

Environment, Transport and Development Overview and Scrutiny Panel

**Minutes of the Meeting held on Tuesday 23 July 2013 at 2.30pm in the
Edwards Room, County Hall.**

Present:

Mr T Adams	Mr B Long
Mr M Baker	Mr J Perkins
Mr R Bearman	Mr N Shaw
Mr B Bremner	Mr B Spratt
Mr R Coke	Dr M Strong
Mrs M Dewsbury	Mr J Ward
Mr T Garrod	Mr A White
Mr P Hacon	Mr M Wilby
Ms A Kemp	

Part-attendance by Cabinet Members:

Mr G Nobbs	Leader with Cabinet responsibility for Economic Development
Mr D Harrison	Environment, Transport, Development & Waste

1 Election of Chairman

Mr B Spratt was elected Chairman of the Environment, Transport & Development Overview & Scrutiny Panel for the ensuing year.

2 Election of Vice-Chairman

Mr A Boswell was elected Vice-Chairman of the Environment, Transport & Development Overview and Scrutiny Panel for the ensuing year. Although he was unable to attend the meeting Mr Boswell had stated he would be willing to accept the position of Vice-Chairman if he was elected.

3 Apologies

Apologies were received from Mr A Boswell (Mr R Bearman substituted); Mr T East (Dr M Strong substituted); Mr J Law (Mr T Garrod substituted).

4 Minutes of the meeting held on 13 March 2013

- 4.1 The minutes of the meeting held on 13 March 2013 were agreed as an accurate record and signed by the Chairman, subject to the following amendment to item 9.3, 1st bullet point, paragraph 2. The word “unopposed” replacing the words “unanimously agreed”.

5 Declarations of Interest

There were no declarations of interest.

6 Items of Urgent Business

There were no items of urgent business.

The Chairman agreed to Mr Bearman reading out the following question on behalf of Dr Andrew Boswell:

“Whilst it is understood that the ETD Director is currently working out his notice, the issue of reallocating his responsibilities is critical to the department and its smooth running in during the notice period and the transition period after his leaving. Will Cabinet Member, Cllr David Harrison, as a first step undertake an immediate, urgent review of "delegated responsibilities" within ETD, and bring to members proposals for alternative line of authorities to manage these areas of decisions that may arise at any time from now? Will he also indicate what he is doing to more generally reassign the Director ETD responsibilities in the short and medium term?”

In response, the Cabinet Member for Environment, Transport, Development and Waste said that Anne Gibson and Mike Jackson would be working together to identify sensible handover arrangements during Mr Jackson’s notice period. Towards the end of the notice period, this would include appropriate formal delegations where necessary. Mr Harrison continued by saying that the department was very well run and that any delegations, either upwards or downwards, would be seamlessly made at the appropriate time before the Director’s notice period expired and he took up his new position with North Somerset Council.

The Panel congratulated Mr Jackson on his appointment as Chief Executive of North Somerset Council.

7 Public Question Time

The list of public questions received and their responses are attached at Appendix A to these minutes.

8 Local Member Issues/Member Questions

Following the ETD O&S Panel meeting on 13 March 2013 (Item 11.5), the Leader had written to DEFRA/Natural England to request that RA4 Blakeney Marsh should be excluded entirely from any future consideration regarding designation as a Marine Conservation Zone. Dr Strong informed the Panel that Defra/Natural England’s response to the letter had been inappropriate and totally inadequate. The Leader would be writing a follow up letter, reiterating the points made previously and requesting that a more suitable answer be provided.

9 Forward Work Programme: Scrutiny

9.1 The annexed report (9) by the Director of Environment, Transport and Development was received by the Panel. The report set out the forward work programme for scrutiny.

9.2 During the presentation of the report, the following points were noted:

- The Panel was asked to consider adding two new items to the forward work programme, namely the Councillor Call for Action submitted by Mr J Dobson on restoration of a public bus service at Great Massingham; and the scrutiny of the feasibility of supporting local businesses through changes to the current business rates regime which had been referred to ETD by the Corporate Resources Overview and Scrutiny Panel at its meeting on 13 June 2013. The terms of reference for scrutiny of this topic were attached to the report at Appendix B.
- The Panel was also asked to consider whether or not it would like to hold regular scrutiny group lead meetings to discuss the scrutiny forward work programme and firm up proposals to bring recommendations for scrutiny topics to the Panel.

9.3 The following points were noted during the discussion:

- Dr Strong asked for reassurance that two existing topics on the work programme (Broadband and Mobile Phones) would not be delayed if the Panel agreed to hold scrutiny group leads meetings. The Scrutiny Support Manager said that work was continuing on the mobile phone infrastructure project and it was already planned to bring an update report to a future meeting of the Panel. .

