NORWICH
City Council

Committee name: Cabinet

Committee date: 08/02/2023

Report title: Greater Norwich Joint Five-Year Infrastructure Investment Plan

Portfolio: Councillor Waters, Leader of the council

Report from: Executive director of development and city services

Wards: All Wards

OPEN PUBLIC ITEM

KEY DECISION

Purpose

To consider the draft Greater Norwich Joint Five-Year Infrastructure Investment Plan.

Recommendation:

It is recommended that Cabinet agree:

(i) the introduction of two new categories to the Infrastructure Investment Fund - Match Funding and Major Infrastructure Projects (see paras 9-11 and appendix A)

(ii) that education funding allocations from the Infrastructure Investment Fund 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 Greater Norwich Growth Board. (see paras 12-13 and appendix A)

(iii) in relation to borrowing for the Long Stratton bypass

a. to the signing of a deed of variation to the agreement entitled "Partner Draw down and Borrowing Authorisations", that was originally signed by all Greater Norwich Growth Board partners on 21st October 2015. (see paras 14-19 and appendix A).

b. to enter into a draft loan agreement for the draw-down of £10m through the Greater Norwich City Deal with authority for the s151 officer, in consultation with the portfolio holder for resources, to agree the terms of the agreement on behalf

of the Council.

c. to agree (subject to recommendation iii(a&b) for the Greater Norwich Growth Board to be granted delegated authority to sign the final loan agreement together with their s151 officers, under the direction of Norfolk County Council as the Accountable Body (see appendix A)

(iv) (Subject to agreement of recommendations (i)-(iii)) the Draft Five Year Infrastructure Investment Plan 2023-28 (see appendix B), which includes the proposed 2023/24 Annual Growth Programme and note that approval to allocate funding for the following two projects in Norwich is subject to the approval of a future amendment to the Council's capital programme:

- Sloughbottom Park Regeneration
- Guildhall Hill and Exchange Street Regeneration

Policy framework

The council has five corporate priorities, which are:

- People live independently and well in a diverse and safe city.
- Norwich is a sustainable and healthy city.
- Norwich has the infrastructure and housing it needs to be a successful city.
- The city has an inclusive economy in which residents have equal opportunity to flourish.
- Norwich City Council is in good shape to serve the city.

This report serves the first four priorities and especially to provide the infrastructure and housing Norwich needs to be a successful city.

This report helps to meet the strategic planning policies in the Joint Core Strategy.

This report helps to meet objectives of the COVID-19 Recovery Plan that relate to:

- Business and the local economy
- Housing, regeneration and development
- Arts, culture and heritage

Report details

Background

1 In 2013 the Greater Norwich authorities (Broadland District Council, Norwich City Council, South Norfolk Council and Norfolk County Council) together with the New Anglia Local Enterprise Partnership, signed a City Deal with Government. The City Deal agreed a strategic infrastructure programme which would be supported by access to reduced cost borrowing and the local authorities made a commitment to pool a significant proportion of Community Infrastructure Levy (CIL) income to form an Infrastructure Investment Fund (IIF).

2 The Greater Norwich Growth Board (GNGB) has responsibility for managing the IIF and assembling the Annual Growth Programme (AGP) from the Joint Five-Year Infrastructure Investment Plan.

3 The GNGB agreed at its meeting on 24 March 2016 to produce an annual Joint Five Year Infrastructure Investment Plan (the proposed draft Plan of 2023-28 is attached as Appendix B). The Plan is prepared to provide a longer term, more strategic context for infrastructure decision making as well as eliminating the need to approve individual projects at partner Cabinets and Councils more than once a year. (Subject to the GNGB not recommending any substantial changes to the Programme).

4 The projects identified within the 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

5 Income received from the CIL is pooled within the IIF and allocated to infrastructure projects forming the Greater Norwich Growth Programme, which is administered by the GNGB.

6 The new projects which have been recommended to receive IIF funding during the forthcoming financial year (the first of the planned five years) are proposed to be adopted as the 2023/24 AGP.

7 The Plan provides an update of the financial status of the IIF and therefore is an important evidence base to support decision making for new allocations. It also includes information which each charging authority is legally required to report on CIL spend on an annual basis.

8 As the IIF has matured, the scope of how the fund supports the delivery of infrastructure within the Plan has broadened. This has led to changes that require pre-approval (recommendations i-iii), which are further detailed within Appendix A.

Introduction of two new categories to the fund

9 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.

