

Greater Norwich Local Plan 2025–2045 Infrastructure Topic Paper

Contents

Greater Norwich Local Plan 2025–2045 Infrastructure Topic Paper	1
1. Summary and local context	2
2. Coverage in current Policy, the draft NPPF and Implications for the GNLP 2045	5
3. Early policy direction of thoughts	8
4. Evidence – what we have and what we need	19
Appendices	21
 Table 1: Properties in Greater Norwich with access to superfast broadband	14
Table 2: Existing evidence/strategies	19
Table 3: List of relevant policies, guidance documents and other evidence	21

1. Summary and local context

Infrastructure provision will be central to delivering sustainable growth across Greater Norwich. For the purposes of this topic paper, infrastructure is defined as covering:

- strategic transport
- water supply and wastewater treatment
- energy
- digital networks (broadband, mobile etc)
- education
- healthcare
- police and fire services infrastructure
- community and cultural infrastructure

Key infrastructure existing in Greater Norwich includes:

- The A11 and A47 trunk roads, connecting to Cambridge, London, Lowestoft and the East Midlands
- A local railway network, with lines to Sheringham, Great Yarmouth and Lowestoft. Diss, Ipswich Colchester, Chelmsford and Stratford are on the main line to London Liverpool Street. A cross-country line gives access to Wymondham, Thetford, Ely, Cambridge, Stansted Airport, the Midlands, Sheffield, Manchester and Liverpool
- Norwich Airport, which offers a wide range of holiday destinations and domestic flights, as well as 3-4 daily flights to Schiphol (Amsterdam)
- The Norfolk and Norwich University Hospital
- The University of East Anglia (UEA), plus Norwich University of the Arts, and City College Norwich (including Easton College)
- Major employment sites, including the Norwich Research Park, St Andrews Park/Broadland Business Park/Broadland Gate, and Norwich Airport Industrial Estate.
- Whitlingham Water Recycling Centre, which serves much of Norwich and the surrounding area
- Norfolk Police HQ in Wymondham

Key issues

Pressures are increasing from growth, climate change and changing service delivery models, requiring a coordinated and forward-looking approach to benefit both new and existing communities. By sector, requirements include:

Transport

- Upgrades and new strategic road and rail infrastructure needed.
- Need to meet carbon dioxide reduction targets.
- Need to increase use of electric vehicles.
- Reducing air pollution, especially in Norwich.
- Increasing the proportion of journeys using active travel modes and public transport, including improving accessibility for all.
- Improving safety.
- Reducing congestion.

Utilities and Digital

- Ensuring adequate capacity for water supply and wastewater treatment.
- Mitigating nutrient neutrality restrictions.
- Adequate and timely energy supply, maximising low-carbon opportunities.
- Appropriate and adequate broadband and mobile phone connectivity.

Schools and Healthcare

- Identify land and funding for new primary and secondary schools and to expand existing facilities where feasible.
- Work with NHS and Integrated Care Systems (ICS) to plan for new/expanded healthcare facilities.

Community and Cultural Infrastructure

- Identify the need for new/expanded community centres, libraries, sports & recreation facilities and arts facilities.

Funding

- Consider roles of CIL funding, Section 106 agreement funding, Government funding, strategic partnerships and other potential sources of infrastructure funding (such as Homes England, utility company investment and, from 2028, the Mayor of Norfolk and Suffolk).

Key considerations

The Greater Norwich Infrastructure Plan

The Greater Norwich Infrastructure Plan (GNIP) provides a strategic, high-level summary of infrastructure development across the Greater Norwich area. It brings together information from across the partnership, to support coordinated planning and delivery, particularly in relation to larger-scale growth.

Reviewed annually, the GNIP provides the latest position on major developments and the infrastructure (delivered, in progress and planned for) and sets the framework for the Five-Year Infrastructure Investment Plan from which projects are drawn for the Annual Growth Programme. The Plan also includes a longer list of 'aspirational' projects, for potential future funding.