The Panel decided to hold one further meeting of the Mobile Phone working group and a report would be brought to the Panel for it to agree the most efficient way to progress this topic.

- The Panel **AGREED** to hold scrutiny group leads meetings to discuss the forward work programme and bring recommendations for scrutiny topics to future meetings of the ETD O&S Panel.

9.4 Mr J Dobson introduced the Councillor Call for Action he had submitted on the Restoration of a Public Bus Service to Great Massingham, during which the following points were noted:

- The CCfA attached at Appendix C of the report was a summary of the issues he had raised with the Head of Democratic Services. Mr Dobson confirmed he accepted the summary that had been submitted.
- A petition from the Village Action Group at Great Massingham was

handed round for the Panel to view, together with some information on the costs and the population of villages within the area concerned.

- The villagers of Great Massingham had deemed the current service supported by the County Council to provide a feeder service linking Great Massingham to other routes as unsatisfactory for their requirements and the junction where the local community transport joined the main road was considered too dangerous.
- The Village Action Group would be taking a petition to the House of Commons to try to get the services reinstated.
- Mr Dobson proposed that a working group be established to progress this subject. He suggested that the Managing Director of Norfolk Green be invited to attend to fully explain the services that they could offer, as well as representatives from the Village Action Group.

9.5 The Chairman thanked Mr Dobson for his presentation and invited Tracy Jessop, Assistant Director Travel and Transport Services to respond to the comments made, during which the following points were noted:

- The initial request to reinstate the bus service at Great Massingham had been investigated and a solution had been reached with Great Massingham Parish Council to run a six-month trial on a feeder service to connect to other services. Unfortunately the trial had been postponed until the Councillor Call for Action had been heard by the Panel.
- The current service to the village of Great Massingham attracted an average of six passenger journeys per day which was in proportion with other villages of a similar size within the county.
- Great Massingham Parish Council had been working with the Passenger Transport team to try to reach a solution, but there was a need for a realistic and consistent approach to be maintained.

9.6 During the general discussion, the following points were noted:

- The Panel considered that Great Massingham should not be singled out for scrutiny as many other villages in Norfolk were in a similarly isolated location.
- The free bus pass service was facing a shortfall of approximately £3.5m with further cuts expected and therefore no justification could be found for subsidising extra services to this village.
- If the Panel agreed to organise a working group to look at the issue of bus services in Norfolk, the most helpful solution would be to consider issues over the whole of Norfolk which would help Members put the situation at Great Massingham into context.

- 9.7 The Panel agreed to ask the Rural Isolation Working Group set up by Cabinet Scrutiny Committee to consider rural bus services across the whole of Norfolk, and to bring their findings to a future meeting.
- 9.8 The Panel agreed to hold one further meeting of the working group to consider Snettisham Access Signs and to complete its work to try to resolve the issue of signage. This would provide policing of the area with clear guidelines to be followed in the event of complaints being received.
- 9.9 The Panel received the Terms of Reference (attached to the report at Appendix B) for the scrutiny of the feasibility of supporting local businesses through changes to business rates. This scrutiny topic had been referred to ETD Panel from Corporate Resources Overview and Scrutiny Panel at its meeting in June due to the strong economic development theme relating to this topic.
- 9.9.1 Mr Clancy, a member of the Corporate Resources Overview and Scrutiny Panel, introduced the item by saying that any work that could be done to lessen the impact of business rates on small businesses would be very welcome and would also bring new businesses and opportunities to Norfolk which in turn would help to grow the economy.
- 9.9.2 The Panel AGREED to hold a Scrutiny Group Leads meeting to progress this issue. The Scrutiny Support Manager would contact members to arrange a suitable time and date.
- 9.10 The Scrutiny Group Leads would also discuss whether Fracking should remain on the forward work programme or whether a report would only be brought to a future Panel meeting if there was any additional information to report.
- 9.10 **RESOLVED** to
- Arrange a Scrutiny Group Leads meeting to discuss:
 - When and how to conduct the scrutiny of the feasibility of supporting local businesses through changes to business rates.
 - Any additional topics for the forward work programme.
 - Whether fracking should remain on the forward work programme or whether it would only be brought to a future Panel meeting if there was additional information to report.
 - Hold a final working group meeting on the Snettisham Access Signs working group.
 - Ask the Rural Isolation Working Group to include rural bus services across the whole of Norfolk, within its Terms of Reference.

