

Minutes of a meeting of the **Economic Success Panel** held at Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich on **27 November 2018** at **10.00am** when there were present:

Mrs J K Copplestone – Chairman

Mrs C H Bannock
Mr G Peck

Mr J J Emsell
Mr S Riley

Mr G K Nurden
Mrs K A Vincent

Also in attendance were Mr Everett, Mrs Leggett and Mr D Ward

In attendance were the Head of Economic Development, Economic Development Manager, Economic Development (Partnerships & Growth) Manager, Communications and Engagement Manager, Economic Development Project Officer, Community Project Officer and the Committee Officer (JO).

21 DECLARATIONS OF INTEREST UNDER PROCEDURAL RULE NO 8

Member	Minute No & Heading	Nature of Interest
Mr Peck	24 – Norwich Western Link Public Consultation – Discussion to Inform Broadland District Council Response	County Council Member of the Norwich Western Link Member Group

22 APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr Carrick and Mr Clancy.

23 MINUTES

The Minutes of the meeting held on 2 October 2018 were confirmed as a correct record and signed by the Chairman.

Minute no: 16 – Minutes - Minute no: 10 Minutes – (Eco Cube)

Members were advised that some additional documents and information were awaited before a second meeting of the EcoCube Time and Task Panel could be held.

Minute no: 17 – Broadland Economy Update – Report for Overview and Scrutiny

It was noted that the requested amendments by the Panel had been included in the report, which had been considered by the Overview and Scrutiny Committee at its meeting on 16 October 2018.

One of the Members who attended the Financial Industries Group event on 6 November 2018 confirmed that it had been very successful.

24 NORWICH WESTERN LINK PUBLIC CONSULTATION – DISCUSSION TO INFORM BROADLAND DISTRICT COUNCIL RESPONSE

In response to strong support for a Western Link between the A47 and the A1067 Fakenham Road in a public consultation by Norfolk County Council in June 2018, four possible route options were proposed. A consultation on these options would take place between 26 November 2018 and 18 January 2019.

The Economic Development Officer explained that Norfolk County Council were seeking comments in a prescribed format and the Panel was invited to comment on the options, which would be used to inform a report that would be considered by Cabinet on this matter in January 2019.

Option A: was a single carriageway upgrade to A1067 to Lenwade and B1535 to A47 Wood Lane junction at Honingham, using the existing bridge at Attlebridge, at a cost of £60m.

Option B: was a new dual carriageway and A1067 upgrade. This had a new route east of Weston Longville linked to the A47 at Wood Lane junction and two alternatives to link to A1067. A new junction at Attlebridge, using the current bridge or a viaduct over the Wensum, joining the A1067 east of Attlebridge. This would cost between £129m and £155m.

Option C: was a new dual carriageway and A1067 upgrade. It would link to the A47 at Wood Lane. A new junction would take a route between Weston Longville and Ringland, crossing the Wensum by means of a 2,362ft long viaduct at a cost of £153m.

Option D: was a new dual carriageway and A1067 upgrade. It would take a new route west of Ringland, linked to A47 either at Taverham Road junction or closer to the current Easton roundabout junction, crossing the Wensum on a viaduct with a second viaduct over the Tud. This Option would cost £161m.

Each option was considered and rated against the following ten issues that were highlighted in the June 2018 consultation: reducing congestion; improving emergency response times; reducing rat-running; better access to Norfolk and Norwich Hospital; better journey reliability; shortening journey times; protection of the environment; road safety and boosting the economy.

The Panel considered Option A to be too far away from the junction with Broadland Northway to encourage maximum use and thereby along other routes reduce traffic. It was also the longest route option at 7.2 miles and being single carriageway, which was not considered acceptable for a new road.