Whilst the GNIP includes Infrastructure being funded via multiple streams, the Annual Growth Programme is used to prioritise funding of projects through the pooled CIL income across Greater Norwich, usually matched with funding from other sources. This includes regular payments to the Education Authority to prioritise in supporting growth, as well as annual bids for funding across the four themes of Transport, Community, Green Infrastructure and Education.

Details of the GNIP, Five-Year Investment Plan, and Annual Growth Programme, can be found at: [Greater Norwich Infrastructure Plan - Greater Norwich Growth Board](#)

New settlements

Bespoke work is being undertaken to consider the merits of a new settlement (or settlements) as part of the GNLP 2045, indicatively for 6,000 dwellings or more. It is inevitable that any new settlement will have very significant infrastructure implications and these implications are being worked through over the next 24 months or so. No other explicit references are made to new settlements in this topic paper, but clearly their infrastructure needs will need to be factored in alongside the needs of the rest of the planned growth.

2. Coverage in current Policy, the draft NPPF and Implications for the GNLP 2045

GNLP 2024

The most relevant policy within the GNLP 2024 is as follows:

Policy 4 Strategic Infrastructure

This policy focusses primarily on the timely delivery of strategic infrastructure to support growth. It states that infrastructure will be provided by a range of organisations and through a variety of funding sources, as detailed in Appendix 1, which sets out infrastructure currently identified to support growth from organisations such as utilities companies and healthcare providers. Since these are subject to change over time, the Greater Norwich Infrastructure Plan, which supports implementation of the GNLP, along with the GNLP's Annual Monitoring Report, updates the information in Appendix 1 annually to take account of changes.

To promote good local access to facilities, the policy also sets a requirement for development to provide or support local infrastructure, services and facilities. This can be directly through providing infrastructure or land, or indirectly through financial contributions which can include providing good access to existing services and facilities.

The policy therefore covers strategic transport, energy, water, health and education needs, with a cross-reference to other policies in the GNLP which cover strategic green infrastructure and more local needs. Infrastructure planning by providers and through planning applications covers the implementation of infrastructure.

Development Management Policies Local Plan documents

The Development Management Policies Local Plan documents for the three districts were adopted over 10 years ago. Various DM policies for all three authorities are therefore out-of-date but most of the key Infrastructure matters are largely unchanged.

Draft National Planning Policy Framework (NPPF) update (December 2025)

The draft NPPF states how infrastructure needs should be considered in preparing a Local Plan. In Chapter 1 (paragraph 16), “*identifying and coordinating the provision of infrastructure*” is highlighted as a key requirement, as is appropriate public service infrastructure. There are also references to needing to identify and address types of infrastructure need, such as AI, data centres and freight and logistics.

The most relevant chapters of the draft updated NPPF are as follows:

4. Achieving sustainable development

The objective of the policies in this chapter is to meet development needs through sustainable patterns of development, including by maximising the potential for growth on suitable land within settlements, enabling development which will support the rural economy, rural communities and the provision of infrastructure, and limiting development away from settlements to help safeguard the intrinsic character and beauty of the countryside.

9. Supporting high quality communications

The objective of the policies in this chapter is to enable the expansion and upgrading of telecommunications infrastructure to meet changing technological, social, business and security requirements (including securing coverage of standalone 5G in all populated areas, and nationwide gigabit-capable broadband), in ways which limit an unnecessary proliferation of equipment and respect important environmental safeguards.

10. Securing clean energy and water

The objective of the policies in this chapter is to support the development and operation of energy and water infrastructure in ways which align with wider development, clean power and net zero objectives (including the delivery of clean power by 2030).

15. Promoting sustainable transport

The objective of the policies in this chapter is to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals. A vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places needs to be taken.

16. Promoting healthy communities

The objective of the policies in this chapter is to promote the creation of healthy and inclusive places and support the provision of appropriate public services, by enabling development which can support this aim and seeking to retain, improve and deliver new facilities which are important for community wellbeing and minimising inequalities.