10 ETD Integrated performance and Finance Monitoring Report 2012/13

- 10.1 The Panel received the annexed report (10) by the Director of Environment, Transport and Development, updating the Panel on the year end position for ETD, together with an updated position on key projects where they are available. Members were asked to comment on the progress against ETD's service plan actions, risks and budget and consider whether any aspects should be identified for further scrutiny and consider and comment on the contents of the Economic Intelligence Report.
- 10.2 The following points were noted during questions from the Panel:
- The three unchanged risks referred to within the dashboard - "failure to comply with Landfill Allowance for 2012/13", "Failure to divert waste from landfill" and "non-compliance with Landfill Allowance for 2012/13" were kept under continuous review and once the risk had been reduced to a satisfactory level, it would be removed from the dashboard.
 - The costs of the public enquiry for the Willows related to Norfolk County Council costs in relation to its responsibilities as a waste planning authority and did not include any costs incurred by Cory Wheelabrator.
 - The target assumption for diverting waste from landfill of 200,000 tonnes related to the original projection that waste volumes would fall. However the level of waste in 2012/13 had remained broadly the same as the previous year, which had caused an increase in costs due to not achieving the forecast decline in waste.
 - 2016/2017 was the best estimate of the earliest date the Willows energy from waste plant could be working and processing waste. Therefore the target date for diverting waste from landfill, which was a long-term risk, had been amended.
 - Any changes to services and any new services for waste collection, for example food waste collections, by the District Councils was closely monitored to ascertain their effects on waste collection targets.
 - Norfolk County Council was on target to deliver a 25% reduction in operational carbon footprint by 2014/15.
 - Street lighting made up approximately 90% of ETD's carbon emissions. Embedded carbon was not included in the measure of emissions for the CRC. Part-night street lighting was on target to deliver a reduction in carbon emissions, with continuous investigation into ways of reducing the amount of energy used by street lights. LED street lights were being installed in some areas, and although these were expensive to install, they did produce carbon savings.
 - The Government's Spending Review had announced a significant amount of additional funding for infrastructure, most of which was not allocated at

the moment. Work was underway with the A47 Alliance Campaign and the Highways Agency to identify specific schemes which would help improve the A47, after which bids could be prepared to compete for this additional funding.

10.3 **RESOLVED to**

- note the progress made against ETDs service plan actions, risks and budget.
- Note the contents of the Economic Intelligence Report.

11 **Highway Asset Performance**

11.1 The Panel received the annexed report (11) by the Director of Environment, Transport and Development updating members on the performance of the significant highway assets, seeking comments on service levels and priorities for allocation for the 2014-15 budget round.

11.2 The points below were noted following questions from the Panel:

- Fen roads were still receiving significant funding and although they were no longer seen as a special case for funding, their condition remained susceptible to weather conditions and continued to be risk on the budget.
- The Panel AGREED to invite all MPs in Norfolk to explain how the funding for highways network was allocated and to listen to some of the problems experienced by road users in Norfolk.
- In collaboration with Cambridgeshire, Norfolk and Lincolnshire County Councils was continuing, even though their joint bid for funding to improve inter-joining roads had been rejected.
- No decision on the proposed allocation of the Integrated Transport Funding had been made to date. Members would be able to comment and agree how the Structural Maintenance funding was allocated when it was next reviewed, which was carried out on an annual basis.
- Priority for road maintenance was given to A and B roads as they held greater amounts of traffic.
- Tar and chippings was used to fill potholes on the more rural roads, with patchwork asphalt being used on busier routes. Contractors were reminded of the need to ensure potholes were filled before treating the road. Anyone identifying potholes or the incorrect method of filling them, could email ETDHighways@norfolk.gov.uk who would carry out an investigation.

11.3 **RESOLVED to**

- i) note the report;

- ii) note the proposed continued use of integrated transport funding to support structural maintenance funding for 2014/15 (para 3.2);
- iii) note the proposed service levels for footways (para 7.2);
- iv) note the budget need and revised priorities for 2014-15 (paras 5.6 and 7.4);
- v) support the proposed in-year changes to the Transport Asset Management Plan for 2013/14 (paras 9.4 and 9.5) for approval by Cabinet and the County Council.
- vi) ask all MPs in Norfolk to explain how the funding for highways was allocated and listen to the problems experienced by the people in Norfolk.

12 Lead Local Flood Authority Flood Investigation Duty

12.1 The Panel received the annexed report (12) by the Director of Environment, Transport and Development updating the panel on the role of Norfolk County Council as the Lead Local Flood Authority in carrying out its duty to investigate flooding in line with Section 19 of the Flood and Water Management Act 2010. Submitted with the report were three initial investigations into flooding that had occurred in Norfolk in 2012-13 at Dereham, Brooke and Little Melton. Officers would ensure that any lessons learned through the process of flood investigation will be fed back to future Panels.