10 It is 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.

11 Further details about how this will work in practice are included within appendix A.

Change to the way allocations for Education projects are spent

12 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 are made from the IIF, seeking the flexibility for them to be used in whole or in part to repay NCC's own 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 borrowing with any remaining balance to be invested directly into a specified capital project.

13 Further details are included within appendix A.

Next tranche of City Deal borrowing – signing a deed of variation

14 £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).

15 In last year's version of the Plan, each Greater Norwich CIL receipting authority (including the City Council) 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.

16 When the City Council's cabinet considered this matter on 23rd February 2022 as part of approving the Plan, the amount of borrowing required was expected to be £6.733m. 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 to £10m, the full amount allocated within the City Deal Document.

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

18 Nplaw have advised that it is not clear that additional loans can be added to schedule 2 of the 2015 agreement. 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.

19 More details and the draft deed of variation are contained in appendix A to this report.

Draft Five Year Infrastructure Investment Plan 2023-28 (the Plan – see appendix B to this report)

20 The Plan incorporates the 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.

21 Appendix A within the Plan details the projects which are being proposed within the 2023/24 Annual Growth Programme (AGP) to receive IIF funding to support their delivery, starting in the forthcoming financial year.

22 Appendix B within the Plan provides a financial overview and delivery timeframe for each project which has been allocated funding from the IIF since its establishment. This is referred to as the Full Growth Programme with all projects listed by their Growth Programme (GP) number. The format of this table has been adjusted this year to ensure it is accessible to all readers. The table is supported by a map as Appendix C within the Plan which shows the geographical location of the agreed projects, coloured in accordance with the infrastructure thematic group.

23 Appendix D within the Plan provides delivery updates for projects that have received funding in previous years and are currently underway. The number of projects included within this section of the Plan has greatly increased in recent years, so the map also aims to complement this section by offering a more visual understanding of where the projects are located, and how they support the Greater Norwich growth areas.

24 If the Plan is approved through the political decision-making processes in the Greater Norwich partner authorities, the Plan along with the confirmed AGP 23/24 will then return to the GNGB at their meeting on 30 March 2023 for final agreement and commitment of funds.

23/24 Annual Growth Programme (AGP)

25 The GNGB meeting on 15th December 2022 agreed which projects are to be put forward as the 2023/24 AGP. As a result, 9 projects totaling £10,652,243 have been identified to be supported through the IIF. Please see the below table for a breakdown of each project.

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
Total	N/A	£ **10,632,243**	£ **26,865,324**

26 In addition, Education will receive £2.5million to support the delivery of their capital programme within Greater Norwich.

27 £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.

28 Approximately £2m from the IIF is committed to projects that that have a delivery programme spanning multiple years, some of which were agreed in previous AGPs.

Projects to be included within Norwich City Council capital programme 23/24

29 Of the nine new projects recommended, two are within Norwich City Council's area. These were both included in the Levelling Up Fund application package submitted to central government (following approval by Cabinet on 8 June 2022). They would to be supported by £3,621,548 CIL funding from the IIF.

30 The Department of Levelling Up, Housing and Communities (DLUHC) announced the list of projects that had been successful in securing

Levelling Up Funding on Thursday 19th January. Unfortunately, neither of the two projects promoted for Norwich were successful.

31 There are currently two options available for the projects. They can either withdraw from the Greater Norwich Growth Programme or they can seek to remain within it. If the projects are withdrawn from the programme, any commitment from the Greater Norwich Growth Board to provide funding would be lost and the projects would need to wait to reapply for inclusion in a future Annual Growth Programme.

32 Feedback from DLUHC on the bids is currently awaited along with details of the likely timing and eligibility criteria for future bidding rounds. Furthermore, there has been no opportunity to explore possible alternative routes to delivery and funding sources.

33 It is therefore considered premature to seek to withdraw these schemes from the growth programme. Both projects have progressed through the IIF appraisal process prior to inclusion within this Plan. The projects have been identified as having strong strategic need and are set to deliver infrastructure that adheres to CIL legislation, meets the rules of the IIF and supports planned growth in Greater Norwich.

34 If the projects remain within the 23/24 Annual Growth programme, the GNGB would have delegated authority to oversee the delivery of the projects. They would do so in accordance with the agreed and established governance process and IIF fund rules. Any deviations from the project budget and programme as agreed in the 5YIIP would follow the established project change request process. Due to the size of these projects, changes would be considered by the GNGB at a public meeting and a unanimous agreement by all partners would be required. A rescoped budget and programme would need to be evidenced and agreed prior to any drawdown from the fund.

35 It is not unusual for projects within the Greater Norwich Growth Programme to experience changes to their budget, programme or scope. There is a well-established Change Request Process through the GNGB and Infrastructure Delivery Board to manage this.

36 It is therefore proposed that at this stage both projects be retained in the 5YIIP. However, they will not be included in the Council's capital programme budget for next year at this stage, as the Council's potential funding commitment at this stage is uncertain whilst other avenues are explored. It is the intention to amend the Capital programme if necessary once this work is complete.

37 A summary of each of the projects is provided below for information.

Guildhall Hill and Exchange Street

38 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.

39 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.

40 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.

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

Sloughbottom Park Regeneration

42 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 Marriot's way.

43 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.

44 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.

Neighbourhood Community Infrastructure Levy

45 15% of overall CIL receipts in Norwich City Council's area are retained within the district for allocation to community projects. This is called neighbourhood CIL. Based on process changes previously approved by Cabinet, Cabinet is provided annually with an indicative figure of expected costs to enable a budget to be set based on expected general allocations. Decisions on spending are made during the year by a cross-council board based on the scoring criteria that were previously agreed by Cabinet.

46 In 2022/23, £275,000 of neighbourhood CIL was available for new projects. Of this amount 68% is forecast to be spent by the end of 2022/23 on the following projects:

- Volunteer it yourself programme to upskill young people whilst improving community assets
- Mile Cross skills share hub
- Good economy commission
- Match funding pot for Pledge Norwich
- Reducing inequalities provision for staff costs

47 Projects currently agreed and allocated from the CIL funds in previous years are monitored in the capital programme separately to this report.

48 As of 31 January 2023 (taking into account upcoming 22/23 year-end allocations - currently budgeted at £280k) there was £0.752m of neighbourhood CIL funding available to be allocated. Approval is sought to assign £335,000 into the capital programme for 2023/24 for a combination of projects that have already been identified and projects which present during the financial year where they meet the criteria (see table below).

Project	**23/24 initial allocation**
Ringfenced allocation of funding to match community led projects up to £5,000 through a cabinet approved process – Pledge Norwich	£35,000
Main N'CIL pool - allocation of funding to support in full appropriate community supported projects which meet N'CIL criteria to be drawn on over the year	£175,000
Year two allocation for VIY partnership project delivery	£125,000

Consultation

49 There has been no consultation on the content of the Plan itself. Project sponsors are responsible for ensuring consultation takes place on individual projects.

Implications

Financial and resources

50 Any decision to reduce or increase resources or alternatively increase income must be made within the context of the council's stated priorities, as set out in its Corporate Plan 2022-26 and budget.

51 The financial status of the IIF is explained within the Plan.

52 The Greater Norwich Growth Programme requires continuous monitoring and reporting which will be undertaken by the existing resource of the Greater Norwich Projects Team.

53 The governance arrangements for the two City Council projects that are due to receive IIF funds would be part of the Levelling Up Fund programme that shares governance arrangements with the Towns Fund programme.

54 A budget of £335,000 has been included within the proposed 2023/24 general fund capital programme in respect of neighbourhood CIL, which is due to be considered by Cabinet and Council on 8th and 21st February 2023 respectively.

55 As it has become apparent that Levelling Up Funding will not be available for the schemes to regenerate Sloughbottom Park and Guildhall Hill and Exchange Street, budgets have not as yet been included within the proposed 2023/24 capital programme. However, delegation arrangements are in place to enable schemes funded wholly by grant where it meets the Council's aims, to be added to the capital programme with Cabinet approval.

56 Options for alternative funding sources for these projects are being reviewed and should it be secured, the addition of the budgets to the capital programme will be proposed to Cabinet during the year.

Legal

57 The IIF pooling arrangements and the designation of an Accountable Body are set out in the Joint Working Agreement which was signed on 21 October 2015 and is supported by the Infrastructure Investment Fund Programme Governance. This is agreed by all partners.

58 The proposed deed of variation is in relation to the existing 2015 signed agreement. Signing this deed will add surety to what has already been agreed. No new risks are identified.

59 There is an anticipated change from the current scheme of Community Infrastructure Levy to the proposed Infrastructure Levy scheme. The full details of this change are not yet known but will need to be considered by the GNGB. Norfolk County Council will work with the GNGB to assess any risk, but this will not be a risk to the Board because Norfolk County Council are the constituent body for all borrowing.

60 The Long Stratton Bypass loan will be drawn from the Public Works Loan Board by Norfolk County Council as the Accountable Body. This has already been agreed by the partners and no new risks are identified. Although the principle of borrowing up to £10m was agreed when the Council signed the City Deal in December 2013 a lower figure of £6.733m was included in the recommendation to Norwich City Council's Cabinet on 23rd February 2022. This figure has now increased to the original £10m. The loan will be underwritten by a legal agreement which will need to be signed by all partners. This mirrors the agreement that has already been signed when borrowing for the Broadland Northway.

61 Norfolk County Council has underwritten a loan for the schools capital programme and as such, is legally responsible for the payments. Therefore, there is no increased risk to the District Authorities.

Statutory considerations

Consideration	**Details of any implications and proposed measures to address:**
Equality and diversity	No specific issues arising from the funding of the Growth Programme. Individual project issues are the responsibility of the project manager and sponsor.
Health, social and economic impact	The funding of the Growth Programme is intended to contribute to the provision of infrastructure that support the development identified in the Joint Core Strategy. Individual project issues are the responsibility of the project manager and sponsor.
Crime and disorder	No specific issues arise from the funding of the Growth Programme. Individual project issues are the responsibility of the project manager and sponsor.
Children and adults safeguarding	No specific issues arise from the funding of the Growth Programme. Individual project issues are the responsibility of the project manager and sponsor.
Environmental impact	Project managers and sponsors will be required to meet their own environmental obligations. The environmental impact of the Long Stratton bypass is detailed in the documents associated with the planning application.

Risk management

Risk	Consequence	Controls required
Overrunning project cost and programme	Additional cost or lengthier programmes only carry a risk for the city council in relation to those projects within the City Council's capital programme. The Council would be obliged to either curtail the scope of the projects or obtain additional funds.	The risks related to project cost and delivery remain with the project manager and sponsor and for City Council projects would be covered by existing thorough governance and programme management arrangements. New projects in the IIF are asked to sign an IIF funding offer letter to cover any additional project specific risks subject to specific conditions. Funding is also drawn in arears from the IIF.
Lack of funds within the IIF to make interest and loan repayments in the medium to long term	If the mitigating measure were insufficient the City Council would be obliged to provide a share of the funds to repay the borrowing on the Long Stratton Bypass as it is already obliged to do in relation to the Broadland Northway.	This risk is alleviated by the agreed monitoring and reporting processes that the GNGB adhere to. The Plan provides an annual financial update, any new allocations are only agreed when all existing commitments are considered. 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 the Plan, when the final loan repayment amount is known.
In relation to the Long Stratton borrowing we have considered two main risk scenarios: 1) withdrawal from the GNGB; 2) insufficient CIL income due to either: i) the replacement of CIL with an	1) The financial consequence would be that the City Council (or any other withdrawing party) cannot escape liability for the projects it has committed to support, and any remaining debt will be subject to a negotiation. If that does not produce	The risk of allocating more CIL funding than is available is alleviated by the agreed monitoring and reporting processes that the GNGB adhere to. The Plan provides an annual financial update, any new allocations are only agreed when all existing commitments are considered. A cash reserve equal to one year's interest and loan repayment is also put aside to act as a safeguard against any unforeseeable financial

Risk	Consequence	Controls required
alternative system for securing infrastructure funding from developers; or ii) a property market crash leading to a reduction in development activity.	agreement dispute resolution measures can be used but this would lead to additional costs. 2) Clause 3.8 in the agreement only requires payments from CIL revenues. The agreement does not directly deal with the replacement with an alternative system or property market crashes, but the collaboration though the GNGB allows early awareness, planning, support and working together to achieve mitigation, such as by not overcommitting to projects and for the County Council investing the Fund prudently. If legislative changes are minor, or represent a like for like change, then the parties are free to make variations to the agreement to incorporate that. If the market crashes and it is agreed as a group of Councils to undertake no more investment then the procedure described above to see existing projects through and then come to a financial settlement would arise.	events. The risks related to project cost and delivery remain with the project manager and sponsor. New projects are asked to sign an IIF funding offer letter to cover any additional project specific risks subject to specific conditions.

Reasons for the decision/recommendation

62 Cabinet is invited to approve the recommendations to ensure that the programme of infrastructure investments that are needed to support development in the Greater Norwich area can be provided using the funds that have been collected from developers through the community infrastructure levy.

Background papers: None

Appendices:

Appendix A – Details to support recommendations (i) to (iii).

Appendix B – Draft Joint Five-Year Infrastructure Investment Plan

Contact officer:

Name: Ben Webster

Telephone number: 01603 989621

Email address: benwebster@norwich.gov.uk

IN TRAN communication for all	If you would like this agenda in an alternative format, such as a larger or smaller font, audio or Braille, or in a different language, please contact the committee officer above.

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 prosses.

(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 in 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 in pages 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 GNGB's signed Joint Working Agreement, a unanimous decision will be required from all board members (the Council Leaders) prior to the signing and the 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.

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.

Appendix A - Cabinet Report 08 02 23 Greater Norwich Joint Five-Year Infrastructure Investment Plan

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[ ]

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 …….]

BROADLAND DISTRICT COUNCIL

NORWICH CITY COUNCIL

SOUTH NORFOLK DISTRICT COUNCIL
&
NORFOLK COUNTY COUNCIL

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

DPS 37967

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**

APPENDIX B

Greater Norwich Growth Board

Draft Joint Five-Year Infrastructure Investment Plan 2023-2028

December 2022

Broadland District Council – Community at heart
NORWICH City Council
South Norfolk Council
Norfolk County Council
NEWANGLIA Local Enterprise Partnership for Norfolk and Suffolk

Contents

Contents

DRAFT JOINT FIVE-YEAR INFRASTRUCTURE INVESTMENT PLAN 2023-2028 1

CONTENTS 2
INTRODUCTION 3
The Greater Norwich Growth Board 4
Development of the joint Five-Year Infrastructure Investment Plan 5
2023/24 ANNUAL GROWTH PROGRAMME 7
FIVE YEAR INVESTMENT PLAN FRAMEWORK 9
GREATER NORWICH'S LONG TERM STRATEGIC PLANNING 13
ESTABLISHMENT OF THE NEW STRATEGIC INVESTMENT FUND 14
IIF ELIGIBILITY - FOUR THEMATIC GROUPS 15
Green Infrastructure 15
Transport 20
Education 23
Community Facilities 28
ECONOMIC DEVELOPMENT AND REGENERATION 30
Anglia Square 30
East Norwich 30
Norwich Towns' Fund Programme 31
Transforming Cities Fund 32
Norwich Research Park (NRP) Enterprise Zone 33
Smart Emerging Technologies Institute – SETI 34
Cambridge Norwich Tech Corridor (CNTC) 34
NEIGHBOURHOOD CIL 35
APPENDIX A – 2023/24 ANNUAL GROWTH PROGRAMME PROJECT DETAILS 36
Broadland 36
Norwich 36
South Norfolk 39
Norfolk County Council 42
APPENDIX B – GREATER NORWICH GROWTH PROGRAMME 43
APPENDIX C - SCHEMATIC MAP SHOWING THE LOCATIONS OF ALL PREVIOUSLY AGREED PROJECTS 48
APPENDIX D – PROJECT UPDATE 49
Broadland 49
Norwich 55
South Norfolk 62
Norfolk County Council 66
APPENDIX E – NEIGHBOURHOOD CIL 74

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.

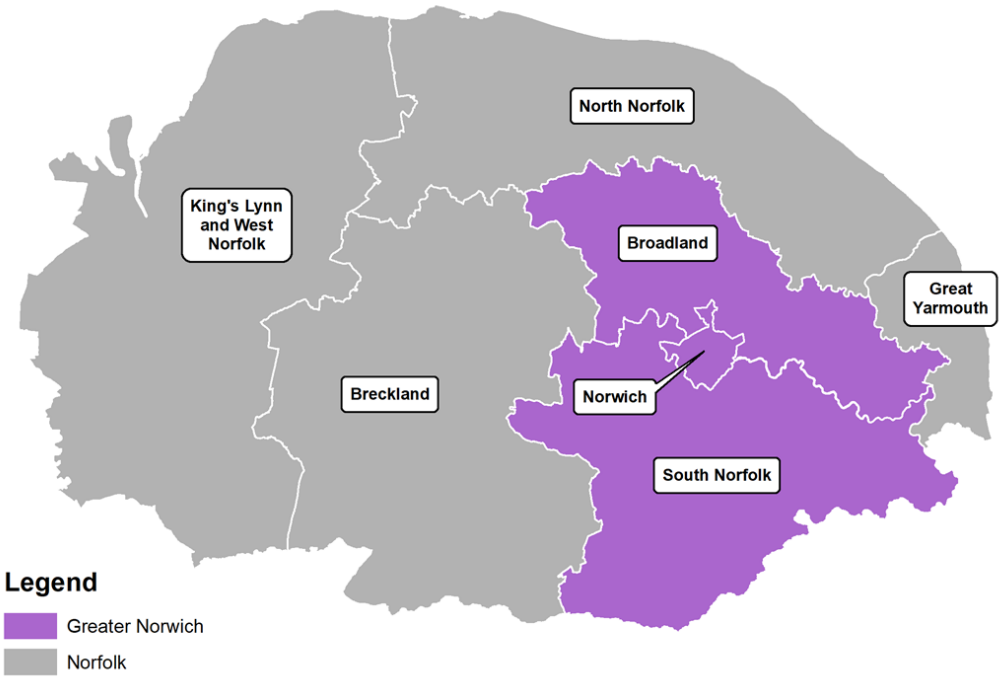
The projects identified within this Plan are those currently considered to be a priority for delivery, to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal; one of the key strands of the City Deal was the delivery of an infrastructure 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)[1]. 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 13th 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 27th 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 26th 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 15th 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 30th March 2023.

---

[1] Click here for the Greater Norwich Infrastructure Plan 2022

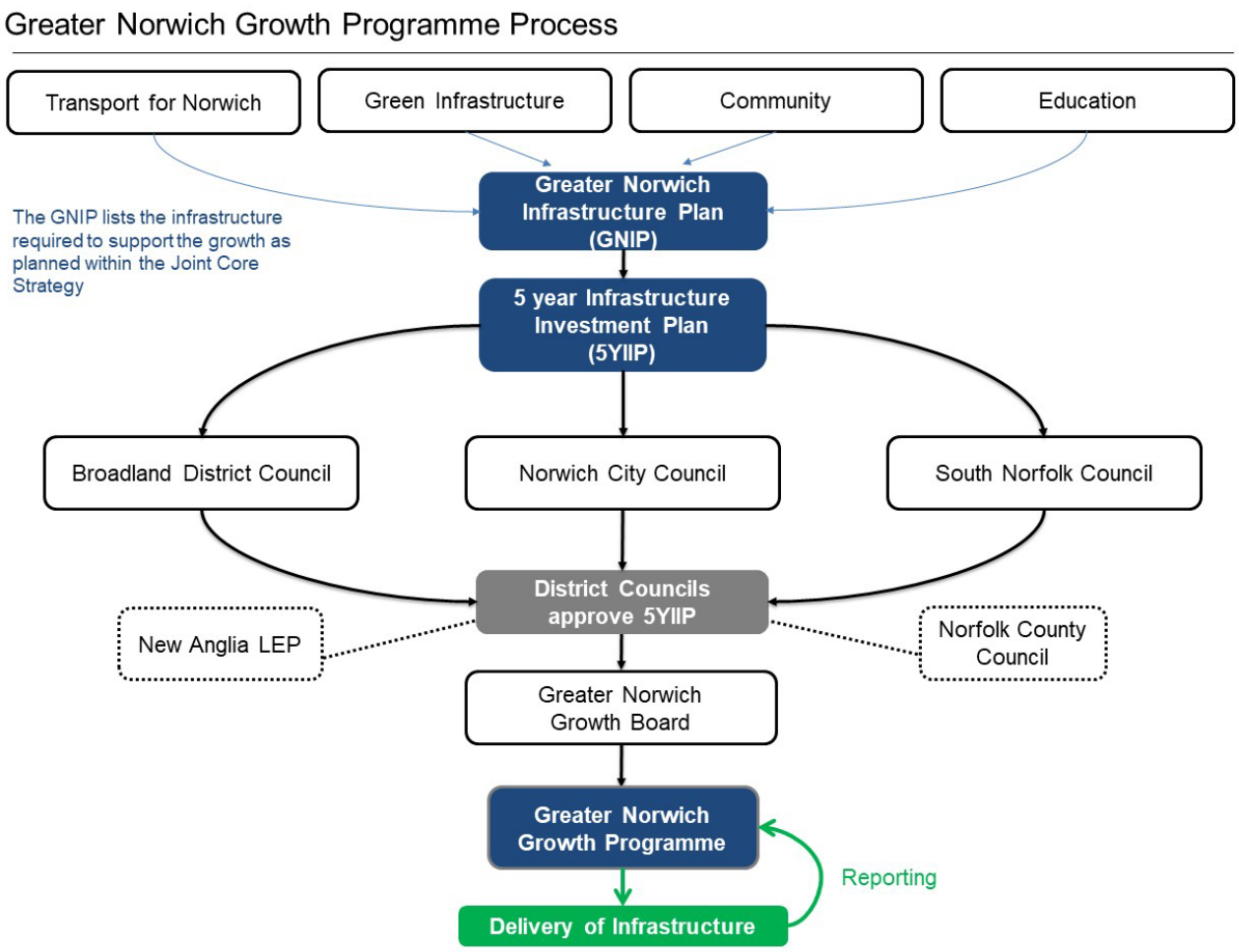


Figure 2 – Greater Norwich Growth Programme decision making process

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
Total	N/A	£ 10,632,243	£ 26,865,324

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 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[1]	£47,503,863	£5,933,364	£0.00	£0.00	£0.00	£0.00	£0.00
2	Interest[2]	£131,945	£8,538	£0.00	£0.00	£0.00	£0.00	£0.00
3	Forecast CIL receipts[3]	£0	£5,712,157	£8,358,490	£2,441,125	£4,542,384	£4,302,690	£7,829,454
4	**Cumulative Income[4]**	£47,635,808	£59,289,867	£67,648,357	£70,089,482	£74,631,866	£78,934,556	£86,764,010
5	Programme agreed[5]	£6,542,194	£5,357,092	£1,850,228	£143,000	£0	£0	£0
6	Programme proposed (23/24 AGP)[6]	£0	£0	£6,194,386	£4,246,858	£191,000	£0	£0
7	Borrowing agreed[7]	£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[8]	£2,000,000	£345,000	£0	£0	£0	£0	£0
9	Cash Reserve: Match Funding[9]	£0	£0	£4,000,000	£0	£0	£0	£0
10	Education[10]	£10,000,000	£2,000,000	£2,500,000	£2,500,000	£2,500,000	£2,500,000	£2,500,000
	Total Expenditure	£29,385,448	£9,759,137	£17,281,613	£9,626,857	£5,427,999	£5,236,999	£5,236,999
11	**Cumulative Expenditure[11]**	£29,385,448	£39,157,085	£56,438,698	£66,065,555	£71,493,554	£76,730,553	£81,967,552
12	**Cumulative Surplus/Deficit[12]**	£18,250,360	£20,132,782	£11,209,659	£4,023,927	£3,138,312	£2,204,003	£4,796,458
13	**Funds proposed and committed for spend in future years (24/25-27/28)[13]**	N/A	N/A	£4,580,858	N/A	N/A	N/A	N/A
14	**FORECASTED non committed funds, available to spend[14]**	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 earnt 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 indictive 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 17th June and 30th 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 Refence.

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^2 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 S106 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, levering 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 Plt 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, levering 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 5th 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 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 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	**200,000**
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	**8,200,000**
South Norfolk	Wymondham	Silfeild New Primary School	Detailed Design	10,200,000	2024	5,100,000	5,100,000	0	0	**8,200,000**
South Norfolk	Cringleford	Cringleford New Primary School	Detailed Design	10,200,000	2024	6,538,624	2,000,000	0	1,661,376	**9,861,376**
South Norfolk	Hethersett	Staged Expansion	Refresh of Masterplan	6,000,000	2024	4,246,000	1,754,000	0	0	**9,861,376**
Norwich City	Bowthorpe	Increase pupil places across existing schools	Under Review	4,000,000	2025	1,500,000	2,500,000	0	0	**9,861,376**
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	**19,991,192**
Broadland	Aylsham	New Primary School	Land provided for in LP expected delivery 2FE school	10,200,000	2026	0	0	0	10,200,000	**30,191,192**
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	**40,391,192**
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	**50,591,192**
Broadland	Hellesdon	New Primary School	Land provided for in LP expected delivery 2FE school	10,200,000	2026	0	0	0	10,200,000	**60,791,192**
Broadland	Taverham	New Primary School	Land provided for in LP expected delivery 2FE school	10,200,000	2026	0	0	0	10,200,000	**70,991,192**
South Norfolk	Long Stratton	Long Stratton New Primary School	Site Location agreed	10,200,000	2026	0	0	0	10,200,000	**81,191,192**
Broadland	Rackheath	New Secondary School	Land provided for in LP expected delivery 6FE school	26,000,000	2027	0	0	0	26,000,000	**107,191,192**
Broadland	Aylsham	Future expansion of High School	Under Review	6,000,000	2028	0	0	0	6,000,000	**113,191,192**

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**
Total				**199,800,000**		**27,654,808**	**11,354,000**	**1,000,000**	**159,791,192**	**159,791,192**

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, levering 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 Marriot'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.

<u>Easton Village Hall - £505,000</u>

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

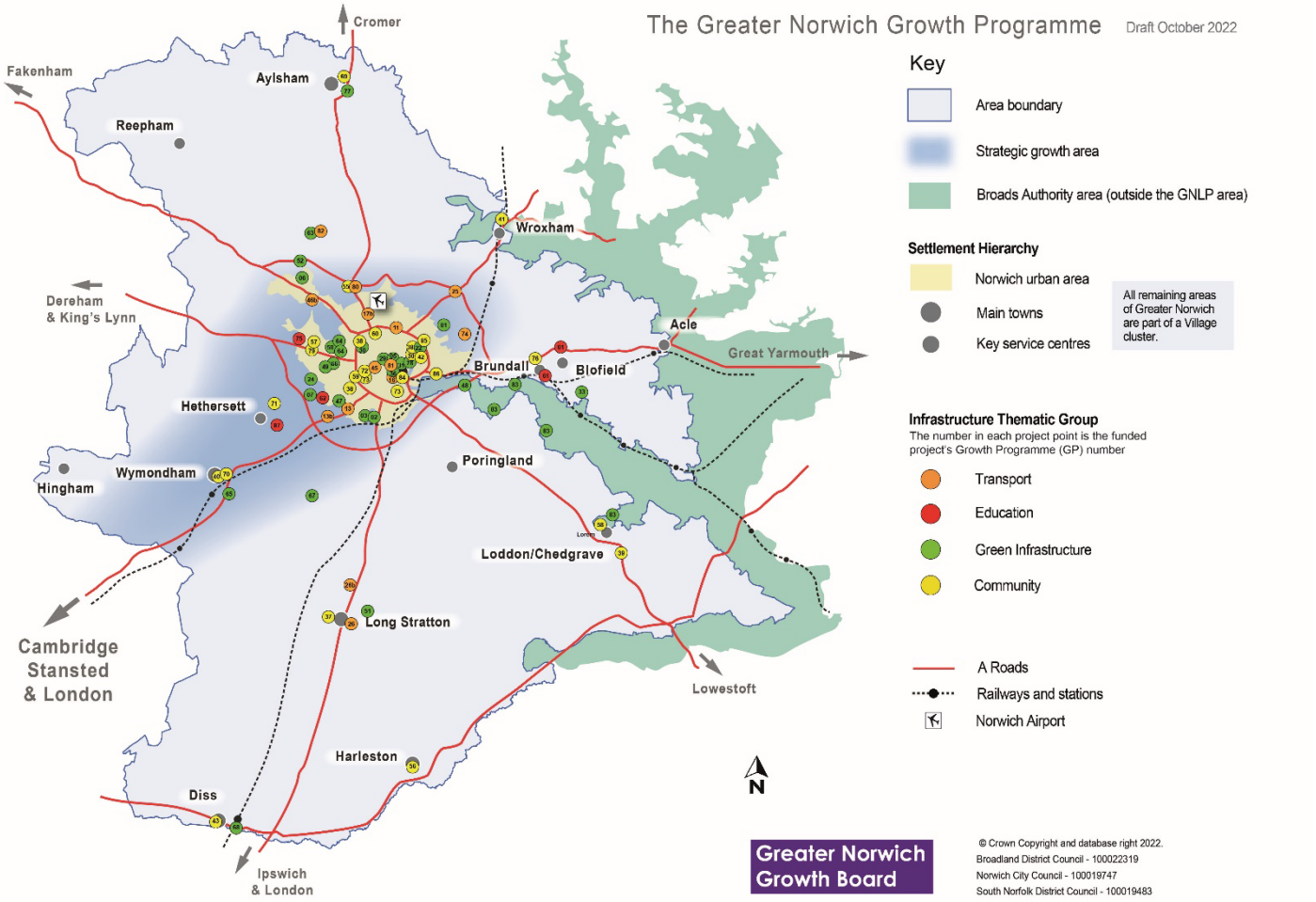
AGP Year	Ref	Applicant	Status	Theme	Expenditure	Project Budget	Other funding	CIL funding	Spend to 2021/22	2022/23	2023/24	2024/25	2025/26	2028/27	2028/29
2016/17	GP24	Norwich	Complete	Transport	Colney River Crossing (NRP to Threescore)	(422)	(251)	(171)	(171)	0	0	0	0	0	0
2016/17	GP23	Norwich	Closed Prematurely	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 years 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 Cumulatve 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 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 of 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 hare 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 2021the 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 4th 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 6th 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

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
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

 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
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
Forncett	£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

 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
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
Wramplingham	£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

77 *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
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

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
Grand Total	**£574,781.33**	**£807,523.65**	**£991,971.67**	**£2,068,067.67**	**£324,469.46**	**£5,317,457.63**

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

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.

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

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

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

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.