3. Early policy direction of thoughts

Infrastructure

There remain various congestion, carbon emissions and air quality problems in Greater Norwich. Accessibility to employment, services and leisure facilities, particularly in rural areas and deprived communities, is also a concern. Table 1 below shows the more limited vehicle ownership in Norwich and the more limited access to rail in Broadland and South Norfolk. There is a need to balance strategic road investment with a strong focus on public transport and active travel such as walking, wheeling and cycling.

Table 1: Inequalities in private vehicle ownership and access to railway stations.

Local Authority District	Households with no car or van ownership (%)	Less than 15 minute walk to railway station (%)	Less than 30 minute walk to railway station (%)	Less than 60 minute walk to railway station (%)
Broadland	11.0	7	15	43
Norwich	32.7	8	34	83
S Norfolk	10.5	6	17	30

Transport (GNIP 2026 – 5.10)

An overarching theme in the draft revised NPPF, as mentioned above, is that sustainable transport should be considered from the very earliest stages of plan-making. A vision-led approach should be developed to facilitate this, rather than a more 'reactive' approach to transport planning.

Roads

National Highways has recently completed an improvement scheme on the A47 by dualling the section from Blofield to North Burlingham dualling (which will be fully complete in 2026), North Tuddenham to Easton (due to be completed in 2027), and Thickthorn junction improvements (due to be completed in 2028). Further trunk road junction improvements, particularly on the A47 Norwich Southern Bypass, may be required to accommodate future traffic growth; any such improvements would need to be considered and identified in future study work.

In addition, there is a network of 'A' roads in the GNLP area; these can be a limitation where capacity is already constrained and potentially be a severance barrier between potential development sites and nearby services and facilities.

One of the most significant recent improvements was the completion of the Long Stratton A140 bypass, which opened in summer 2025.

On highway safety, the draft revised NPPF recognises that many development proposals will have impacts on the transport network, and states that they must not have a “severe adverse impact” on the transport network. There must also not be an unacceptable impact on highway safety. South Norfolk DM3.11 focuses on corridors of movement which aren't covered by the draft NPPF. However, Norfolk County Council published a *Safe, Sustainable Development: Aims and Guidance notes for Local Highway Authority requirements in Development Management* document. Aim 8 covers corridors of movement and aims “to ensure the Major Road Network (MRN) and Principal Road Network (PRN) can safely cater for sustainable development, which, if not suitably addressed, would otherwise cause fundamental road safety and accessibility concerns.” The Major Road Network and Principal Road Network are designated 'Corridors of Movement' (CoM).

The draft revised NPPF has a heavy focus on giving priority to non-car modes both in terms of internal layout and broader connectivity. It states that parking is one of the quantitative standards that can be set through development plan policies. Norfolk County Council have published a Parking Guidelines for new developments in Norfolk guidance document. This guidance covers requirements across different development types and modes of transport, including electric vehicles.

Q. How can the GNLP make the best use of the existing transport network for all users?

Pedestrian and Cycling

The Greater Norwich Local Cycling and Walking Infrastructure Plan (LCWIP), forms part of the wider transport strategy for Norfolk and covers the great majority of the GNLP Strategic Growth Area. It contains a cycling and walking network plan which takes account of planned growth in the 2024 Plan, and a prioritised programme of improvements which can be put forward for existing and future active travel funding opportunities. Various improvements have been made in recent years, including an extension to the Yellow Pedalway close to the airport in 2025 and 2026. Other improvements have been made to the Marriott's Way cycling and walking path, together with various other local schemes.

The Norfolk LCWIP, which covers the remainder of Greater Norwich and the county, is the overarching plan. It prioritises short, medium, and long-term schemes which will assist people to choose walking, cycling, or wheeling as an alternative to travelling by car for shorter journeys. It focusses on towns across the county, including Acle, Aylsham, Diss, Harleston, Long Stratton, Reepham, Wroxham and Wymondham/Hethersett.

Q. Which LCWIP routes are most important to support future growth?

Q. How can the GNLP maximise the opportunities and accessibility for people to choose walking, cycling and wheeling for everyday journeys?