12.2 During the discussion, the following points were noted:

- The flood investigation reports had been shared with the Local Member.
- All reported incidents of flooding had been filtered to identify those which needed further investigation. The vast majority of the 3477 flood reports that had not been investigated had come under the responsibility of the Highways Authority.
- As part of the Local Flood Risk Management Strategy and in line with the Lead Local Flood Authorities Duty under the Flood and Water Management Act 2010, Norfolk County Council would maintain a register of structure and features that were likely to have a significant effect on flood risk. This register would be made public and would aid local people in identifying where assets may need maintenance and/or repairing and who was responsible for these structures or features.
- Residents had a responsibility to pass flow on without affecting the rights of others. Therefore, if a private resident installed drainage pipes to direct water off their land and this subsequently led to their neighbours properties flooding they could be held responsible.
- Further information on the responsibilities of the Lead Local Flood Authority can be found at:
http://www.norfolk.gov.uk/Environment/Flood_and_water_management/index.htm

12.3 RESOLVED to:

- i) publish the Flood Investigation Reports (Appendices A-C of the report) and the revised Flood Investigation Flow Chart (Appendix D of the report);
- ii) Publish flood investigation reports in line with the revised Flood Investigation Flow Chart.
- iii) Note that the Flood and Water Management Team may close an investigation case file where it was not possible to corroborate the impact of a flood event as there is a lack of physical evidence.
- iv) Note the Flood and Water Management Team may undertake and publish an investigation where it had been possible to corroborate the impact of a flood event and there was evidence.
- v) Endorse the production of a report for the purposes of communicating Flood Investigations to the general public. The report would be sent to Risk Management Authorities and affected parties.
- vi) Provide an annual report to ETD OSP, including progress on Flood Investigations in relation to service delivery undertaken by the Flood and Water Management Team in relation to the duties conferred through the Flood and Water Management Act 2010.

13 The County Council's Economic Growth Strategy End of Year 1 Progress Report.

13.1 The Panel received the annexed report (13) by the Director of Environment, Transport and Development providing an update on delivery of the Economic Growth Strategy.

13.2 During the presentation of the report by the Assistant Director Economic Development, it was noted that due to national changes the strategy was due to be refreshed. The Spending Review had identified £2bn fund for Norfolk and Suffolk and, although the details were still emerging for each Local Enterprise Partnership (LEP), a clear strategic plan for the area was critical.

13.3 The following points were noted in response to questions from the Panel:

- The New Anglia LEP, serving Norfolk and Suffolk, was a strong partnership which was highly engaged with businesses in both counties.
- The Leader of Norfolk County Council sat on the New Anglia LEP Board together with representatives from South Norfolk DC and Norwich City Council.
- The roll-out of Broadband was progressing well and would eventually be introduced in all areas across Norfolk although it was noted that places that already had a reasonable broadband service would not receive additional services.
- Workshops had been held inviting people who were interested in starting up a small business to attend. These workshops had been well-attended

and it was hoped that more people would be able to take advantage of the assistance provided and start up their businesses in the near future.

- The aim of the A47 Alliance was to get funding for the dualling of the A47 from Great Yarmouth Peterborough and the group based strategy gave an additional opportunity to progress that issue.
- Following a suggestion that primary schools be visited to make them aware of the apprenticeship scheme, the Assistant Director Economic Development agreed that her team would investigate this possibility. The aim would be to ensure all Norfolk schools were engaged with the apprenticeship scheme in an attempt to raise aspiration levels. This work would be done in conjunction with Children's Services.
- There was no intention to sell off any part of the County Farm estate in the foreseeable future.

13.4 **RESOLVED** to note the progress on delivery of the Strategy and the proposal to refresh it by the end of the year.

14 Norfolk Economic Growth Strategy: Future of the ex-RAF Coltishall site – Update on Future Plan.

14.1 The Panel received a verbal update report and presentation (copy attached at Appendix B), during which the following points were noted:

- 14.2
- Officers had met with the Community Reference Liaison Group (CRLG) to prepare the draft vision for the site.
 - The consultation would be launched at Coltishall on 23 July and could be found at http://www.norfolk.gov.uk/Business/Raf_coltishall/index.htm
 - Mr G Nobbs, Leader of Norfolk County Council, had written a foreword saying that this was one of the most exciting development projects that the county council had taken on. The Leader had also thanked Mr Cliff Jordan for his tireless efforts in securing the site.
 - Themes for the development of the site included providing better access onto the site, opening up by-ways and cycle routes and also preventing HGVs from using the unsuitable routes by imposing access only restrictions.
 - The zonal land plan had divided the site into 7 areas. The runway would remain, although it was made clear that Norwich Airport would not be relocating to Coltishall. There were also opportunities for using the aggregate from the runway extensions for highways projects, together with a proposal for forming a large (approximately 40 acres) solar wind farm.
 - The site was divided into 2 blocks - an airfield and a technical area. The

technical area already had hangers in situ and it was hoped this area would become the focus for job creation. A number of interested parties had indicated an interest in securing a tenancy by relocating to the site and any job creation would fundamentally stem from this technical area.

