

Greater Norwich Local Plan Infrastructure Needs Report

Contents

Executive Summary	1
1. Introduction	1
2. National Planning Policy, Guidance and Legislation	1
3. Relevant Local Infrastructure Plans and Strategies	2
4. Growth in the Local Plan	4
5. Transport.....	9
5.1 Pedestrians and cycle	9
5.2 Bus and rail	10
5.3 Road	11
6. Utilities	13
6.1 Water and Flooding.....	13
6.2 Power	14
6.3 Digital	16
7. Education	17
7.1 New Schools	18
7.2 Primary.....	11
7.3 Secondary	12
8. Health Care.....	21
Primary Care Requirements	21
Hospital.....	25
Mental Health.....	25
Community Services.....	27
9. Police	29
10. Fire and Rescue.....	30
11. Community, Sport and Leisure Facilities.....	31
11.1 Libraries	31
11.2 Community centres	32
11.3 Sports and leisure.....	32
12. Open Space and Green Infrastructure	34
13. Waste Management	35
14. Summary of Infrastructure Requirements	37

Executive Summary

1. Introduction

Purpose of the document

The vision for Greater Norwich to 2036 is *'to grow vibrant, healthy communities supported by a strong economy and the delivery of homes, jobs, infrastructure and an enhanced environment.'*

The provision of new and improved infrastructure is essential to ensure the growth planned in the District is sustainable. Infrastructure includes a wide range of facilities and services including schools, medical facilities, community facilities, open space, roads, railways, cycle paths and flood defences.

This report is a review of the infrastructure requirements within the Greater Norwich Area. Greater Norwich is a partnership between Broadland District Council, Norwich City Council and South Norfolk Council.

2. National Planning Policy, Guidance and Legislation

2.1 National Planning Policy Framework

The National Planning Policy Framework states that local plans should make sufficient provision for infrastructure requirements including transport, waste management, water supply, flood risk, and the provision energy in addition to the provision of community facilities such as libraries, schools and other cultural infrastructure (paragraph 20).

It goes on to state that to achieve sustainable development the planning system should identify and coordinate the provision of infrastructure. Effective and on-going joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.

2.2 Community Infrastructure Levy

The Community Infrastructure Levy (CIL) was introduced in 2010 through the Community Infrastructure Levy Regulations 2010. The Community Infrastructure Levy (CIL) allows local authorities to charge a tariff, at a locally set rate, on many types of new development.

The Greater Norwich authorities adopted CIL charging between 2013 and 2014 with a variation of CIL charging rates across each local planning authority area¹.

¹ Greater Norwich CIL Charging Schedule - <http://www.greaternorwichgrowth.org.uk/planning/cil/>

3. Relevant Local Infrastructure Plans and Strategies

The following infrastructure plans and strategies have been used to support the creation of this report.

3.1 [New Anglia Integrated Transport Strategy](#)

The Strategy looks ahead to the 2040s but focuses on the actions we need to take over the next three to five years to help secure the foundations for long-term success. It is a dynamic and living blueprint to guide the work and investment of many interested partners.

3.2 [Highways England A47 Corridor Improvement Plan](#)

In 2014 the UK Government established the Road Investment Strategy. As part of this the East of England was identified as an area in need of investment. 17 major road schemes were identified as requiring investment including 6 schemes along the A47. It is recognised that the A47 has several congestion hotspots around Norwich, Peterborough and Great Yarmouth. These result in delays and concerns regarding safety for all road users. There are also developments resulting in significant growth predicted along the A47 through Norfolk and these are the areas which the Corridor improvement plan will help to support for the local communities affected.

3.3 [Norfolk Strategic Infrastructure Delivery Plan](#)

The strategic infrastructure delivery plan pulls together information on the key infrastructure needed to deliver economic growth in Norfolk. It is a working document that will be reviewed on a regular basis as information becomes available and projects progress through to delivery. The Plan will help Norfolk County Council and partners to co-ordinate implementation, prioritise activity and respond to any funding opportunities.

3.4 [Norfolk Strategic Planning Framework](#)

All planning authorities in Norfolk have agreed to prepare a combined Strategic Framework planning document. This provides the overarching framework for planning issues across the county with an emphasis on strategic land use issues with cross boundary implications. The document forms part of the process to demonstrate compliance with the Duty to Cooperate (Localism Act 2011). It relates to the period 2012 to 2036 and will inform the preparation of Local Plans produced by individual planning authorities during this period. The framework includes strategic guidance in relation to housing, economic growth, infrastructure provision and environmental considerations, including in future an agreed approach to Habitats Regulation Assessment.

3.5 [Local Transport Plan](#)

Norfolk's third Local Transport Plan 2011-26 has been adopted. This describes the county's strategy and policy framework for delivery up to 2026. It will be used as a guide for transport investment and considered by other agencies when determining planning or delivery decisions. Six priorities included: Maintaining and managing the highway network, delivering sustainable growth, enhancing strategic connections, reducing emissions, improving road safety and Improving accessibility.

[3.6 Norfolk Rail Prospectus](#)

To be effective in influencing decisions, the county council needs to be clear about what its requirements are. The purpose of this Rail Prospectus is to set out Norfolk County Councils requirements. We will use it in our dealings with government, train companies, Network Rail and other stakeholders to get the best for the people of Norfolk. The prospectus is being updated in 2019 and will include longer term requirements going to 2029 and beyond.

[3.7 Transport for Norwich](#)

Transport for Norwich is a programme of work to improve accessibility by all forms of transport in and around the city. The aim is to encourage the use of more sustainable forms of transport, such as public transport, cycling and walking, while also improving the capacity of the road network. It's also designed to stabilise traffic levels and as a result improve air quality around the city. With plans for 30,000 new homes and jobs in Greater Norwich over the next decade, an important part of this new infrastructure is to prepare the area for this growth in population by connecting new and existing communities to centres of employment.

[3.8 Greater Norwich Infrastructure Plan and 5-year Investment Plan](#)

The GNIP helps coordinate and manage the delivery of strategic infrastructure to support growth, a high quality of life and an enhanced natural environment. It informs prioritisation of investment and delivery. It is not an exhaustive list and is a living document, updated annually to reflect the latest information.

The projects then identified in the 5-year investment plan are those currently considered to be a priority for delivery to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal.

[3.9 Market Town Network Improvement Strategies](#)

Many of Norfolk's market towns and larger villages have a considerable amount of planned housing and employment growth identified through the relevant Local Plans. There are currently 4 strategies being produced in the Greater Norwich area for: Diss, Aylsham, Wroxham/Hoveton and Wymondham. These will identify the most effective transport improvements to support future planned growth and help address transport issues such as congestion, enhancements to safety and access to public transport.

4. Growth in the Local Plan

4.1 Housing

The Government recently consulted on a revised methodology for deriving local housing need and this gives an annualised need of 2,066 homes per annum for the Greater Norwich area. Using the Government's consultation version of the standard methodology for calculating housing need, and re-basing the figures to 2018, suggests that the housing need to 2036 is 37,200 homes.

To provide for general uncertainty (such as delayed or slow delivery, and fallout of permissions), a delivery buffer of 10% was proposed for last year's Growth Options consultation. Applying a 10% delivery buffer would give a plan requirement of 40,900 homes. With the existing commitment of 34,100 homes at April 2018 the new sites will need to be identified for at least 6,800 homes.

Figures 1 and 2 and Table 1 set out past completion rates and projected completions, the proposed strategy for the distribution of new growth and the growth locations.

Figure 1. Greater Norwich housing completions and trajectory

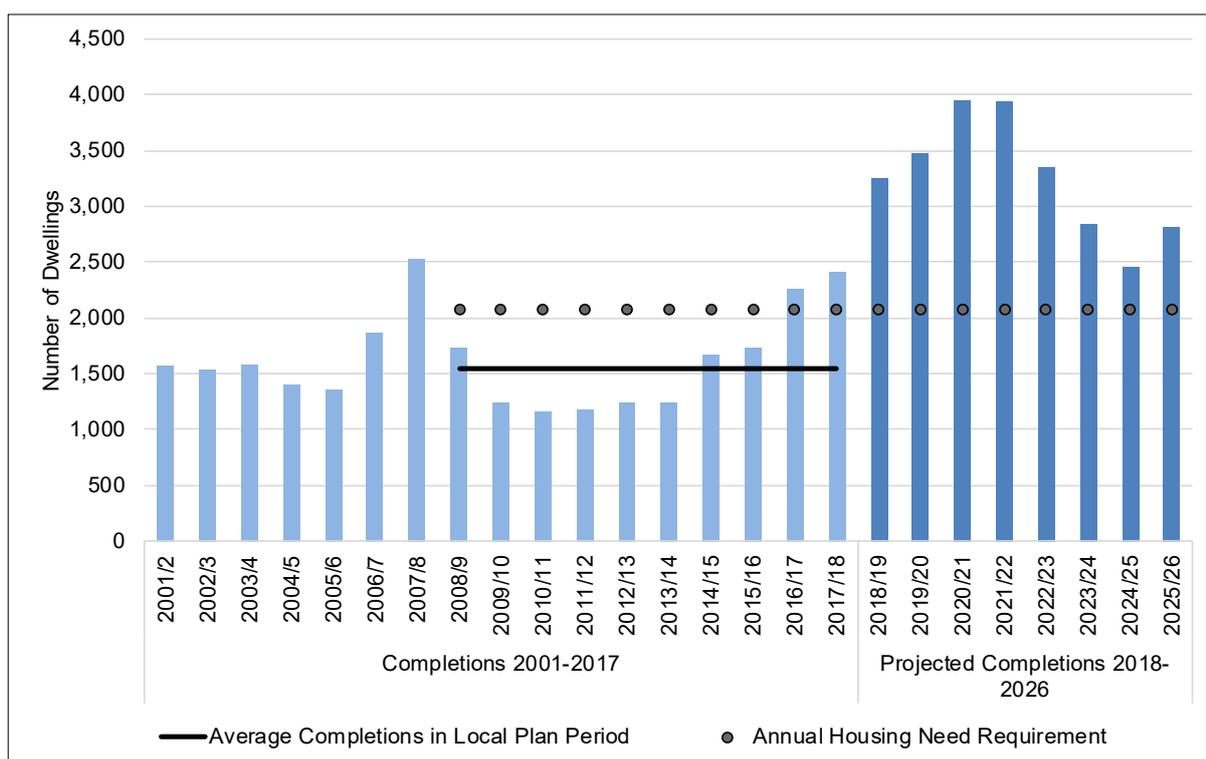
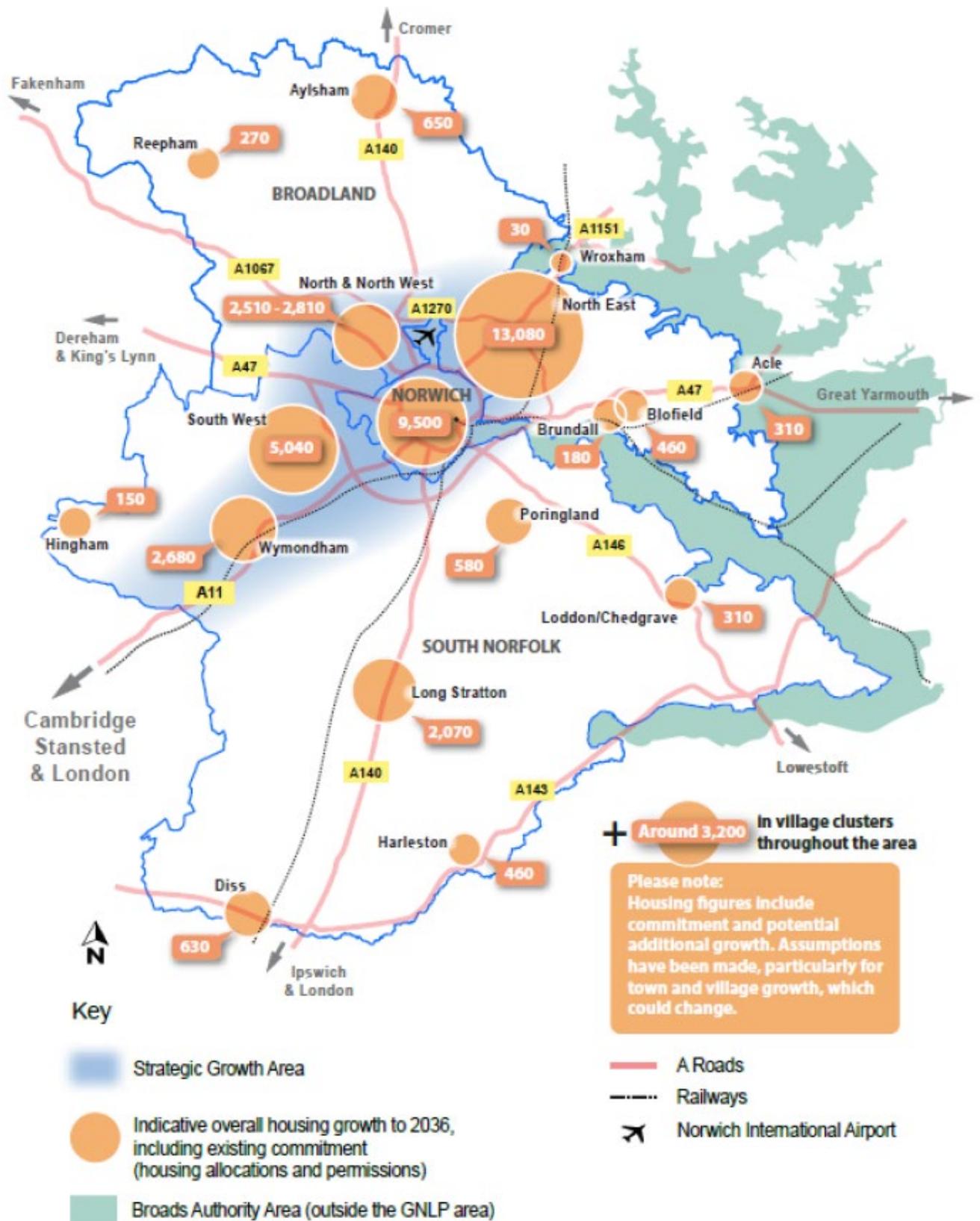


Table 1 The proposed strategy for the distribution of growth

Area	Indicative scale of new allocations	Location	Comments	Commitment 2018
Norwich City Area	2,500	Majority in East Norwich	Increased from the Reg 18 base of 1,500 to take account of emerging brownfield opportunities e.g. Archant and Britvic/Unilever	7,000
North East	200	Thorpe St Andrew	Some brownfield opportunities	378
		Sprowston		18
		Rackheath	Potential smaller sites and uplift in existing allocations. But need to consider how much could be delivered in plan period or post-2036	12,252
North/North West	500-800	Drayton	100 additional already permitted and Possible uplift on current allocation	304
		Hellesdon	A range of various sites across the four parishes	1336
		Horsford		365
		Horsham and Newton St Faith		65
		Taverham		15
South West	600	Costessey	Possible large site not included here	514
		Easton	Possible uplift within existing allocation	901
		Cringleford	Scope for uplift in land identified in NP	1415
		Hethersett	c100 uplift in current allocation	1147
		Little Melton	Possible small-scale sites	38
		Total 3,800-4,100		
Towns and Key Service Centres	1,200-1,500+			
Towns 900-1,000+		Aylsham	Each of the towns have a range of potential sites Significant capacity in existing allocation, but need to consider scale of additional delivery before 2036	216
		Diss		333
		Harleston		173

	Long Stratton		1851
	Wymondham	Small allocation to take account of existing commitments? (Possible large site not included here)	2548
KSCs 400-600	Acle		189
	Blofield	Large existing commitment suggests very little additional	361
	Brundall	150 recent permission	175
	Hethersett	(under South West above)	-
	Hingham		0
	Loddon and Chedgrave		186
	Poringland/Framingham Earl	Large existing commitment suggests very little additional	374
	Reepham		146
	Wroxham	Constraints suggest more limited potential	4
Village Clusters 2,000	Specific locations will be the subject of further analysis		1,200
Total 7,000-7,600			
Contingency			
Large-scale sites for testing as possible alternatives or contingency sites	Taverham	c1,500 dwellings extension to the north of Thorpe Marriot	
	Costessey (largely in Bawburgh parish)	c1,000 dwellings on site(s) south of Lodge Farm, west of Bowthorpe	
	Sprowston	c1,200 dwelling site adjacent to current White Woman Lane development in NEGТ could be allocated, but assume no net impact on NEGТ delivery pre-2036 given current commitment in the area	
	Wymondham	c1,000 dwellings at North East Wymondham And/or similar scale to the south of the town	

Figure 2 Greater Norwich Indicative Housing Growth Locations



4.2 Economic Growth

Evidence suggests that the Greater Norwich economy has grown by around 20,000 jobs since 2008 (the Joint Core Strategy base date) and 30,000 since 2011 (the low point after the recession).

Greater Norwich is worth over £10bn (Gross GVA 2013 prices) to the UK's economy with key sectors which include; life sciences and biotech; advanced manufacturing and engineering; agriculture, argitech and food & drink; ICT, technology creative and digital; visitor, economy, tourism and culture; and financial, services and insurance.

Since 2011 the Greater Norwich Area has supported an average job growth per year of 3,300² jobs per year. The population projections for the Greater Norwich Area show an increasing population, to meet the requirement of an increasing population there will be a minimum requirement for an additional 22,000 new jobs. Local evidence has shown that the total amount of allocated and permitted employment land is more than sufficient to provide for expected and promoted growth. There may be a local need for some new small-scale allocations to provide for jobs growth in towns and villages, providing local job opportunities and supporting a vibrant rural economy.

² EELGA Jobs Growth Data 2011-2018

5. Transport

Future housing growth will increase the road users which will impact on the transport network in Greater Norwich.

5.1 Pedestrians and cycle

Overview

The Walking and Cycling Strategy for Norfolk published in 2016 sets out the Council's vision for cycling and walking including the aims that by 2025:

- More people walk and cycle to get to places of work and education;
- Walking and cycling are normal activities for most people;
- Routes are direct, convenient and pleasant.

The strategy sets out the aim to increase the mode share of cycling and walking to 10% of all journeys by 2025 and 25% by 2025. In Norwich cycling makes up 8.8% of commuter journeys, with walking making up 24.8%.

Norwich's Cycle Network consists of five radial and two orbital pedalways and has been developed since the spring of 2012 (called the Pedalways). The walking network is less well defined however, but there are a wide range of infrastructure and routes including a core area within the inner ring of the city centre that benefits from large areas of pedestrianised zones.

The Pedalways network extends through the urban area, intersecting in the city centre at St Andrews Plain and connect hubs such as public transport interchanges, employment centres, the universities, major growth locations and the city centre, while the gaps are filled in by neighbourhood routes that connect to schools and local shops.

To date the network has benefited from funding allocated to the City Council as part of the DfT Cycling City Ambition Grant (CCAG). This funding has seen £14.1m invested in the network since 2013 across two phases. The first phase focused on the pink pedalway between Norfolk & Norwich University Hospital and UEA to Heartsease and Broadland and the second phase on two pedalways, the yellow pedalway between Norwich International Airport and Lakenham and the blue pedalway from Sprowston to Wymondham. As a result, a 65.6 % increase in cycling has been seen at sites that received the first round of funding focused on the Pink Pedalway and a 51.7% increase has been seen at sites that received the second phase of funding focused on the Blue and Yellow Pedalways.

Needs

To look at the needs of the pedestrian and cycling network to support the future planned growth in the area, a Local Cycling and Walking Infrastructure plan (LCWIP) is currently being developed. LCWIPs provide a strategic approach to identifying cycling and walking improvements required at the local level and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle by developing and expanding the current cycling and walking zones and network. The outputs of this work include:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development
- a prioritised programme of infrastructure improvements for future investment
- a report setting out the underlying analysis carried out, which provides a narrative which supports the identified improvements and network

Costs and Funding

The total costs for the improvements suggested in the LCWIP are currently unknown as many of the projects are not at an advanced stage of planning. However, as these projects will be completed in partnership with Norfolk County Council as the local highways authority, the outputs of the LCWIP should allow for the identification of cycling and walking infrastructure improvements for future investment in the short, medium and long term. As many of the projects set out in the LCWIP Cycle Strategy will help reduce the impact of new developments planned in the Local Plan, they could therefore benefit from Community Infrastructure Levy funding.

5.2 Rail

Overview

Rail provision in the Greater Norwich consists of the following routes:

- Norwich to London Liverpool Street
- Norwich to Cambridge
- Norwich to Sheringham
- Norwich to Great Yarmouth and Lowestoft.

The following stations are in the Greater Norwich area Norwich, Salhouse, Brundall Gardens, Brundall, Buckenham, Cantles, Reedham, Haddiscoe, Lingwood, Acle, Diss, Wymondham and Spooner Row.

Needs

The Norfolk Rail Prospectus 2013 identifies several improvements to infrastructure and services on the rail routes. This is currently being reviewed.

Costs and Funding

Funding for rail improvements will come from Network Rail and the current franchise operator within the Control Periods and franchise agreements. There has been a significant investment in the rail network and the introduction of new trains along with the delivery of Norwich in 90 services, which will commence in May 2019.

5.3 Road

Overview

The A11 and A47 are both part of the strategic road network managed by Highways England. The A11 runs from Norwich to Cambridge and A47, Lowestoft to the A1 at Peterborough. The A11 is fully dualled and the A47 is a mixture of single and dual carriageway. Highways England are committed to dualling the A47 Easton to Tuddenham and Blofield to North Burlingham and junction improvements to the Thickthorn roundabout and in Great Yarmouth. The Broadland Northway was delivered to the north of Norwich connecting the A47 east of Postwick to the A1067 Fakenham Road north of Taverham. The County Council is working to complete this route by constructing the Norwich Western Link to the A47 west of Norwich. There is also ongoing work to complete the Broadland Growth Triangle Link Road. The Broadland Northway, A140 and A146 have been recently identified as key roads and are now part of the Major Road Network. The A140 Long Stratton Bypass is a County priority and work is progressing on the scheme. A network of A roads connects the market towns to each other. Elsewhere, the road network is mainly made up of small quiet country lanes.

The Norfolk Local Transport Plan (2011- 2026) covers the strategy for transport in Norfolk. This is currently being reviewed.

Funding for roads improvements can come from Highways England Roads Investment Strategies, Major Road Network, Local Majors, transforming cities fund, UK Shared Prosperity Fund, County Council and developers.

Needs

A major improvement at Thickthorn junction to address existing and future congestion problems has been included in the Highways England A47 corridor improvement programme. Committed developments in Cringleford and Hethersett are expected to increase traffic demand at Thickthorn junction and the A11/Round House Way junction significantly by 2026. The scheme will help relieve congestion at Thickthorn junction by providing 2 new free flowing link roads that will connect the A47 with the A11. The new roads will re-route traffic away from the junction and flow under 3 new underpasses.

The dualling the A47 between Blofield and North Burlingham has been included in the Highways England A47 corridor improvement programme. Highways England have identified that the Blofield to North Burlingham stretch of the A47 showed that this section of the A47 was currently operating at 108% (of 2011 capacity). These issues are only likely to be increased by further planned growth and Highways England have proposed a new dual carriageway with two junctions.

The road between North Tuddenham and Easton is not adequate to cope with the high volume of traffic. There is a clear and demonstrable need to increase capacity along the route. Highways England have included improvements in the A47 corridor programme providing a new dual carriageway to the south and north of the existing road and two junctions.

Based on analysis carried out by Highways England, further trunk road junction improvements in addition to those committed above will be required for future growth. The A47 Longwater Interchange and in particular the eastbound off slip may require an improvement scheme to support development. There are a range of options for improvements at Longwater with funding opportunities through Government and Transforming Cities.

Highways England have also identified that the following junctions will require further investigation:

- A47/A140 Ipswich Road
- A47/A146 Loddon Road
- Spinks Lane Wymondham
- New Road Acle

Costs and Funding

The major Thickthorn junction scheme is estimated to cost £25-50m with a construction period start date of 2021-22.

The Blofield to North Burlingham improvements are estimated to cost £50-£100m with a construction period start date of 2021-22.

The North Tuddenham to Easton improvements are estimated to cost £100-£250m with a construction period start date of 2021-22.

An outline business case is being prepared for the A140 Long Stratton Bypass and is due to be completed by December 2019. This will be carried out by an expert consultant to develop the business case for the scheme to support the Major Road Network Funding announcement in summer 2019. A bid for £31m has been submitted to DfT for Major Road Network funding. If successful, this would allow construction to start in late 2020 with completion in mid-2022.

The Norwich Western Link is required to connect the Broadland Northway at Taverham to the A47 west of Norwich. Scheme development work has commenced with consultation carried out on four route options. The preferred route announcement will be made in Spring 2019. The next phase of scheme development is estimated to cost £10m covering:

- Preliminary design;
- Completion and submission of outline Business Case;
- Statutory procedures and powers;
- Procurement and detailed design for construction preparation.

This work has been indicated to need three years to complete with an estimated start date for construction of 2023. The construction phase has an indicative cost of £160m.

6. Utilities

6.1 Water and Flooding

Overview

Anglian Water's business plan for the next Asset Management Plan period (2020 to 2025) was submitted in August 2018 to the regulator Ofwat and is expected to be approved in December 2019.

Norfolk County Council as the Lead Local Flood Authority (LLFA) are unable to comment on the emerging Local Plan at this stage due to the lack of specific site allocations. As per the Strategic Flood Risk Assessment, development should avoid significant areas of flooding in the first instance and any mitigation e.g. for brownfield development, should come forward as part of specific developments.

The Greater Norwich local planning authorities, Broadland District Council, Norwich City Council and South Norfolk District Council, working with Norfolk County Council (the Authorities) are looking to appoint consultants to undertake a Water Cycle Study (WCS) which will support the joint plan-making process for the Greater Norwich Local Plan (GNLP).

The WCS should demonstrate that adequate foul drainage can be provided in a timely manner ahead of occupation of new properties. Any necessary upgrades to existing infrastructure should be completed prior to occupation.

Needs

Documents that plan proposed growth in the emerging Greater Norwich Local Plan include:

- [Our Plan 2020 to 2025 \(Anglian Water's business plan\)](#)
- [Revised Draft Water Resource Management Plan](#)
- [Water Recycling Long Term Plan](#)
- [Greater Norwich Water Cycle Study](#)

Anglian Water does not anticipate a need for further investment by Anglian Water in addition to that outlined in the Revised Draft Water Resource Management Plan.

Costs and Funding

Anglian Water as a water and sewerage company seeks fair contributions through charges directly from developers under the provisions of the Water Industry Act 1991 to supply water and/or drain a site effectively. As such Anglian Water would not, in most cases, make use of planning obligations or standard charges under Planning Legislation for this purpose.

Charging mechanisms have been simplified, with most companies now introducing a standard charge for all new dwellings which will be used to fund water supply and foul sewerage network improvements.

Therefore, Anglian Water expect developers to fund connections and improvements to both the water supply and foul sewerage networks by paying developer charges directly to the company.

6.2 Power

Overview

The Greater Norwich Energy Infrastructure Study (March 2019) concludes that:

Growth across Greater Norwich imposes a significant challenge to some of the existing energy infrastructure, without major upgrades to existing infrastructure at significant cost the planned levels of development will not be possible in some areas. Particular capacity concerns are highlighted at substations at Sprowston, Peachman Way (Broadland Business Park), Earlham and Cringleford, serving a significant proportion of the growth planned for through this plan.

The study states that regulatory barriers to the network operators investing in new energy infrastructure can cause delays to providing increased energy capacity. The study therefore makes a range of planning policy recommendations for the Greater Norwich Local Plan to minimise energy demand and to reduce the carbon intensity of energy supplies, encouraging the use of local and sustainable energy sources, including linking to local energy networks where possible.

However, there are some locations which are currently most suitable for additional development:

- Southeast and Southern Norwich - particularly where load has been freed up by reductions in industrial usage.
- Areas to the east of South Norfolk district, supplied by Ilketshall Grid

Needs

A 33kV cable from Boundary Park Primary to Earlham Grid 33kV reinforcement and Bramford-Norwich - 132kV reconfiguration being delivered in 2018/19.

Substation (132/33kV)	Affected development sites
Sprowston Primary	Beeston Park Home Farm Sprowston Land off Salhouse Road Land south of Green Lane East Land south of Green Lane West Land south of Salhouse Road Rackheath White House Farm
Peachman Way Primary	Broadland Gate Brook Farm Land east of Broadland Business Park Land north of Broadland Business Park
Earlham Grid Local A/B	Costessey GN Food enterprise zone Longwater / Easton Norwich Research Park Three Score

Cringleford Primary	Cringleford Hethersett
---------------------	---------------------------

Costs and Funding

The traditional solution to grid constraints is to upgrade the local network connection at the substation and in the local infrastructure. However, the capital costs to do this would be between £2.5 million and £10 million, depending on the scale of the development. It is also likely to take several years before the work can be undertaken.

There are ways to avoid or reduce the costs of improved network connection. Each site will be different, dependent on what activity will be undertaken on the site and the local vicinity. However, the following alternative approaches should be considered for all sites affected by grid constraints:

- Semi-islanded approaches utilising on-site generation and smart energy management solutions can enable development in constrained areas. Semi-islanded development sites including high levels of on-site, renewable or low carbon generation and batteries can be designed such that local benefits can be maximised while also having a positive effect on local electricity networks.
- Work with the DNO to offer demand side response services, where on-site generation could be turned up or load reduced in response to network signals, can help balance supply and demand more locally and assist system operators to deal with local constraint issues, so at times of network stress.
- Investment in infrastructure on these sites should be delivered through an Energy Services Company model, which can then provide a steady revenue stream for those involved.

6.3 Digital Overview

Better Broadband for Norfolk is using public subsidy to implement broadband infrastructure capable of providing access to Superfast broadband (24Mbps+) in areas which are not economically viable for broadband infrastructure providers. However, to apply public subsidy, state aid requires that the premises which qualify for subsidy are identified prior to letting a contract for the provision of broadband infrastructure. This means developments created after a Better Broadband for Norfolk contract is let, cannot be covered.

The key message on fixed line broadband is therefore that developers must ensure this infrastructure is provided for new developments. As long as developers register new sites with Openreach, it will provide Fibre to the Premises infrastructure. Currently this is for developments of 30 units or more, although this figure is expected to reduce significantly in the near future. It is very important that sites are registered as early as possible, ideally before works begin:

<http://www.ournetwork.openreach.co.uk/property-development.aspx>

Developments which are close to Virgin Media's existing infrastructure, may be able to link to existing infrastructure. The site is:

<http://www.virginmedia.com/lightning/network-expansion/property-developers>

Developers are of course free to select other broadband infrastructure providers if they wish to.

7. Education

Across Greater Norwich there are currently:

Norwich: 34 Primary Phase Schools and 8 Secondary Phase Schools

South Norfolk: 64 Primary Phase Schools and 9 Secondary Phase Schools

Broadland: 51 Primary Phase Schools and 7 Secondary Phase Schools

There is a mix of Community maintained, church and Academies with 47% of schools now an Academy (at 1st May 2019). Of these schools, 15% in Broadland, 35% in Norwich and 42% in South Norfolk are full based on their last 2-year intake at reception and future expected intake.

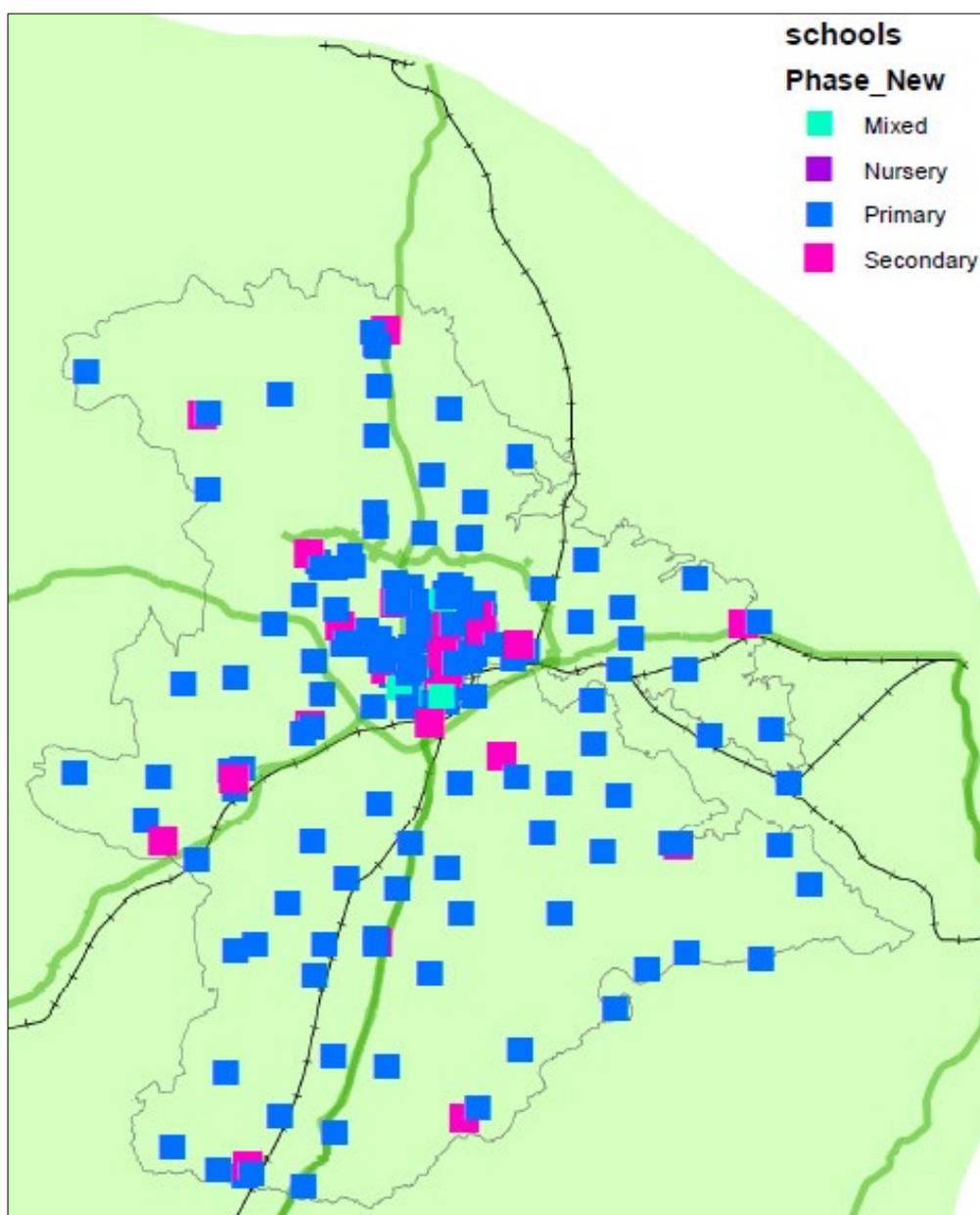


Figure 3. Location of schools in Greater Norwich area

7.1 New Schools

As at 1st May 2019, Norfolk County Council have the following schools either in the process of being built or plans are in place for building over the next 2-3 years:

- Hethersett Primary School – a 420 place primary school situated within the new housing development in Hethersett. Expected opening September 2020.
- Cringleford new primary School – 420 place primary school situated within the new development of 1200+ new homes in Cringleford. Site has been identified and plans for the new school in process. Opening September 2022-23.
- Wymondham College prep school – a new 420 place Free School situated on the Wymondham College campus. Plan to open September 2020.
- Blofield – relocation and expansion of existing primary school – earliest opening date September 2022.
- White House Farm, Sprowston – new 420 place school currently under construction opening September 2019.
- Trowse – a new 210 place primary school within the Norfolk Homes development in Trowse. The existing school will move to this new building and expand from 105 to 210 places from September 2020.

Other new schools are planned across the Greater Norwich area once housing and pupil numbers suggest that existing schools in the area are no longer able to accommodate local children. These are:

- Wymondham Silfield – 420 place primary school.
- Poringland – new school in response to considerable housing in the area – site search investigation being commissioned.
- Salhouse Road, Sprowston – site safeguarded for new 420 place school within new housing development.
- Hellesdon – new 420 place primary school within new development on former golf Club grounds.
- Beeston Park, North Norwich – sites for 2 x 420 place schools within proposed new housing development.
- Beeston Park – new secondary school in response to proposed housing.
- Rackheath – 2 x 420 new primary phase schools.
- Land north and south of Smee Lane, Norwich – planned new 420 place primary school in response to growth.
- Long Stratton – new 420 place primary school building in response to strategic growth in the village.

7.2 Primary

Across the 3 districts there are a total of 149 primary phase schools of which 126 admit a reception intake (the remainder are Junior Schools). Of these schools, 40 have only 1 or 2 spare places at reception over the past 2 years. The challenge for Norfolk County Council is to ensure that where new schools are planned in areas of growth, they are open at the

appropriate time, so all children have access to a school place locally. Several variables can impact on these plans such as securing a new school site and building a new school in a timely way to ensure sufficient school places but also to ensure enough children live in an area, so the new school will be viable. For September 2019 intake, the need for school places has been particularly challenging in pockets of growth mainly due to some new housing developments producing far more primary age children than originally anticipated.

7.3 Secondary

7 secondary schools provide places for Broadland District. 4 of these schools are larger and have over 1000 children on roll plus a 6th form, Reepham is a smaller school but does have a 6th form and both Aylsham and Acle do not provide 6th form places. Children who live in both Aylsham and Acle will need to access their further education either in Norwich or other schools who provide this. 6 of these schools are showing pressure for places apart from Acle. Some pressure is the result of parental preference rather than local children and NCC's policy is to provide new places for local children when needed and not necessarily for preference patterns.

An area with 8 secondary phase schools including the UTC (University Technical College). Norwich City has a Roman Catholic school in Notre Dame and a Free School with Jane Austen. The remaining 5 schools are known to place planning as North and South Norwich with CNS, City Academy and Hewett Academy in the south and Open, and Sewell Park Academy in the north. Both areas have one school that tends to attract children as much as the others and have considerable spare places. We expect these places to fill over time as larger cohorts move through the primary system into secondary.

South Norfolk has 9 secondary schools in total with 3 larger schools – Wymondham, Hethersett and Ormiston Victory in Costessey capable of a capacity of over 1000 children. Hobart in Loddon and Long Stratton High often struggle with lower numbers of children.

7.4 Pupil Place Planning

These 3 areas of Norfolk (Broadland, Norwich and South Norfolk) tend to attract families with children in larger densities compared with other areas in the County. Norfolk County Council operated their pupil forecasting model using a multiplier of 28.1 primary age children per 100 new homes. This figure is calculated using evidence of completed new housing developments across the whole county, but we are aware that this number can fluctuate across Districts, type and size of development and areas where there are popular schools both at primary and secondary phases. It is important that local variations are considered when planning school places particularly where a new school or expansion of an existing school is planned.

7.5 Costs and Funding

The costs to build a new primary phase school can vary depending on the layout of the site, whether it has a nursery or not, ground conditions, availability of services.

In general, the cost to build a new 2 form entry (420 place) school is in the region of £8M.

As a rule, if a new development is likely to generate enough children to fill a new school NCC would ask for the full cost of building that school. A pro rata contribution of the full cost would be requested if numbers of children are calculated to be less than 420.

If an expansion of a new school is deemed more appropriate the cost of a per pupil place would be claimed currently calculated at £14,022 or £3,940 per dwelling.

Being a CIL area, only land can be secured through a S106 agreement and the build cost of the new school will be claimed through CIL.

8. Health Care

8.1 Overview

The consequences of the demographic and economic changes that are expected over the next 20 years cannot be predicted with certainty but forward planning for healthcare services is a high priority. The Greater Norwich area has its own Health Infrastructure Delivery Plan, which could lead into future land-use allocations in the Greater Norwich Local Plan. Examples may include allocating land for healthcare uses, securing land by planning obligations from developers, or negotiating contributions to expand existing buildings and facilities.

There are 6 partners in the Greater Norwich area, which cooperate through the STP. These are:

- NHS Norwich Clinical Commissioning Group
- NHS North Norfolk Clinical Commissioning Group
- NHS South Norfolk Clinical Commissioning Group
- Norfolk and Norwich University Hospital NHS Foundation Trust
- Norfolk Community Health and Care NHS Trust
- Norfolk and Suffolk NHS Foundation Trust

In addition to these, the following three trusts have limited services within the area, but the core of their services fall under different STPs:

- Cambridge Community Service NHS Trust (a small number of sites)
- Cambridgeshire and Peterborough NHS Foundation Trust (a single site)
- Hertfordshire Partnership University NHS Foundation Trust (a single site)

A full estate strategy is expected to be developed by the Autumn of 2019, which will impact on the infrastructure requirements included in this section. Therefore, only currently identified issues are included below and this section will need updating at the annual refresh in 2020, once the trust's strategy is complete.

8.2 Needs

Primary Care Requirements

Primary care is the first point of contact with the health system for patients and provides the principal point of contact for continuing care for patients, with referrals to specialists when necessary. All general practice (GP) surgeries are primary care, along with community pharmacists and optometrists. There are 68 GP Surgeries spread across Greater Norwich with 43 of these being main surgeries and 25 branch surgeries. There are over 462,000 patients registered with these surgeries. It is likely that upon the contractual formation of Primary Care Network's that there will be 8 covering the Greater Norwich area, with one other impacted by the Greater Norwich Local Plan due to practice boundaries.

Table 2 below shows the existing capacity for GP practices in the Greater Norwich area:

Settlement	Surgery name	List size (weighted)	Existing NIA (sqm)	Capacity surplus / deficit (sqm) *
Norwich Urban Area	St Stephens Gate Medical Practice	13,123	1,522	-622
Gurney - Norwich City Centre Mile End and Tuckswood – Norwich Urban Area	Castle Partnership (Gurney, Mile End and Tuckswood Surgeries)	16,798	930	221
Norwich Urban Area	The Magdalen Medical Practice	13,149	581	320
Norwich Urban Area	Old Catton Medical Practice	6,374	435	2
Norwich Urban Area	Trinity and Bowthorpe	9,915	886	-206
Norwich Urban Area	Hellesdon Medical Practice	10,182	522	176
Norwich Urban Area	Roundwell Medical Centre	12,257	1,140	-299
Norwich Urban Area	The Taverham Partnership	7,427	429	80
Norwich Urban Area	Lakenham Surgery	8,597	647	-58
Norwich Urban Area	Wensum Valley Medical Practice (West Earlham, Bates Green and Adelaide Street surgeries)	11,814	747	63
Norwich City Centre	Oak Street Medical Practice	8,438	531	48
Norwich Urban Area	Thorpewood Medical Group (Thorpewood and Dussindale Surgeries)	13,091	460	438
Norwich Urban Area	Bacon Road Medical Centre	4,900	293	43
Norwich Urban Area	Newmarket Road Surgery	5,792	299	98
Norwich Urban Area	East Norwich Medical Partnership (Thorpe Health Centre and Sprowston Surgery)	15,968	830	265
Norwich Urban Area	Lionwood Medical Practice	8,330	896	-325
Norwich Urban Area	Lawson Road Surgery	6,616	1,139	-685
Norwich Urban Area	Prospect Medical Centre	6,265	299	130
Norwich Urban Area	UEA Medical Centre	14,333	1,191	-208
Norwich Urban Area	Woodcock Road Surgery	6,731	374	87
Norwich Urban Area	West Pottergate	4,047	1,194	-916

Norwich City Centre	Norwich Practices Limited	8,636	855	-263
Norwich Urban Area	The Coastal Partnership (Norwich only – Beechcroft and Old Palace Road Surgeries)	7,170	489	3
Norwich City Centre and Norwich Urban Area	Total **	219,953	16,689	-1,606
Diss	The Lawns Medical Practice	6,773	382	82
Diss	Parish Fields	7,683	574	-47
Harlestone	Harlestone Medical Practice (Harlestone and Paddock Road surgeries)	8,917	751	-140
Pulham Market	Church Hill surgery	4,917	296	41
Loddon/Chedgrave	Chet Valley Medical Practice	9,071	953	-331
Old Mill – Poringland Millgates - Hempnall	Old Mill and Millgates Medical Practice (Old Mill and Millgates Surgeries)	8,577	990	-401
Long Stratton	Long Stratton Medical Partnership (Swan Land and Newton Flotman surgeries)	11,575	916	-123
Heathgate – Poringland Rockland St Mary	Heathgate and Rockland St Mary (Heathgate and Rockland St Mary surgeries)	9,297	646	-8
Cringleford – Norwich Urban Area Hethersett Mulbarton	The Humbleyard Practice (Cringleford, Hethersett and Mulbarton surgeries)	19,475	958	377
Wymondham	Windmill surgery	4,923	249	89
Wymondham	Wymondham Medical Practice	18,668	1,542	-262
Hingham	Hingham Surgery	6,865	515	-45
Practice boundary incorporates Easton	Mattishall and Lenwade (Mattishall and Lenwade surgeries)	9,854	559	120
Acle Reedham	Acle Medical Partnership (Acle and Reedham surgeries)	10,589	60	666

Brundall	Brundall Medical Practice	8,629	717	-125
Blofield	Blofield Surgery	7,207	513	-18
Coltishall Spixworth	Coltishall Medical Practice (Coltishall and Spixworth surgeries)	9,486	497	152
Drayton – Norwich Urban Area Horsham/Newton St Faith Horsford	Drayton, St Faiths and Horsford (Drayton, St Faith and Horsford surgeries)	17,973	1,137	96
Reepham Aylsham	Reepham and Aylsham Medical Practice (Aylsham and Reepham surgeries)	10,047	309	380
Aylsham	Market Surgery	10,851	668	76
Wroxham	Hoveton and Wroxham	10,674	751	-19
Greater Norwich	Total**	462,443	32,539	-829

* Using NHS formula of 1750 patients to 1 GP = 120sqm of space and weighted list size

** Figure excludes Drayton practice as it is not possible to split patient list size from the 3 Drayton, St Faiths and Horsford practices

There are currently 2 options for primary care to increase capacity in the Greater Norwich area, particularly around the North and North West of Norwich where there is a deficit. Option 1 would see a new build known as the Broadland Hub situated within or close to the planned development at Beeston Park. Option 2 would mean no new build Broadland hub and would instead see the increased numbers spread amongst existing practices. Both of these options have been modelled separately below to evidence the need for additional health infrastructure as a result of the local plan. The selected option will be confirmed in the annual review in 2020.

Hospital

There is one acute hospital that serves Greater Norwich, the Norfolk and Norwich University Hospital NHS Foundation Trust (NNUH). The main hospital is based at Colney on the outskirts of Norwich. Other services are delivered from a number of other locations. The hospital, in line with the NHS Long Term Plan and the STP Delivery Plan, is currently undergoing a period of transformation. There are current known capacity issues at the hospital with a lack of space at the main site in Colney.

The main constraint facing NNUH is that the main hospital site is now too small for the volume of patient activity being undertaken on a daily basis. With patient activity demand rising on average by 4% per annum, the trust is increasingly reliant on:

- Temporary provision on site (Vanguard theatre unit, mobile scanners, modular wards etc)
- Outsourcing activity to the independent sector (Spire, Global etc)
- Waiting List initiatives having to pay staff premium rates to clear down waiting list numbers

Car parking is a current and growing constraint and patients, visitors and staff increasingly find it difficult to find a parking space at peak times during weekdays. There is a waiting list of over 500 staff awaiting a staff parking permit. In response to these growing parking pressures the trust has initiated a full review of its travel plan and parking policies.

Mental Health

Mental health services in the Greater Norwich area are provided by Norfolk and Suffolk NHS Foundation Trust. The trust provides a range of mental health services, including:

- Acute services for adults of all ages, including home treatment and crisis resolution;
- Psychiatric liaison services in partnership with Norfolk and Suffolk's general health hospitals.
- Assessment services, whereby patients are either self-referred or referred via GPs or other professionals
- A comprehensive range of community based mental health services for children, adults of working age and adults in later life
- Local inpatient mental health facilities for adults of all ages including psychiatric intensive care units, specialised wards for older people with dementia and a children's inpatient unit
- Wellbeing services to complement mainstream mental health services, including support for mild to moderate mental health problems such as anxiety, stress and low mood
- Access to psychological therapies, focussing on reducing mental ill health and strengthening community wellbeing

The mental health trust, in line with the NHS Long Term Plan and the STP Delivery Plan, is currently undergoing a period of transformation. In line with the shift to care in the

community, the mental health trust is expected to shift service delivery to wrap around primary care networks.

Table 3 shows the existing provision of mental health estate in use in the Greater Norwich area:

Settlement	Location	Use	Capacity constraints
Norwich Urban Area	Hellesdon Hospital	Corporate Services including Trust Exec, HR and Finance 6 Inpatient Wards Mother and Baby Unit Pharmacy Services Support Services including ICT, Facilities, Records, Estates and Training Wellbeing Services	Requirement for further office accommodation/trust HQ. To allow disposal of part of the Hellesdon Hospital Site. Clinical Services – no capacity constraints known.
Norwich Urban Area	Bure Centre	Currently vacant but will be used by the Children’s Early Intervention Service in summer 2019	No capacity constraints known.
Norwich City Centre	80 St Stephens Street	Children’s Services	Building is currently over utilised by the service. Staff currently making use of basement area, not fit for purpose. Early Intervention Team will be vacating the building summer 2019 which will free up office space. Not enough car parking on site.
Norwich Urban Area	Adelaide Street Health Centre	Wellbeing Services	No capacity constraints known.
Norwich Urban Area	Julian Hospital	City Adult Community Services 4 Older Peoples inpatient wards Eating disorder service Bookable Meeting rooms	Not enough car parking on site.

Norwich Urban Area	Mary Chapman House	Children's Services	No capacity constraints known.
Norwich Urban Area	The Annex	Wellbeing Services	No capacity constraints known.
Norwich Urban Area	The Open	Wellbeing Services	No capacity constraints known
Norwich Urban Area	Thorpewood Surgery	Wellbeing Services	No capacity constraints known
Norwich Urban Area	Norvic Clinic	Medium Secure Services	No capacity constraints known
Norwich Urban Area	Compass Outreach Centre	Children's Services	Accommodation no longer large enough for team.
Wymondham	Gateway House	South Community Team Wellbeing Services	Requirement for additional car parking.
Long Stratton	Long Stratton Health Centre	Wellbeing Services	No capacity constraints known
Diss	Diss Health Centre	Wellbeing Services	No capacity constraints known.

Norfolk and Suffolk Foundation Trust's existing provision at Hellesdon does not have capacity constraints in terms of bed numbers and car parking, but a number of the buildings on site including clinical and administrative areas are old and no longer fit for purpose. This area of the Hellesdon site is currently going through a disposal process and a pre-application has been submitted to Broadland Council outlining the future plans for the site, which are to sell the site for housing. NSFT's remaining accommodation in Norwich, including the Julian Hospital has large capacity constraints in regard to not enough car parking on site. The above existing provision is all included in the review being carried out as part of the NSFT estates strategy.

Community Services

Community services in the Greater Norwich area are provided by Norfolk Community Health and Care NHS Trust. The trust provides a range of community services, including:

- Inpatient services provided at community hospital sites for specialist rehabilitation services, including but not limited to neurological and stroke rehabilitation;
- Clinic services for outpatients including but not limited to leg ulcer, diabetes, respiratory and cardiac conditions, occupational therapy and physiotherapy;
- Community nursing in patients own homes for those who need health care at home.

The development of community service assets is supported by an Estate Masterplan for the development of core sites. Investment in new buildings remains a high priority, with emphasis placed on clear assessment of capacity and demand, achievement of efficiency and management of travel impacts on local communities. Clinical spaces remain constrained by condition or capacity, and future growth requires development of new or renewed resource, and increased throughput arising from scheduling clinical activity. Emphasis for access to clinical services is placed on enabling parking for community service patients and visitors, facilitating staff access and commuting, and minimising impacts arising on local communities from off-site parking.

8.3 Costs and Funding

Primary Care

The delivery of option 1, all of Beeston Park to Broadland Hub new build, has an estimated cost of £10 million and the delivery of option 2, Beeston Park split equally between East Norwich, Old Catton, Hellesdon and Drayton, St Faiths and Horsford, has an estimated cost of £7.2 million.

Hospital

Modelling undertaken currently for the growth associated with the Greater Norwich Local Plan suggests the requirement for the following additional infrastructure at the NNUH:

Infrastructure type	Additional required	Cost*
Outpatient Room	24	5.5m
Day Care Theatre	2	7.4m
Inpatient Theatre	1	4.2m
Emergency Theatre	1	4.2m
Maternity Theatre	0	
Elective Inpatients Beds	30	5.0m
Emergency Inpatient Beds	60	10.0m

Mental Health

It is likely that mental health services will be wrapped around primary care networks and the primary care estate requirements referred to earlier would accommodate mental health services. However, there is currently no spare capacity in primary care for mental health services in Diss and this may need to be reviewed should NSFT require estate in Diss.

Community Services

The following infrastructure is required for the community trust as a result of the Greater Norwich Local Plan:

Settlement	Location	Clinical rooms required*	Cost**
Norwich Urban Area	Norwich Community Hospital	2	£78,080

Norwich Urban Area	Norfolk and Norwich University Hospital	1	£39,040
Norwich Urban Area	Thorpe Health Centre	1	£39,040
Wymondham	Wymondham Health Centre	1	£39,040

*Based on established community modelling factoring in consultation location (home, clinic, hospital), sessions per week, session duration, appointment length and throughput factors. Rounded to the nearest whole number

** Based on the Healthcare Premises Costs Guide of £2,440 per m² of community estate, with 1 clinical room equal to 16 sqm.

Potential funding sources

- Third Party Development – There are 2 types of third party developments, repayment or lease only, where the third party owns the building. There are a number of third party developers already operating in the Greater Norwich area although not currently in the community sector. It is possible for local authorities to be third party developers for community facilities.
- Public Private Partnerships – The LIFT company operating across the Greater Norwich area is Norlife. Norlife operate in conjunction with Community Health Partnerships (CHP) to deliver estate, with CHP as the Head Tenant.
- Trust reserves – Should the community trust have cash reserves it is possible for these to be used towards infrastructure projects
- Department of Health Loan – The Department of Health can issue funding on a loan basis, although funds are limited and often constrained.
- Strategic Estates Partnership/Joint Venture – It is possible for a community trust to set up a Strategic Estates Partnership or a Joint Venture with a private sector partner in order to deliver its estate and infrastructure requirements
- STP Capital – If and when STP capital bids are invited again it is likely that the community trust will be eligible to submit bids in to the national process.
- One Public Estate – The community trust is eligible to be included in OPE projects through a national bidding process by the Norfolk OPE team.
- Disposals – community trusts are encouraged to dispose of estate that is surplus to requirement in order to generate funds for infrastructure projects. The community trust currently has one in the Greater Norwich area that is surplus to requirements and could provide funding for infrastructure project at Upton Road (circa £2.1million disposal value)

9. Police

Overview

Greater Norwich is policed by Norfolk Constabulary. Within Greater Norwich, during the three year period up to 30 June 2019 police officers dealt with, on average per annum, 85,455 incidents and 27,416 crimes.

Across Greater Norwich there are ten police stations situated in the following areas:

- Acle,
- Taverham
- Earlham
- Norwich City Centre
- Sprowston
- Tuckswood
- Diss
- Harleston
- Long Stratton
- Wymondham

Needs

At present the following ratio exists in the GNPD area:

TYPE OF STAFF	RATIO (OFFICER / POPULATION)
Police Officers	1:1056
Response Officers	1:1468
Beat managers	1:6400
Support Staff / Detectives	1:16385

Cumulatively based on a GNPD population of 409,608 (based on 2018 mid-year population estimate) staff to population ratio is estimated in the table below (based on current staff ratio). For Norfolk Constabulary to be able to accommodate the proposed growth and the potential subsequent increase in crime there will need to be improvements to police infrastructure.

The population of Greater Norwich is expected to increase by 40,000 people by 2036 (ONS, 2019) and estimate to 2031 to 25,000, there is an increase staffing requirement across Greater Norwich as outlined below.

	Current Staffing Level	Increased Staffing Level (officers)	
		2031	2036
Police Officers	387	411	425
Response Officers	279	296	306
Beat Managers	64	68	70
Support Staff/Detectives	25	27	28

Costs and Funding

At this time no physical infrastructure has been identified as being required as a result of the proposed growth the police service have highlighted the need for additional staff. To have enough officers by 2036 the service needs:

- 38 police officers
- 27 response officers
- 6 beat managers
- 3 support staff/detectives

10. Fire and Rescue

The proposed level of changes in housing provision can be met within NFRS service delivery infrastructure.

Hydrants will be needed as per existing standing arrangements. (Norfolk County Council Planning Obligations Standards, normally one for every 50 dwellings). However, the final number of hydrants required will need to be assessed on a case by case basis when the mix, type of housing and layout is made clear as in a residential area no building should be more than 150m from a fire hydrant. Fire hydrants may also be sought in respect of commercial development. - Hydrants should be provided within 90m of an entry point to the building and not more than 90m apart. The exact number of hydrants required will need to be assessed on a site by site basis taking into account the mix and type of commercial uses proposed.

Given that the provision of any new fire hydrants required will in most cases be on site, the County Council would expect that they are delivered through a planning condition.

11. Community, Sport and Leisure Facilities

11.1 Libraries

Overview

There are libraries located at; Aylsham, Reepham, Wroxham, Acle, Blofield, Brundall, Hellesdon, Taverham, Poringland Long Stratton, Loddon, Harleston, Diss, Wymondham, Hethersett, Hingham, Costessey, Tuckswood, Mile Cross, Earlham, West Earlham, Plumstead Road, St Williams Way and Sprowston plus the Norfolk and Norwich Millennium Library. Additional capacity may be provided through remodelling buildings and services to improve their functionality, so they can support greater footfall or additional services.

Needs

Based on guidance published by the (now defunct) Museums, Libraries and Archives Council, a standard of 30 square metres of library floorspace per 1,000 people is used as a proxy estimate for the additional library provision to accommodate new developments. But in practice, the provision of additional library capacity may not be through the construction of additional floorspace, i.e. the extension of library buildings.

In the majority of cases, the introduction of Open Library technology has provided the additional library capacity to enable the service to respond to additional demand

The Greater Norwich housing growth locations show an impact to the north east of the Norwich city boundary centred around Rackheath with an estimate of some 13,000+ dwellings. This has previously been identified as an area that will require additional library facilities due to the scale and size of the development. It was previously recognised that the delivery of a library service from a multi-function hub was important in this area.

The benefits of doing this include:

- Efficiency in the use of assets and reducing costs through bringing services together in one place
- Supporting a more local and devolved approach to service delivery
- Promoting community involvement
- Providing services in a more accessible and seamless manner for residents, including making it easier to signpost to other sources of support

To make this happen the library service would need an appropriate site as part of the development.

Costs and Funding

The library element of the multi-function hub will require the following (based on the guidance published by the Museums, Libraries and Archives Council) It is recommended that 30 square metres of library floor space per 1000 people is provided. Therefore, based on an anticipated growth of 13,000 dwellings and an increased population of c26,000 people this would equate to 780 square metres of library space. We would anticipate, however, that

this is over provision bearing in mind the location of other facilities in the locality and we suggest this is reduced to 390 square metres with an anticipated building cost of c £1million

11.2 Community centres

Overview

Across Greater Norwich there are 30 community centres. These community centres provide spaces for activities such as parent and toddler groups, parties, community events and exercise classes.

Most of these community centres are managed and maintained by parish and town councils.

Needs

Strategically there are three facilities that are planned in the Greater Norwich Growth Triangle at; Beeston Park, North Rackheath and at the Brook Farm development.

Costs and Funding

Community facilities of a smaller scale such as village halls are generally maintained by parish and town councils, the maintenance of these building is mostly funded by CIL payments as parish and town council receive 15% of CIL payments, from developments in the area, and if the area is covered by a 'made' neighbourhood plan the parish or town council receives 25% of the CIL payments in the area.

11.3 Sports and leisure

Overview

In Greater Norwich there are five publicly funded leisure centres. These are:

- The Norman Centre, Norwich
- Diss Leisure Centre
- Framingham Earl Community Sports Centre
- Long Stratton Leisure Centre
- Wymondham Leisure Centre

The facilities provided at leisure centres vary but can include squash courts, fitness suites and sports halls. Wymondham and Diss have swimming pools.

Other leisure centres/facilities include:

- Bob Carter Centre, Drayton
- Sprowston Sports Hall & Swimming Pool
- Riverside Leisure Centre, Norwich
- Recreation Road Sports Centre, Norwich
- Sportspark, Norwich
- Easton Sports and Conference Centre

Currently across Greater Norwich there are 29 sports halls, 20 of which are in school sites and there are 17 swimming pools, 10 of which are on school sites.

Other sports facilities include:

- Ketts Park, Wymondham

Needs

The Greater Norwich Sports Facility Strategy 2015 sets out the following demand increases for sports halls and swimming:

Facility	Demand 2026 (increase)	Demand 2036
Sports Hall	18,875 (1,393)	Await refreshed strategy
Swimming	26,890 (2,063)	

Source: Greater Norwich Sports Facilities Strategy 2015

Sports Halls

The demand for sports halls in Greater Norwich is expected to be met through protecting the existing supply and supporting improvements at these sites. In Broadland and South Norfolk, some these sports halls are provided on school sites (Greater Norwich Sports Facilities Strategy, 2015).

Swimming Pools

The demand for swimming pools in Greater Norwich is expected to be met through protecting the existing supply and supporting improvements at these sites. In Broadland and South Norfolk some these swimming pools are provided on school sites (Greater Norwich Sports Facilities Strategy, 2015).

Wymondham Leisure Centre and Long Stratton Leisure centre have both been improved to increase the quality and size of the facilities. Diss Leisure Centre has been suggested in the Greater Norwich Sports Facilities Strategy (2015) that to meet the demand and requirements of the users that improvements are required.

Costs and Funding

The funding requirement for improvements to sports facilities in Greater Norwich will vary depending on what is deemed to be required. The next iteration of the Greater Norwich Sports Facilities Strategy is currently being reviewed so future requirements are unknown. If there is a requirement for improvement these costs will partially be covered by developer contributions, collected through CIL.

An example of the cost as set out by Sports England (2018) are set out in table 4 below.

Facility Type/Details	Area (m ²)	Capital Cost (£)
Sports Hall with 4 Courts (34.5 x 20)	1,532	2,410,000
Swimming Pool with 6 Lane 25m Pool (25 x 12.5)	1,543	4,935,000
Sports Centres with 6 lane (25m) pool, 4 court halls, 100 station health and fitness gym plus 2 studios	3,553	8,880,000

12. Open Space and Green Infrastructure

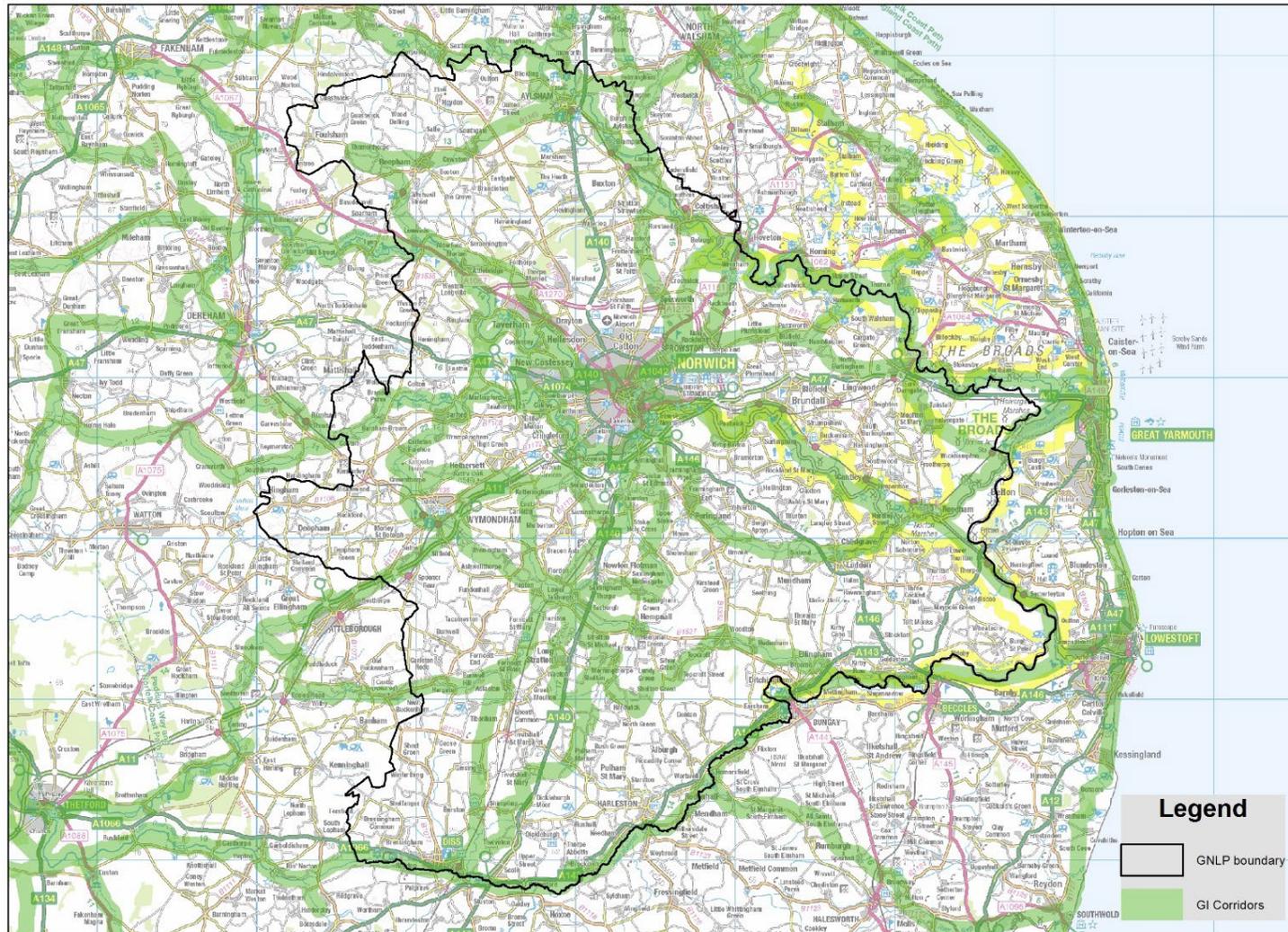


Figure 4. Greater Norwich Green Infrastructure Corridors

Overview

Map 2 identifies a set of strategic Green Infrastructure (GI) corridors that can be used to target delivery of work and help to mitigate the impacts of development on sensitive sites particularly those with Natura 2000 designations (Special Areas of Conservation (SAC) and Special Protection Areas (SPA)).

Costs and Funding

The corridors identified on the map will be priority for funding through the Community Infrastructure Levy.

13. Waste Management

Overview

There are 7 recycling centres in the Greater Norwich Local Plan Area run under 2 contracts on behalf of Norfolk County Council. The Council has a duty to provide place(s) for residents to dispose of household waste under the Environmental Protection Act. The current recycling centre are location at:

- Mile Cross, Norwich
- Mayton Wood, Broadland
- Strumpshaw, Broadland
- Bergh Apton, South Norfolk
- Morningthorpe, South Norfolk
- Ketteringham, South Norfolk
- Wymondham, South Norfolk

Residual waste from the plan area is currently directed for disposal under the existing contract, which expires in 2021. Transfer Stations and disposal points for residual waste are operated by third party contractors.

Needs

The Council prepared a Recycling Centre Strategy in 2015, which considered the impact of housing growth on the service. Housing growth impacts recycling centres through increased visitor numbers and associated visitor traffic numbers and a potential increase in waste throughput requiring additional site servicing. The sites in the plan area identified in 2015 as likely to be most affected by housing growth included Mayton Wood and Wymondham. Additionally, a new site is required for Norwich to replace the current provision at the end of the contract. The new site will be designed to accommodate forecast housing growth.

The Council has approved a capital programme for recycling centre improvements, including:

- Replacing the current Mile Cross Recycling Centre and relocating the site at Ketteringham to South Norwich
- Replacing the Wymondham recycling centre and expanding the site at Morningthorpe.
- Additionally, work is programme to extend the Strumpshaw Recycling Centre.

The capacity of new and extended sites will be designed to accommodate forecast growth.

Costs and Funding

Funding for recycling centre improvements has been allocated by the County Council for the replacement sites for Mile Cross, Ketteringham and Wymondham and the extension of Strumpshaw and Morningthorpe.

If required, contributions may be sought to deal with the cumulative impact of a series of both small and large developments.

14. Summary of Infrastructure Requirements

Pedestrian and Cycling

Awaiting the findings of the Local Cycling and Walking Infrastructure plan (LCWIP), which is currently being developed.

Rail

Awaiting findings of the Norfolk Rail Prospectus, which is currently being reviewed.

Road

In addition to the schemes Highways England have committed to further trunk road junction improvements will be required for future growth. The A47 Longwater Interchange and the following junctions will require further investigation:

- A47/A140 Ipswich Road
- A47/A146 Loddon Road
- Spinks Lane Wymondham
- New Road Acle

Water

Anglian Water's Water Recycling Long Term Plan plans for growth to 2045 through increased capacity at the following water recycling centres:

Acle; Aylsham; Belaugh; Long Stratton; Rackheath Springs – Wroxham; Sisland; Woodton; Whitlingham and Wymondham.

Energy

A 33kV cable from Boundary Park Primary to Earlham Grid 33kV reinforcement and Bramford-Norwich - 132kV reconfiguration are being delivered in 2018/19.

Substation (132/33kV)	Affected development sites
Sprowston Primary	Beeston Park Home Farm Sprowston Land off Salhouse Road Land south of Green Lane East Land south of Green Lane West Land south of Salhouse Road Rackheath White House Farm
Peachman Way Primary	Broadland Gate Brook Farm Land east of Broadland Business Park Land north of Broadland Business Park
Earlham Grid Local A/B	Costessey GN Food Enterprise Park Longwater / Easton Norwich Research Park Three Score

Cringleford Primary	Cringleford Hethersett
---------------------	---------------------------

Education

Norfolk County Council have six schools (three primary, one free school and two primary relocation and expansion) either in the process of being built or plans are in place for building over the next 2-3 years. Other new schools are planned across the Greater Norwich area once housing and pupil numbers suggest that existing schools in the area are no longer able to accommodate local children, these currently include 10 new primary schools and one secondary school.

Health Care Requirements

Type of need	Existing Services	Additional need resulting from growth
Primary Care	GPs (currently 68 surgeries, 43 of which are main surgeries and 25 branch surgeries), community pharmacists and optometrists.	There are currently 2 options to increase capacity as required around the north and north-west of Norwich: <ol style="list-style-type: none"> 1. New build at Broadland Hub within or close to planned development at Beeston Park. 2. No new build, increased numbers spread amongst existing practices. The selected option will be confirmed in the annual review in 2020.
Hospital	There is one acute hospital, the Norfolk and Norwich University Hospital NHS Foundation Trust (NNUH). Other services are delivered from a number of other locations.	The NHS Long Term Plan and the STP Delivery Plan will address building capacity and facilities (including new rooms, theatres and beds, estimated cost c. £36 million) and parking issues. Any arising planning applications will be assessed on their merits.
Mental Health	Norfolk and Suffolk NHS Foundation Trust (NSFT) provides a broad range of services across Greater Norwich, with Hellesdon Hospital and the Julian Hospital in Norwich the largest sites.	In line with the shift to care in the community, the mental health trust is expected to shift services to wrap around primary care networks. Existing clinical and administrative provision at Hellesdon is not fit for purpose. This area of the site is going through a disposal process for housing. The NSFT's remaining accommodation in Norwich has constraints, including parking at the Julian Hospital. There is no spare capacity in primary care for mental

		health services in Diss and this may need to be reviewed. The above is included in the NSFT estates strategy review to be addressed as by the GNL P as and when appropriate.
Community Services	<p>These are provided by Norfolk Community Health and Care NHS Trust at community hospital sites and health centres and include:</p> <ul style="list-style-type: none"> • Inpatient specialist rehabilitation services; • Clinic services for outpatients; • Community nursing in patients' homes. 	Clinical rooms are required at: Norwich Community Hospital; NNUH; Thorpe and Wymondham Health Centres (estimated cost c. £200,000).

Police

At this time no physical infrastructure has been identified as being required as a result of the proposed growth the police service have highlighted the need for additional staff. To have enough officers by 2036 the service needs:

- 38 police officers
- 27 response officers
- 6 beat managers
- 3 support staff/detectives

Library

The Greater Norwich housing growth locations show an impact to the north east of the Norwich city boundary centred around Rackheath with an estimate of some 13,000+ dwellings. This has previously been identified as an area that will require additional library facilities due to the scale and size of the development. Therefore, based on an anticipated growth of 13,000 dwellings and an increased population of c26,000 people this would equate to 780 square metres of library space. We would anticipate, however, that this is over provision bearing in mind the location of other facilities in the locality and we suggest this is reduced to 390 square metres with an anticipated building cost of c £1million.

Sports and Leisure

Awaiting findings of the Greater Norwich Sports Facilities Strategy, which is currently being reviewed.

Waste Management

The Council has approved a capital programme for recycling centre improvements, including:

- Replacing the current Mile Cross Recycling Centre and relocating the site at Ketteringham to South Norwich
- Replacing the Wymondham recycling centre and expanding the site at Morningthorpe.
- Additionally, work is programme to extend the Strumpshaw Recycling Centre.

The capacity of new and extended sites will be designed to accommodate forecast growth. Funding for recycling centre improvements has been allocated by the County Council for the replacement sites for Mile Cross, Ketteringham and Wymondham and the extension of Strumpshaw and Morningthorpe. If required, contributions may be sought to deal with the cumulative impact of a series of both small and large developments.