Bus

There are 75 zero-emission buses in Norwich, helping to improve air quality in central Norwich in particular. Some bus operators serving Greater Norwich are still currently reliant on diesel fleets, however. Bus frequencies, especially in some rural areas and in evenings, can be very limited where services are not generally commercially viable. “Dial-a-ride”, “community taxis” and similar services can sometimes fill some of the gaps, but their availability is fragmented. But the main towns, such as Aylsham, Wymondham, Acle and Long Stratton, generally have a good bus service to Norwich.

The Bus Service Improvement Plan sets out measures to make bus travel more accessible, reliable and appealing in Norfolk by improving infrastructure, expanding services and offering fare incentives, aligned with local and national carbon reduction and connectivity goals. There have been recent improvements to some services through the Bus Service Improvement Plan and the national fare cap (currently £3 per journey, but dropping to £2 in January 2027) has also helped increase bus patronage.

Q. How can the GNLP maximise the opportunities and accessibility for people to choose bus travel for everyday journeys?

Rail

Railway services from Norwich run to Sheringham, Great Yarmouth, Lowestoft, Cambridge, Stansted Airport, Liverpool and London, with stations at Brundall, Brundall Gardens, Cantley, Reedham, Acle, Lingwood, Salhouse, Wroxham/Hoveton, Wymondham and Diss. Opportunities to improve train frequencies and speeds are limited on most lines due to lack of capacity and “track path” constraints (such as limited passing places on stretches of single track). Trowse swing bridge is a particular constraint in Norwich, with major

capacity constraints at Ely (in Cambridgeshire) also limiting increased passenger and freight services to Cambridge, the Midlands and the North.

The Norfolk Rail Prospectus sets out what Norfolk County Council feel is required to make sure that rail can serve the needs and expectations of passengers, and to ensure that it continues to support Norfolk's economy and helps deliver the housing and jobs growth planned. Priorities include increased frequencies Norwich/London, Norwich/Cambridge and Norwich/North Walsham, more Norwich in 90 services and access improvements at Wymondham Station.

Q. How can the GNLP help ensure that opportunities and accessibility for rail travel are maximised?

Air

Norwich Airport offers a wide range of holiday destinations and domestic flights, including multiple daily flights to Schiphol (Amsterdam). It also has surrounding industrial/employment areas, some of which contain aviation-related businesses.

The approaches to the runways are a public safety zone, largely due to the risk of bird strikes, which imposes some constraints on potential developments. Support for airport growth is more qualified in section TR7 of the draft NPPF than in current local policy, which broadly supports expansion of Norwich Airport.

Q. How could the GNLP help support the future of Norwich Airport and the surrounding area?

Water (GNIP 2026 – 6.13)

The Water Cycle Study undertaken for the 2024 GNLP identified locations where there may be future capacity issues to be addressed for the growth proposed in that Plan. Subsequently, wastewater capacity has been raised as an issue in Anglian Water's responses to various planning applications. For example, Anglian Water has expressed significant concerns about the ability of Whitlingham Water Recycling Centre to accommodate planned growth from the GNLP. A programme of qualitative and quantitative improvements are proposed to try to ensure that it can meet the growing demand and some smaller plants have improvement plans in place, too.

Anglian Water produces both a Drainage and Water Recycling Management Plan (DWMP) and a Water Resources Management Plan (WRMP). Both have been

published in the last three years; however, work is also underway on producing new versions for 2028 and 2029 respectively, which need to take account of the uplift in growth anticipated by the Government and to be delivered through the new GNLP.

Although Anglian Water is in a better position than some other water supply companies in England, enhancements are still needed, in the form of new reservoirs and water transfer schemes, given the impacts of climate change and increased demands from more homes and increased economic activity. Enhanced water efficiency standards, building on the current GNLP standard of 110 litres per person per day, may need to be considered in the new GNLP. Better use of SuDS will likely also need to be considered.

The impact of nutrient neutrality continues in large parts of Greater Norwich, within the Wensum and Yare catchments. Nutrient neutrality is where excessive levels of nitrates and/or phosphates exist in the protected habitats of the River Wensum Special Area of Conservation and Broads Special Area of Conservation and Ramsar site (see details [online](#)). Impacts require mitigation measures to be secured to allow development in most of Greater Norwich to progress (southern parts of South Norfolk are outside this zone). Some mitigation measures – such as ‘credits’ in the form of new wetland reedbeds – are in place to allow growth to go ahead in some places, but this capacity is limited at present and in the meantime has delayed housing delivery.

A Water Cycle Study will need to be commissioned, and more detailed work will be necessary later to more precisely understand the impacts and mitigation measures that will be needed to accommodate growth in the GNLP 2045.

***Q.** How is it best to ensure that Anglian Water’s infrastructure delivery meets the Government’s ambitious housing targets for Greater Norwich in a timely way?*

Energy (GNIP 2026 – 6.8)

The UK has a legal requirement to reach net zero by 2050 and the draft revised NPPF (Chapter 10) states how important it is to support the development and operation of energy infrastructure which aligns with clean power and net zero objectives. Consequently, the GNLP 2045 will need to support the transition to a low-carbon future in the context of increased demand for energy from data centres, electric cars, air source heat pumps, air conditioning and other energy uses. The need for additional or further enhancements to the grid will need to be

considered carefully in the GNLP 2045. This could include substations requiring upgrades or the use of measures to offset the need for reinforcement, such as demand-side responses and energy. This is particularly the case were there to be demand for data centres or other energy-intensive operations.

There have been an increasing number of solar farms constructed and proposed in recent years, as well as the Norwich to Tilbury high voltage network. Large new solar farm proposals (of over 100 megawatts capacity) are Nationally Significant Infrastructure Projects (NSIPs), falling outside the direct control of the local planning system and ultimately determined by the Secretary of State. Schemes below this size are determined by the relevant district council. There is likely to be a continuing role for new solar farms to help meet the country's need for low-carbon electricity. This is supported by national policy including the draft NPPF, which has a stronger emphasis on the benefits of renewable energy proposals and requires the development plan to proactively identify sites for renewable energy and low carbon development.

Norfolk and Suffolk partners are developing a joint Whole Systems Energy Plan. Commissioned in 2025, this work aims to support energy security and resilience, identify areas where constraints could limit growth, influence regional plans and investment, and highlight projects with the potential to attract funding. This work is expected to be completed in 2026.

Various other grid improvements are identified in the current GNLP and more are likely to be necessary to support additional growth. Policy 4 identifies that, to support planned growth, five electricity substations could require intervention through reinforcement, flexibility services or other. These are Sprowston Primary, Peachman Way Primary, Earlham Grid Local A & B and Cringleford Primary. UK Power Networks continually monitors capacity at all primary substations alongside connection applications to help understand and forecast demand.

Other potential means of supporting net zero objectives include the promotion of energy efficiency, smaller scale renewables and heat networks. The draft NPPF is clear that local plans should not set local energy efficiency standards. Building Regulations requirements mean that new dwellings starting after 23rd March 2027 must be constructed to the Future Homes Standard (FHS), which includes greater energy efficiency measures so that no new gas boilers will be permitted. The FHS effectively requires low-carbon heating, high building fabric efficiency and the use of on-site renewables. The default position to achieve the 75-80% reduction in CO₂ emissions required (compared to the 2013 Building

Regulations) will be that new housing has heat pumps, with solar panels. The only viable alternative to heat pumps would be linking to a low-carbon heat network, which may be a future possibility in densely developed parts of Norwich, if such a network is delivered.

Q: How should the GNLP best address the need for additional energy supplies to support timely growth in housing and employment development?

Q: Should the GNLP consider a formal policy approach to new solar farms and related infrastructure and, if so, what should this broad policy approach be?

Digital networks (GNIP 2026 – 6.7)

Broadband

As of April 2026, the independent [Think Broadband website](#) reports the following levels of broadband coverage for Greater Norwich:

Table 2: Properties in Greater Norwich with access to superfast broadband

Area	Properties with access to Superfast Broadband	Properties with access to Gigabit Broadband
Broadland	97.9%	86.7%
Norwich	99.5%	92.9%
South Norfolk	97.4%	76.0%
Greater Norwich	98.3%	85.2%

The requirement to provide adequate broadband connections to new houses is set out in regulations and Building Regulations Approved Document R and so potentially does not need to be addressed specifically in the GNLP 2045.

Q: Do you agree that broadband connectivity does not need to be specifically addressed in the GNLP 2045? If not, please explain why and how it could be addressed?

Mobile telephony

The ability to connect reliably to a mobile phone network has long since become a necessity for much of the population in Greater Norwich. There remain gaps in the quality of the coverage (see the [Open Infrastructure Map](#)), and not just in some rural areas. Whilst there are some permitted development rights for new or

expanded mobile phone towers, these rights may not cover larger new towers. For new developments, ensuring that (as appropriate) adequate space is allowed for to accommodate any new or relocated towers is likely to be an important consideration.

***Q:** How should the GNLP best seek to ensure appropriate mobile connectivity for new developments (in as far as it can do)?*

Education (GNIP 2026 – 5.8)

Norfolk County Council's School Sufficiency Strategy ensures adequate school places. It identifies five key areas of consideration:

- commissioning new schools
- promoting free school proposals
- expanding existing schools
- agreeing changes to planned admission numbers and making associated changes to accommodation, and,
- as a last resort, closing schools.

As well as the rate of new development, the Strategy needs to take account of changing demographics, which has recently seen a reduction in school roles.

Norfolk County Council is proactive in supporting new development with appropriate education facilities and has recently opened two new primary schools in Wymondham and Cringleford.

Several other new schools (both primary and secondary) are being considered across the Greater Norwich area, to be provided once housing and pupil numbers suggest that existing schools in the area are no longer able to accommodate local children.

***Q.** How can the GNLP ensure that the best use is made of existing school capacity, and deliver development in a way that supports new school provision where necessary?*

Healthcare Requirements (GNIP 2026 – 6.10)

In April 2026, the Norfolk and Waveney Integrated Care Board (ICB) merged with its Suffolk equivalent to form the Norfolk and Suffolk ICB. The outworkings of this

merger and the implications are still in progress but the shift away from primary (GP-led) and acute (hospital-led) care to community healthcare is continuing. This is likely to mean more community healthcare facilities needs for scans, blood tests, physiotherapy appointments etc than has been the case previously. New/relocated/expanded ambulance stations may also be necessary in the future, to support housing growth.

Pressure on local healthcare and dental services is recognised as a significant public concern. As is the case currently, the GNLP can plan for new/expanded healthcare facilities (including dental surgeries) where and when appropriate but does not (and cannot) play a direct role in securing new healthcare workers and dentists – this is primarily for the ICB/NHS.

Q: How should the GNLP best work with the ICB and other partners to make best use of existing healthcare facilities and, where relevant, plan for new/expanded facilities?

Police and Fire Services (GNIP 2026 – 6.11)

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

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

Extensions to existing police stations may be required during the plan period where growth will place significant strain on existing space. There may also be a requirement for upgrading of existing facilities at police stations to accommodate growth. This could include reconfiguring internal space to address operational needs linked to serving a larger population and external works such as improved car parking and cycle storage. Similarly, some new/expanded/relocated fire stations may also be needed to help support growth.

As with healthcare, the GNLP 2045 cannot directly address issues of recruitment/retention in the emergency services – it is only facilities and some pieces of infrastructure which may be able to be addressed. Co-location of some facilities for emergency and health services are becoming more common – so-called ‘blue light hubs’.

Q: How should the GNLP best address the infrastructure needs of the Police and Fire services to support growth?

Community and cultural infrastructure (GNIP 2026 – 5.7)

Community buildings (GNIP 2026 – 5.7.3)

The draft NPPF states “significant weight” should be given to the benefits of providing new or improved public service infrastructure or community facilities. Broadland’s existing policy CSU1 encourages such proposals where “no significant adverse impact would arise” and allows for development outside settlement limits where a need has been clearly demonstrated. Allocating significant weight to proposals for community facilities represents a strengthening of wording compared to the existing local plan policy. The draft NPPF also provides significantly more policy detail. However, unlike CSU1, the draft NPPF does not allow for the development of community facilities outside development boundaries. Large-scale proposals need to provide “appropriate” community facilities, defined as enough for the development to be acceptable in planning terms, whether by direct provision or a contribution to off-site improvements. The loss of community facilities can also only be resisted where the facility would be the last of its type in the area concerned.

Libraries (GNIP 2026 – 5.7.4)

Norfolk County Council has a statutory responsibility to provide a comprehensive and efficient library service. 21 libraries are available across Greater Norwich with 18 of these now having extended opening hours following the installation of open access technology and services. Some additional library provision in the form of more floorspace, extending opening hours etc might be needed to help support planned growth.

Q: How should the GNLP best address the need for the increased provision of library services to support growth?

Sports Facilities (GNIP 2026 – 5.7.6)

The Greater Norwich Physical Activity and Sport Strategy was accepted by the Greater Norwich Growth Board (GNGB) in 2022. It was developed with Sport England and aims to support and encourage healthy and active lifestyles. The strategy focusses on the protection and enhancement of existing sports facilities, as well as the provision of new facilities. To achieve this, supporting Playing Pitch and Built Facilities Strategies provide assessments and action plans, making recommendations for a range of sport and leisure facilities across Greater Norwich. Local Football Facilities Development Plans were published in 2023.

A programme to increase capacity at new and extended sites to accommodate growth is in progress. Updated Playing Pitch and Built Facilities Strategies will be commissioned to understand what the need for new/improved facilities will be.

Draft NPPF policy HC1 states that development plans should set local standards for provision of different types of outdoor recreational land tailoring national standards to local circumstances and evidence. Local policy will also be important in setting out delivery mechanisms for recreational open space and may be required for the designation of local green space.

Recycling centres (GNIP 2026 – 6.14)

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

The provision of sites is regularly reviewed, with consideration given to the capacity of sites in relation to proposed housing growth. The current GNLP identifies three projects that should be undertaken to support growth. Progress on these projects is listed below:

Extend Strumpshaw Recycling Centre: The expansion has been undertaken, almost doubling the operational area of the site.

Replace Morningthorpe Recycling Centre: Morningthorpe Recycling Centre will permanently close in October 2026. Residents will be able to access alternative provision across Norfolk including Norwich South, Bergh Apton and the existing site in Wymondham.

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

4. Evidence – what we have and what we need

Table 3: Existing evidence/strategies

Evidence/strategy	Status	Commissioner	What it informs
Water Resources	2024	Anglian Water	Availability of water
The NHS 10-Year Health Plan	2025	Government	Healthcare needs and healthier populations
Norfolk and Suffolk ICS – Estates Strategy	2024	NHS Norfolk and Suffolk ICB	Where and which pieces of health infrastructure are needed
Norfolk Local Transport Plan	2021	Norfolk County Council	Investment guide for transport projects
Transport for Norwich	2021	Norfolk County Council	Investment guide for transport projects
Norfolk Walking, Wheeling and Cycling Strategy	2024	Norfolk County Council	Identifies strategic active travel projects in Norfolk
Countywide Local Cycling and Walking Infrastructure Plans (LCWIP)	2024	Norfolk County Council	Identifies strategic active travel projects in Norfolk
Norfolk Bus Service Improvement Plan	2024	Norfolk County Council	Integrated network of bus operators
Norfolk Rail Prospectus	2025	Norfolk County Council	What is required to improve rail network
Norfolk Electric Vehicle Strategy	2021	Norfolk County Council	Priorities to support uptake of vehicles
Norfolk and Suffolk Energy Plan	Underway	Norfolk County Council	Identify constraints, investment, and fundable projects
Norfolk and Suffolk Integrated Water Action Plan	Underway	Norfolk County Council	Integrated approach to water scarcity, flooding & ecology
Greater Norwich Local Cycling and Walking Infrastructure Plan	2022	Norfolk County Council	Identifies strategic active travel projects in Norwich
Greater Norwich Physical Activity and Sports Strategy	2022	Greater Norwich Growth Board	Integrated approach to sport and physical activity

Studies likely to be commissioned for the GNLP 2045:

- Greater Norwich Infrastructure Needs Study (Phase 1)
- Greater Norwich Infrastructure Needs Study (Phase 2)
- Strategic Transport Modelling
- Trunk road junctions modelling
- Norfolk and Suffolk Energy Study
- Water Cycle Study (Level 1)
- Water Cycle Study (Level 2)
- Whole Plan Viability Study
- Playing Pitch and Built Facilities Study/ies

Appendices

Table 4: List of relevant policies, guidance documents and other evidence

Source	Relevant policies
GNLP link(s)	5. The Strategy (including policies) GNLP Policy 4 - Strategic Infrastructure
Related DM policies	Norwich City Council Local Development Framework DM4 Renewable energy DM10 Communications Infrastructure DM11 Environmental hazards DM27 Norwich Airport DM28 Encouraging sustainable travel DM29 City centre public off-street car parking DM30 Access and highway safety DM31 Car parking and servicing DM32 Car Free or Low Car Housing South Norfolk Development Management DPD DM1.2 Requirement for infrastructure through planning obligations DM3.9 Advertisements and signs DM3.10 Promotion of sustainable transport DM3.11 Road safety and the free flow of traffic DM3.12 Provision of vehicle parking DM3.15 Outdoor play facilities and recreational space DM3.16 Improving the level of local community facilities DM4.1 Renewable Energy Broadland Development Management DPD RL1 Provision of formal recreational space TS1 Protection of land for transport improvements TS2 Travel Plans and Transport Assessments TS3 Highway safety TS4 Parking guidelines TS5 Airport development TS6 Public safety zones CSU1 Additional community facilities CSU2 Loss of community facilities or local services CSU3 Provision of community facilities or local services within large-scale residential developments

Area Action Plan Policies	South Norfolk Council AAPs Wymondham Area Action Plan WYM12 Protecting existing recreation or amenity land in Wymondham WYM13 New recreation provision in Wymondham WYM15 Land for new burial ground in Wymondham Long Stratton Area Action Plan LNGS6 Protecting existing recreation or amenity land in Long Stratton LNGS7 New recreation provision in Long Stratton LNGS8 Land for new burial ground in Long Stratton LNGS9 Accessibility Broadland District Council AAPs Growth Triangle Area Action Plan GT1 Form of Development GT3 Transport
Other evidence documents and strategies	Norfolk Local Transport Plan 2021 Transport for Norwich 2021 Norfolk Strategic Infrastructure Delivery Plan 2024 Norfolk Walking, Wheeling and Cycling Strategy 2024 Countywide Local Cycling and Walking Infrastructure Plans (LCWIP) 2024 Norfolk Bus Service Improvement Plan 2024 Norfolk Rail Prospectus 2025 Norfolk Electric Vehicle Strategy 2021 Norfolk Safe Sustainable Development 2025 Norfolk Parking guidelines 2022 Greater Norwich Local Cycling and Walking Infrastructure Plan 2022 Norfolk sustainable school travel strategy 2024 Draft DfT Draft Road Investment Strategy 3 (RIS3) 2026 Transport East Transport Strategy 2023 Norfolk Speed Management Strategy 2023 Network Rail Control Period 7 (CP7) delivery plans 2024 Greater Norwich Infrastructure Plan 2025 Greater Norwich 5 Year Infrastructure Investment Plan 2025 Greater Norwich Physical Activity and Sports Strategy 2022 Anglian Water – Water Resources Management Plan 2024 The NHS 10-Year Health Plan 2025 Norfolk and Suffolk ICS – Estates Strategy 2024 Nationally Significant Infrastructure Projects (NSIPs)

	<u>School Sufficiency Plan 2026-2029</u> Norfolk and Suffolk Energy Plan – underway Norfolk and Suffolk Integrated Water Action Plan – underway Norfolk Constabulary Estates Plan 2025 – 2029
--	--