Concerns were similarly expressed about the distance from Broadland Northway of Option B, which had two alternatives for crossing the river. It was noted that using the existing bridge could have a detrimental impact on wildlife in the Wensum Valley Special Area of Conservation. A viaduct, however, could be designed to minimise environmental impacts and it was understood that Natural England had expressed a preference for a viaduct.

It was also noted that this route passed very close to Western Longville, Morton on the Hill and Weston Green. Furthermore, it would impact on a County Wildlife Site and would not connect with the Food Enterprise Park, Norfolk and Norwich Hospital, Norwich Research Park or the UEA.

Most Members did not consider that Option C had good enough access to the UEA Norwich Research Park, Norfolk and Norwich Hospital or the Food Enterprise Park and would connect to the A47 too far away from the City. The Chairman noted, however, that Option C would have the least damaging environmental impact; would be completely dualled and would be the most resilient option as it would carry around 32,000 vehicles a day. Option C would also avoid crossing the Bacton high pressure gas line. Whilst it would help to reduce rat running, it was not considered that this option would achieve this sufficiently.

Option D was the most popular option with the Panel; having the closest junction to Broadland Northway. Although this option would cross two rivers, it was considered that if well-constructed viaducts were used it should not be detrimental to the environment. The meeting was informed that a preference for the connection closer to the Easton roundabout had been expressed at the County Council Western Link Member Group. This option was considered to provide the best connectivity via the shortest possible route. It would, therefore, deliver maximum benefit. However, the impacts on listed buildings would need to be carefully considered.

Following their assessment of the options the Panel confirmed a preference for Option D for the Western Link route; with Option C being considered an acceptable alternative.

25 COMMUNITY AT HEART MEMBER GRANT SCHEME – DRAFT GUIDANCE AND APPLICATION FORM FOR DISCUSSION

Members considered the draft guidance and proposed application form relating to the new Community at Heart Member Grant Scheme.

The Scheme, which would be implemented from June 2019, had been designed to be as straightforward as possible and would be reviewed in January 2020, to ensure that it was meeting the needs of residents and encouraging Members to engage with their communities. The Scheme would feature in the Member training programme for the next municipal year and the

allocation of awards would appear on the Council website, as part of a Members' profile page.

The Scheme was intended to fund projects that demonstrated their contribution to the Broadland Business Plan and as this was currently under review could be subject to some slight amendment.

It was noted that the Council would usually encourage support for community projects that had already attracted some funding. However, the Member Grant Scheme would support the aim of Members being 'first funders' who could kick start a local initiative and help local groups who would not usually have access to grant funding. Members were also assured that officers would provide them with guidance and assistance throughout the process. A review after the Scheme had been running for six months would also allow it to be amended to make any necessary changes.

Members were asked to note that the grants were not allowed to be given to precepting authorities, as they could raise their own funds. However, parish or town councils could hold funds for groups and organisations that did not have their own bank account. Assistance could also be given by the Council to community groups, to help them meet the qualifying criteria for receipt of an award.

The grants were required to be used within 12 months of being awarded and any unallocated grant funds would become a general Community at Heart small grant fund administered by the Norfolk Community Foundation.

The Panel was advised that the awards were at the discretion of each Member and it would be for them to decide whom to make an award to and for what amount, up to a total of £500. Members could also request communities in their Ward to suggest worthwhile projects.

In response to a query, the Panel was informed that Members would be expected to check that the grant had been spent in accordance with the award criteria, but would not be expected to inspect receipts or act as an auditor, as an element of trust would be assumed between the Council and communities in the district.

The Panel noted that the Scheme was modelled on a similar one in South Norfolk, which provided £1,000 to each Member. However, this sum was being reduced to £500 for the next municipal year.

The Panel noted the scheme.

26 WORK PROGRAMME

- MIPIM Update
- Car Parks and Electric Charging Points
- Broadland Gate Update
- Collaboration Progress Report

27 DATE OF NEXT MEETING

22 January 2019 (possibly to be held at Carrowbreck)

The meeting closed at 11.52 am