- The options included in the presentation reflected the views which had been expressed by the public and had been deemed possibly feasible options. They included:
 - Recreating the settlement of Batley Green which existed before the war and which was lost when the RAF moved onto the site.
 - Opportunities to use the old ammunition stores and bunkers for a holiday park including caravanning and camping areas.
 - Opportunities to link Piggery Lane with community woodland trails.
 - Create a heritage centre and aviation museum, telling the public about the story of the site from Battle of Britain base, to strategic Cold War site.
 - Leasing some of the land for farming purposes.
 - Leaving the runway in situ could leave the site open for use by private flying clubs.
- Once the public consultation had concluded, the results would be brought back to a future meeting of the Panel.

14.3 The following points were noted in response to questions from the Panel:

- No commercial advice had been sought in relation to using part of the site for a holiday and caravan park.
- A high level business case had been brought to the Panel meeting in January 2013. The five-year business plan remained on target and members were reassured that should the position change it would be reported to Members as appropriate.
- The settlement of Badersfield, although technically part of Scottow Parish Council, had asked if it would be possible to create their own parish council.

14.4 Speaking as the Local Member, Mr Garrod said he was very pleased to see the options proposed for the site and that it showed how the county council consulted on important issues affecting residents of Norfolk. He also reiterated how the proposals could help bring revenue into Norfolk.

14.5 A copy of the document, outlining the which was presented to Panel in January 2013 can be found on the Norfolk County Council website: <http://www.norfolk.gov.uk/view/etd160113item9pdf>

14.6 **RESOLVED** to note the progress to date.

15 Local Major Transport Schemes

- 15.1 The Panel received the annexed report (15) by the Director of Environment, Transport and Development outlining the new process for major transport schemes and the devolvement of funding to a local level.
- 15.2 During the presentation of the report, the Assistant Director for Economic Development drew members attention to the devolved funding, although the detailed guidance on how the new process would actually work was still awaited.
- 15.3 Members attention was also drawn to the fact that £26m was the total sum that the Norfolk and Suffolk Local Transport Bodies (LTB) would receive for the four year period from April 2015 for schemes across the two counties.
- 15.4 The topics identified under the emerging priorities had not been listed in any particular order.
- 15.5 Members were asked to comment on the list of priorities identified. This list would then be taken to the LTP at their next meeting who would agree the list of long-term and short-term priorities.
- 15.6 The train station improvements at Great Yarmouth included the building environment, bus access and onward links into the town, the exact details of which were not known at the moment.
- 15.7 The third river crossing was an initiative which had been rigorously supported by Great Yarmouth Borough Council and had been included on the priorities list.
- 15.8 The improvements to the Ely North Rail junction had not appeared on the list as the Government had indicated it would provide funding for these improvements in the next infrastructure rail investment programme.
- 15.9 The Long-Stratton bypass had previously been listed as a priority, but had not appeared in this list.
- 15.10 The Panel agreed that the list had identified the correct emerging priorities.
- 15.3 The Panel **RESOLVED** to note the report and the list of emerging priorities.

(The meeting closed at 5.15 pm)

Chairman



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PUBLIC QUESTIONS

7 Public Question Time

7.1 Question 1 from John Martin

Has there to date been an opportunity for NCC to serve notice of termination under Schedule 26 (Planning) to the Waste PFI Contract?

Reply by the Cabinet Member for Environment, Transport, Development and Waste

Yes. If the contractor experiences an extensive delay in securing planning permission then Paragraph 3.2.5 in Schedule 26 of the Contract gives the option to terminate and pay the relevant compensation or request a draft revised project plan. In the light of the delay caused by the Public Inquiry a draft Revised Project Plan was requested on 31 January 2013, however the provisions of Schedule 26 still allow for termination to occur for failure to obtain planning permission.

1.2 Question 2 from John Martin

If so, was this reported to the NCC Cabinet at the time?

Reply by the Cabinet Member for Environment, Transport, Development and Waste

Yes. I understand that the previous administration was briefed on the options and implications in relation to delays caused by a call in of the planning process in advance of the notice being issued. In addition, the notice was drafted in consultation with the Cabinet Member.

1.3 Question 1 from Christine Hall

Does the Panel have any valid reasons for not recommending to the Cabinet and the full Council that no further steps should be taken by officers, under the Waste PFI Contract, until the independent reports have been received and analysed?

Reply by the Chairman

The County Council has resolved to keep open the option of proceeding with the contract. We therefore need to fulfil our client role in the contract, while the independent reviews are completed. It would be negligent not to do so. Officers are working closely with Cabinet in this regard. This was agreed at a full Council meeting at which all Members – including those on the Panel – were able to attend and make their views known.

1.4 Question 2 from Christine Hall

What is the earliest date now on which NCC could serve notice of termination under Schedule 26 to the contract?

Reply by the Cabinet Member for Environment, Transport, Development and Waste

Under the terms of the contract, after it has requested a draft Revised Project Plan the County Council has a period of six months to negotiate this draft. The contract states that within or at the end of that six months, unless it is extended, a notice can be issued at any time and therefore could be issued now. However, this would expose the County Council to termination liabilities and the County Council has already resolved to keep open the option of proceeding with the contract.

1.5 Question 1 from Alan Hall

Why did the report to the Cabinet Scrutiny Committee meeting on 4th June 2013 not expressly state that officers had served formal notice in January 2013 requesting a Revised Project Plan ("RPP") and that they had been in possession of a RPP since April 2013?

Reply by the Cabinet Member for Environment, Transport, Development and Waste

Officers took their lead from the Full Council. The report was provided in response to the Full Council motion approved on 13 May 2013 that Cabinet Scrutiny Committee *'at its meeting on 4 June 2013, is asked to consider the specified question of the contractual penalties which would arise in the event of the Council withdrawing from the contract'* details of the Revised Project Plan process was not a major focus of the report.

However, it was stated in the section of the report 'Termination for Failure to Secure Planning Permission' paragraph 3.1.1 that:

'We have now reached the position where a Revised Project Plan is required and we are in discussion with the contractor with regards to this'.

It was also stated in the section 'Background' at paragraph 2.3 that:

'The service was expected to start in 2015 but due to the protracted nature of the planning process this is not going to happen and the contractor has therefore had to put in place plans and arrangements to accommodate this delay'.

1.6 Question 2 from Alan Hall

Why were these events seemingly never reported to the Panel?

Reply by the Cabinet Member for Environment, Transport, Development and Waste

These actions were all consistent with the Cabinet decision to approve the contract in March 2011. There was no need to report them to Panel.

Cabinet were briefed on the options and implications in relation to delays caused by a call in of the planning process in advance of the notice being issued. In addition, the notice was drafted in consultation with the Cabinet Member.

1.7 Question 1 from Ron Cornell

In January 2013 a consultation draft Master Plan was promised for last month. What has gone wrong?

Reply by the Leader of the Council

Nothing has gone wrong. Good progress is being made. Various ideas were presented in May at a Residents' Open Day and to the Community Liaison Reference Group (CLRG). Feedback from these events has helped to guide the County Council's work on creating the 'Development Vision'. This includes more defined layouts and options for employment and residential areas along with clearer strategies for enterprise & investment, accessibility, heritage and green infrastructure. The Panel has a briefing on the proposals today.

Full consultation on the Development Vision will commence with an event with the CLRG tonight and members of the public will be able to take part in the consultation on the Development Vision over the summer. In addition, the County Council will be supporting any local parish councils who wish to discuss or exhibit our plans over the summer, leading to adoption of the plans during the autumn of 2013.

1.8 Question 2 from Ron Cornell

Given the huge cuts that will now have to be made, is there any reason why the Panel should not recommend the Cabinet to sell on the site to Hans House/Artemis?

Reply by the Leader of the Council

Yes. For a start the Ministry of Justice rejected the Hans House proposal. The value of the site far exceeds the sums previously offered by Hans House. Any substantiated offers or expressions of interest in the site will be considered in the context of the Council's objectives for the site.

We have previously published a high-level business case that shows we can expect to recover our investment within five years and generate an ongoing income stream to support Council services in the future. This is in addition to the wider benefits to the local community and wider Norfolk economy.

Foreword

"For over sixty years R.A.F. Coltishall played an active part in Norfolk life generating significant opportunities for employment and investment for North Norfolk & Broadland. The closure in November 2006 was a significant blow to the local economy and following years of inactivity Norfolk County Council seized the chance to take ownership of the former airbase to rejuvenate and safeguard an historic environment whilst bringing forward new jobs and investment opportunities to the area.

In purchasing the site from the Ministry of Justice for four million pounds in January 2013 we are convinced that the price paid for the 600 plus acre site represents excellent value for money for Norfolk's council taxpayers.

Work has been carried out since the purchase to develop a detailed Development Vision for this important and sensitive site and has involved key stakeholders from the local community to help shape the blueprint for the next ten years. This includes more defined layouts and options for employment and residential areas along with clearer strategies for enterprise & investment, accessibility, heritage and green infrastructure.

In developing this piece of work a number of individual schemes and projects will emerge. Each project will need to be the subject of a detailed Business Case and planning permission.

I would like to pay personal thanks to the vision of Councillor Cliff Jordan who saw the possibilities and potential of this unique site."

George Nobbs
Leader of the Council



Artists impression of the new employment area.

Introduction

Norfolk County Council considers it important that development of the site is informed and guided by a clear vision for its future use. To secure this the Development Vision has been formed.

The site is of such importance that we have worked closely with the local community to develop proposals that will give maximum benefit to the people of Norfolk. To support this a Community Liaison Reference Group (CLRG) was set up in June 2012 which has met on a number of occasions. We have also been collecting from the public many different ideas for possible uses.

The Development Vision has been devised to provide a strong visual representation of our blueprint for evolution and change. It highlights work undertaken in the last 12 months and is then structured to provide clear information regarding our core plans and initiatives for:

- Accessibility
- Heritage
- Green Infrastructure
- Enterprise and Investment

The documents consider a number of options raised during the consultation to seek views on a wide range of potential uses and initiatives.

They also set out how views can be expressed (in an eight week period from 24th July 2013 to 17 September 2013) and the 'Next Steps' in considering feedback and adopting the Council's Development Vision.

Vision

We recognise the importance of the former R.A.F. Coltishall to the people of Norfolk. It is a very special place at the heart of the County which has played a major role in the Second World War, was very important cold war defence location and most recently was involved in Gulf War conflict operations.

The stature of the base means it should not face an uncertain future. We did not want the base to be beset with the sort of issues other former bases in Norfolk have, or for it to be mothballed and left to decay.

We are keen to show strategic leadership of the economy as outlined in our Economic Growth Strategy. Our vision is simple, we want:

- The former R.A.F. Coltishall to once again provide a major source of employment.
- To allow local people, former serving R.A.F. personnel and visitors to access the site and to learn about its place in history.
- To undertake modest scale development in appropriate locations, in a manner which is complementary to the existing layout.

We have pledged to work with local communities to achieve these aspirations whilst providing a sustainable asset for the benefit of everyone in Norfolk.

It has been suggested that we should encourage the relocation of the Norwich International Airport (NIA) to R.A.F. Coltishall or look to support other civil aviation uses. This has been considered in detail but is not viable. It would prove highly costly to establish and operate a fully functioning airport on a site which is strategically not well located. It is not deemed viable to relocate all of the associated businesses that are established in and around the NIA, where there is significant, ongoing investment demonstrating the market has great confidence in the current location. We understand the existing infrastructure at NIA is more than adequate for current and future planned growth. Whilst the longer runway at Coltishall has been cited a major benefit it offers no advantage as there is no prospect of larger aircraft ever needing to use the current airport.

Last 12 Months

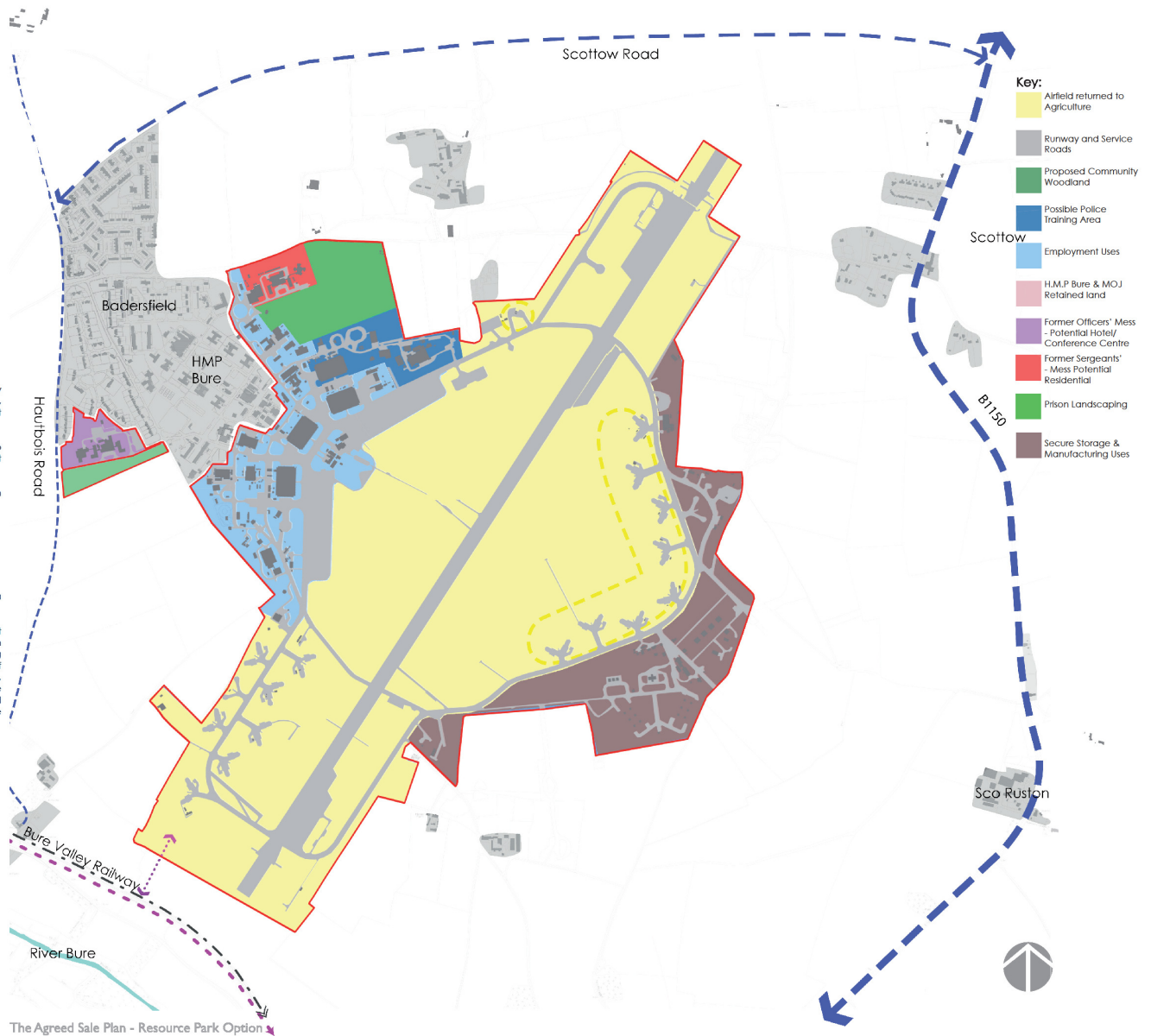
The process of negotiating the purchase of the site from the Ministry of Justice began in the summer of 2012. Prior to this it was passed over from the Defence Estates to the Ministry of Justice in 2008, which developed a Category C prison on the site. The prison opened as H.M.P. Bure in November 2009.

The agreed sale plan linked to purchase now provides the base point from which the proposal plans are evolving.

Identify the key opportunities and constraints of the site.

As part of this process, we have collected and established background information and undertaken survey work to allow us to critically consider:

- The historic context provided by its military past.
- Topography, landscape features and views within and towards the site;
- The variety, style and condition of the buildings on the site identifying where they are of particular heritage value.
- The natural features and habitats of value on the site.
- Ground conditions, location of services and any potential for contamination.
- The road network and pattern of movements around the area (both historically and in more recent years).
- The pattern of uses within the site.



The Agreed Sale Plan - Resource Park Option

Planning Framework

The majority of the site, including the whole of the 'technical' area and the fuel/bomb dumps on the eastern side of the site, lies within the North Norfolk District. The western portion of the site lies within the administrative areas of Broadland District Council.

In terms of local planning policies the following apply

a) North Norfolk District Council

Following the adoption of the North Norfolk Local Development Framework Core Strategy (incorporating Development Control Policies) in September 2008, planning policies for North Norfolk District Council are contained within that document. Policy EC4 "Redundant defence establishments" is of particular relevance. This policy provides that development proposals on former defence establishments will allow for reuse of existing or development of replacement buildings within the defined "technical" areas provided that there is no overall increase in gross floor space of the existing permanent buildings. The policy goes on to require that all proposals should seek to protect the surrounding environment and ensure no degradation of the site itself.

b) Broadland District Council

Planning policies for Broadland District Council are provided in the adopted Joint Core Strategy adopted in 2011 and a number of 'saved' policies contained in the Broadland District Local Plan (Replacement) adopted in 2006. Neither the Joint Core Strategy nor the Broadland District Local Plan (Replacement) 2006 has specific policies in relation to the part of the airbase in the District.

There are three relevant heritage and environmental designations

a) