGB received an update regarding the delivery of Norfolk Children's Services Education Capital Programme. During the meeting, it was reported that to safeguard the medium to long term school capital programme, Norfolk County Council (NCC) has underwritten any future shortfall of funding with a commitment to borrow where required. To support their decision, NCC requested a change to the way that future allocations were made from the IIF, seeking the flexibility for them to be used in whole or in part to repay NCC's borrowing. This proposal requires a commitment to be made to an Education Capital Programme that is ringfenced to Greater Norwich, instead of individual projects. This will allow for it to be used to repay NCC's own borrowing with any remaining balance to be invested directly into a specified capital project.

This is a change to the way that NCC are permitted to spend the allocation received from the IIF. Allocations are confirmed annually alongside the acceptance of each new Annual Growth Programme. No commitment is being made against future income or to increase Greater Norwich's borrowing. This proposal is not increasing Greater Norwich's City Deal borrowing, it is to support NCC's own borrowing which will be drawn independently to the partners.

## **(iii) The signing of a deed of variation to enable the next tranche of City Deal Borrowing to be drawn.**

### **City Deal borrowing to support the delivery of Long Stratton Bypass (LSBP)**

£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).

The City Deal borrowing to support LSBP 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 £680,000. The final repayment amount cannot be fully confirmed until the loan is actioned and the interest rates at that future time are known. The forecasted interest repayments are included within the Investment Framework within The Plan. (Annex B page 9-12)

In last year's version of this Plan, each Greater Norwich CIL receipting



Authority agreed a draft legal loan agreement and for the GNGB to be granted delegated authority to sign the final legal loan agreement for the LSBP draw down, together with their S151 officers and 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.

On the 6th October 2022, following the review of a project change request, the GNGB unanimously agreed for the City Deal borrowing to support the delivery of LSBP to be increased to £10m, the full amount allocated within the City Deal Document.

The legal agreement that will support this loan is intended to be added as 'Schedule 2' to the original legal agreement that was signed by all partners on 21st October 2015, which confirmed the GNGB partner draw down and borrowing authorisations.

Upon reflection of the 2015 agreement, nplaw have advised that it is not clear that additional loans can be added to Schedule 2. To avoid any doubt, they have advised that a minor amendment should be made to the original 2015 agreement, which once signed by all partners will enable the agreed LSBP loan to be added to Schedule 2.

## **The proposed deed of variation**

Prior to this next tranche of Greater Norwich City Deal borrowing being drawn down, an amendment needs to be actioned through the signing of a deed of variation by all partners. See [Appendix F – Draft Legal Loan Agreement](#).

Currently, section 16 of the signed 2015 agreement states

This Agreement may only be varied by written agreement of the Parties.

The deed of variation proposes adding a new clause 16.2

The Parties agree that the Agreement shall be reviewed/varied from time to time as provided for by clause 16 of the Agreement and in any event on or before the availability of additional project funding in order to meet the requirements of the Project. Once reviewed, and subject to clause 16, an updated /revised/amended Schedule 2 Project Schedule will forthwith be agreed between the Parties in the form set out (below as appears at Annex 1 to this deed of variation) and will be

appended to the Agreement.

The project schedule referenced as Annex 1 follows the draft deed of variation below. It mirrors that which has already been agreed for the Broadland Northway (formerly known as the NDR). It is proposed that all future tranches of borrowing will use the same template and be added to schedule 2 of the original 2015 when new borrowing is agreed.

## Draft Deed of Variation

This Deed of Variation is made on  
2022

### DEED OF VARIATION TO AGREEMENT RELATING TO GNGB PARTNER DRAW-DOWN AND BORROWING AUTHORISATIONS

BETWEEN:

**BROADLAND DISTRICT COUNCIL** of Thorpe Lodge, 1 Yarmouth Road, Norwich, Norfolk NR2 1NH ("**Broadland**").

**NORWICH CITY COUNCIL** of City Hall, St Peter Street, Norwich, NR2 1NH ("**Norwich**").

**South Norfolk District Council** of South Norfolk House, Swan Lane, Long Stratton, Norfolk, NR15 2XE ("**South Norfolk**").

**NORFOLK COUNTY COUNCIL** of County Hall, Martineau Lane, Norwich NR1 2DH ("**County Council**")

(together, the Parties)

Background:

(A) This Deed of Variation ('Deed') is supplemental to the agreement Relating to GNGB Partner Draw-down and Borrowing Authorisations entered into by the parties and dated [ ] (the "Agreement").

(B) The Parties have agreed to include for purposes of review a Project Schedule. Consequently, the Parties wish to amend the Agreement as set out in this Deed with effect from the date of this Deed ('Variation Date').

It is agreed as follows:

1. The Parties agree that unless otherwise expressly provided, the definitions and interpretation of this Deed are in accordance with Clause 1 of the Agreement.
2. With effect from the Variation Date, the Parties agree to amend the Agreement as follows:
  - 2.1 A new clause 16.2 is added as follows:

The Parties agree that the Agreement shall be reviewed/varied from time to time as provided for by clause 16 of the Agreement and in any event on or

before the availability of additional project funding in order to meet the requirements of the Project. Once reviewed, and subject to clause 16, an updated /revised/amended Schedule 2 Project Schedule will forthwith be agreed between the Parties in the form set out (below as appears at Annex 1 to this deed of variation) and will be appended to the Agreement.

3. The Agreement shall remain effective and unaltered except as amended by this Deed.
4. This Deed and any dispute or claim arising out of, or in connection with it, its subject matter or formation (including non-contractual disputes or claims) shall be governed by, and construed in accordance with, the laws of England.
5. The Parties irrevocably agree that the courts of England shall have exclusive jurisdiction to settle any dispute or claim arising out of, or in connection with, this Deed, its subject matter or formation (including non-contractual disputes or claims).
6. This Deed may be signed in any number of separate counterparts, each of which when signed and dated shall be an original, and such counterparts taken together shall constitute one and the same agreement.

This document has been executed as a Deed and is delivered and takes effect on the date stated at the beginning of it.

THE COMMON SEAL of )  
**NORFOLK COUNTY COUNCIL** )  
 was hereunto affixed in the presence of )

THE COMMON SEAL of )  
**BROADLAND DISTRICT COUNCIL** )  
 was hereunto affixed in the presence of )

THE CORPORATE SEAL of )  
**NORWICH CITY COUNCIL** )  
 was hereunto affixed in the presence of )

THE COMMON SEAL of )  
**SOUTH NORFOLK DISTRICT COUNCIL** )  
 was hereunto affixed in the presence of )

**Annex 1 to this deed of variation  
(project template)**

Dated \_\_\_\_\_ 20[ ]

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**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 .....]

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**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**

- This Project Schedule sets out agreed obligations in relation to Partner Draw-down and Borrowing Authorisations for the [Construction of xxx ] 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 .....] and related measures "the Project".

### **2 Project Description**

- [ xxx ]
- [ xxx ]

### **3 Project Period**

- The Project is due to mobilize in [ xxx ].
- Construction is programmed to begin in [ xxx ] with a majority of the works completed by [ xxx ].

### **4 Background**

- The adopted Joint Core Strategy for Broadland, Norwich and South Norfolk identifies [ xxx ] as a key location for growth and proposes the development of [ xxx ].

### **5 Agreed terms**

- Loan funding would be repaid over a 20 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
[ xxx ] 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 £ [xxx ]m) 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 Project shall be capped at £[xxx ] 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: This table to be updated after the final funds drawdown.*

Year	Principal start	Repayment	Interest	Balance
2023/24				
2024/25				
2025/26				
2026/27				
2027/28				
2028/29				
2029/30				

2030/31				
2031/32				
2032/33				
2033/34				
2034/35				
2035/36				
2036/37				
2037/38				
2038/39				
2039/40				
2040/41				
2041/42				
2042/43				
2046/47				
2047/48				
Totals				



## 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:** 30/01/2023

### 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 2023 to 2028 and 2023/24 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 2023-2028 and Annual Growth Programme 2023/24 includes 1 specific projects that is relevant to Broadland. Projects directly related to Norwich and Broadland will be separately considered, in terms of EQIA, by those Councils as appropriate.

The specific projects that relate to Broadland is: Youngs Park, Aylsham – 3G.

Inherently these projects are likely to have a neutral impact on most of the protected characteristics. The two characteristics where that are potential impacts are Age and Disability, specifically in terms of the usability of the project for those with physical disabilities or age related mobility issues.

The intention for the proposed facility is not simply to increase mainstream football but also to support increased levels of walking football, disability football and football for health improvements. These will directly support those with the protected characteristics of Age and Disability. In this way each of the project is expected to have a positive impact in terms of the identified protected characteristics.

## 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 project will improve access to formal recreational open space or facilities. In this way they will all have a positive impact in terms of health.

## 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 [equalities@southnorfolkandbroadland.gov.uk](mailto:equalities@southnorfolkandbroadland.gov.uk) to be reviewed and stored in accordance with our legal duty.

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Please send a copy of the reviewed document to [equalities@southnorfolkandbroadland.gov.uk](mailto:equalities@southnorfolkandbroadland.gov.uk)

**Agenda Item: 6**  
**Communities, Housing and Planning Policy Development Panel**  
**8 February 2023**

## **Norfolk Recreational Impact Avoidance and Mitigation (RAMS) Programme Governance**

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

**Portfolio:** Communities, Housing and Planning

**Ward(s) Affected:** All

**Purpose of the Report:**

To agree the proposed organisational structure to enable the effective and efficient implementation and delivery of the Norfolk Recreational Impact Avoidance and Mitigation Strategy (RAMS).

**Recommendations:**

Communities, Housing and Planning Policy Development Panel to recommend to Cabinet that it:

1. Agrees for Norfolk County Council to act as the Accountable Body for the Norfolk Recreational Avoidance and Mitigation Strategy (RAMS), to include agreement for RAMS tariff contributions received by Broadland District Council to be transferred to and held by Norfolk County Council in accordance with this responsibility;
2. Agrees to establish a Norfolk RAMS Board comprising representative from each of the Norfolk Authorities to oversee the operation of Norfolk County Council as Accountable Body;

and,

3. Delegates authority to the Assistant Director for Planning in consultation with the Portfolio Holder for Communities, Housing and Planning to finalise any partnership legal agreement and Terms of Reference related to recommendations 1 and 2.

## **1. Summary**

- 1.1 The Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS) has been prepared by the 8 Local Planning Authorities of Norfolk in conjunction with Norfolk County Council. Its purpose is to deliver the mitigation necessary to avoid adverse effects from the 'in-combination' impacts of residential development that is forecast to be delivered across Norfolk until 2038 at internationally designated sites.
- 1.2 Each of the Norfolk Authorities has now adopted the Norfolk GIRAMS and are collecting relevant RAMS contributions from qualifying development.
- 1.3 The implementation and delivery of the Norfolk RAMS programme will require a coordinated approach, with developer contributions being directed to deliver joint, cross boundary mitigation projects to protect the affected Habitat sites. In order to effectively and efficiently manage such a programme, it is proposed to: 1) establish an overseeing Member programme board made up of Members of the contributing authorities; 2) appoint a RAMS Delivery Officer hosted by Norfolk County Council; and, 3) authorise Norfolk County Council to act as the Accountable Body for the delivery of the Norfolk RAMS.

## **2. Background**

- 2.1 The Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS) has been prepared by the 8 Local Planning Authorities of Norfolk in conjunction with Norfolk County Council. Its purpose is to deliver the mitigation necessary to avoid adverse effects from the 'in-combination' impacts of residential development that is forecast to be delivered across Norfolk until 2038 at internationally designated sites. These impacts relate to the increased recreational pressure that will result from this residential development.
- 2.2 The mitigation approach set out within the GIRAMS includes two elements. The first is the delivery of Green Infrastructure (GI) in accordance with standards to be derived by each of the individual Local Planning Authorities (LPAs). The second is the delivery of a Norfolk wide Recreation Impact Avoidance and Mitigation Strategy (RAMS) to be funded by contributions from new residential and other qualifying development.
- 2.3 On 14 December 2021 the Norfolk Strategic Planning Member Forum agreed a Statement of Common Ground in respect of the Norfolk Green Infrastructure and Recreational Avoidance and Mitigation Strategy (GIRAMS), which included an agreement to bring the Norfolk RAMS into effect in each individual local planning authority area. The Norfolk Strategic Planning Member Forum also agreed with the principle of establishing a new board and the employment of a delivery officer to oversee the delivery of the RAMS.

- 2.4 Following consideration of the matter by the Norfolk Strategic Planning Member Forum, the Broadland Full Council Meeting on 24 February 2022 resolved to adopt the Norfolk Green Infrastructure and Recreation and Avoidance and Mitigation (GI and RAMS) Strategy and begin collecting associated contributions from residential and other qualifying developments in line with the emerging policy of the Greater Norwich Local Plan (GNLP). The GNLP included the locally derived standards for the provision of Green Infrastructure.

### **3. Current position/findings**

- 3.1 Each of the Norfolk Authorities has now adopted the Norfolk GIRAMS and are collecting relevant RAMS contributions from qualifying development. The financial contributions that have been collected are currently being held independently by each of the receiving authorities.
- 3.2 The brief and invitation for a review of the GIRAMS mitigation programme, which was a requirement of the Norfolk Statement of Common Ground submitted in association with the GNLP, was agreed between the Norfolk Authorities during 2022 and was advertised in late 2022. Unfortunately no tenders were received to the initial invitation. Further prospective tenders have been identified and it is intended that the tender will be re-published in early 2023, with the expectation that this work will now be completed by the end of 2023.
- 3.3 The RAMS contribution is only payable on the commencement of development, this inherently creates a lag between new permissions being issued and contributions being received. As consequence of this lag and the fact that the grant of new permission has been significantly restricted in the last year as a result of Natural England's advice on nutrient neutrality contributions received to date in across South Norfolk and Broadland have been negligible. As such the delay to the review of the mitigation programme is unlikely to have any significant practical implications to the delivery of projects.
- 3.4 It is however necessary to continue the process of putting in place an appropriate organisational structure in order to effective and efficient delivery of projects when sufficient funds have been built up.

### **4. Proposed action**

- 4.1 The nature of the RAMS programme will require a coordinated approach across Norfolk, with developer contributions being directed to deliver joint, cross boundary mitigation projects to protect the affected Habitat sites. In order to effectively and efficiently manage such a programme, it is proposed to establish an overseeing programme board made up of Members of the contributing authorities.
- 4.2 An officer resource will also be needed to support the delivery of the programme under the direction of the Member Board. Norfolk County Council already have a remit for the delivery of infrastructure across the whole of Norfolk. Their Natural Environment Team also already provides specialist expertise on the natural environment for planning applications to safeguard the natural environment and to

ensure statutory obligations and policy requirements are met. On this basis, it is proposed that Norfolk County Council is agreed as the host authority for a RAMS Delivery Officer. This role would be funded from the RAMS developer contributions.

- 4.3 In addition, it is also proposed that Norfolk County Council acts as the accountable body for the delivery of the RAMS programme. As part of this role, RAMS contributions will be transferred to and held by Norfolk County Council on behalf of the Norfolk Authorities. Norfolk County Council will also have responsibility for the procurement and delivery of projects as part of the programme of delivery agreed by the overseeing member board.
- 4.4 These proposals are in accordance with the previous agreement reached at the Norfolk Strategic Planning Member Forum. Moreover, there are strong similarities between this proposed approach and that already adopted by the Greater Norwich Authorities in respect of the management of the Community Infrastructure Levy (CIL) Infrastructure Investment Fund (IIF).
- 4.5 In order to finalise arrangement in accordance with the above proposals, it is further proposed that delegated authority is given to the Assistant Director for Planning in consultation with the Portfolio Holder for Planning, Communities and Housing to finalise the terms of reference for the overseeing Member board and the necessary legal agreements to authorise Norfolk County Council to act as accountable body for the delivery of the RAMS programme. The terms of reference and legal agreements will set out the final procedural arrangements for decision making, budget monitoring, project prioritisation and governance in a manner which is aligned to the principles established for the operation of the Greater Norwich CIL Infrastructure Investment Fund.

## **5. Other options**

- 5.1 It is not considered that there is any reasonable approach that does not involve the creation of a joint board to oversee the Norfolk RAMS programme. Inherently, agreement of a jointly funded cross boundary projects will require discussion and debate between the relevant authorities, which could not sensibly be replicated through alternative, non-collaborative structures. It is possible that such a board could operate at an officer, rather than Member level. However, this would not provide the same degree of democratic accountability and is therefore not recommended.
- 5.2 Similarly, the employment of a Delivery Officer is considered to be essential to the efficient and effective delivery of a cross boundary programme. Whilst this post could conceivably be hosted by any of the Norfolk Authorities, none have the existing cross boundary remit of Norfolk County Council. There is also a strong overlap between the role of the RAMS Delivery Officer and the function of Norfolk County Council's Natural Environment Team. These two factors make Norfolk County Council the natural fit for the role of host authority. Norfolk County Council have also indicated that they are open to adopting the role of responsible authority.

- 5.3 Whilst conceivably each authority could continue to hold its own RAMS contributions and release funds to deliver joint cross boundary mitigation projects, this is likely to duplicate processing and assurance tasks across the Norfolk Authorities, which would be likely be an inefficient use of resource. On this basis this option is not recommended.

## **6. Issues and risks**

- 6.1 **Resource Implications** – The preparation of the terms of reference for any Member board and other legal agreements related to the establishment of the organisational structure for the delivery of the RAMS programme will be met within existing Council resource and/or within the agreed budgets for the Norfolk Strategy Planning Framework function.

Costs associated with the establishment of the Delivery Officer post will be met through received RAMS contributions.

- 6.2 **Legal Implications** – The Council, in its role as Local Planning Authority, is a competent authority under the Habitat Regulations. As such it has a legal duty to ensure that plans and projects will not have an adverse impact on the designated assets of a designated Habitats Site before giving effect to such plans or projects. This includes the adoption of a Local Plan or granting Planning Permission.

The implementation and delivery of the Norfolk RAMS programme is a necessary part of the Council's mitigation to avoid such adverse effects.

There will be likely legal implications associated with the agreement of a terms of reference for the RAMS Member Board and the necessary legal agreements to establish Norfolk County Council as the accountable body for the delivery of the RAMS programme. Appropriate legal advice will be taken in the finalisation of these documents under the delegated authority sought within this report.

- 6.3 **Equality Implications** – there are not considered to be any equalities implications directly relating this report. Some projects delivered under the Norfolk RAMS programme may have equalities implications. These will be assessed and considered appropriately as part of the consenting process for those projects.

- 6.4 **Environmental Impact** – the report relates directly to the implementation and delivery of a programme considered necessary to protect designated international Habitat Sites as set out in the legal implications section.

- 6.5 **Crime and Disorder** – there are not considered to be any crime and disorder implication related to this report.

- 6.6 **Risks** – there are not considered to be any risk other than those outlined elsewhere in the report.

## **7. Conclusion**

- 7.1 For the reasons set out in sections 4 and 5 it is considered that the establishment of a Joint Member Board to oversee the implementation and delivery of the



Norfolk RAMS, the appointment of a Delivery Officer to be hosted by Norfolk County Council and the authorisation for Norfolk County Council to act as the Accountable Body for the delivery of the RAMS programme is considered to be the most appropriate course of action to ensure the efficient and effective delivery of the Norfolk RAMS.

## **8. Recommendations**

- 8.1 Communities, Housing and Planning Policy Development Panel to recommend to Cabinet that it:
1. Agrees for Norfolk Council Council to act as the Accountable Body for the Norfolk Recreational Avoidance and Mitigation Strategy (RAMS), to include agreement for RAMS tariff contributions received by Broadland District Council to be transferred to and held by Norfolk County Council in accordance with this responsibility;
  2. Agrees to establish a Norfolk RAMS Board comprising representative from each of the Norfolk Authorities to oversee the operation of Norfolk County Council as Accountable Body;
- and,
3. Delegates authority to the Assistant Director for Planning in consultation with the Portfolio Holder for Communities, Housing and Planning to finalise any partnership legal agreement and Terms of Reference related to recommendations 1 and 2.

## **Background papers**

[Norfolk Green Infrastructure and Recreational Avoidance and Mitigation Strategy \(GIRAMS\)](#)

[Greater Norwich Local Plan \(GNLP\)](#)

[Minutes of the 14 December 2021 Norfolk Strategy Framework Member Forum](#)

[Minutes of the 24 February 2022 meeting of Broadland District Council](#)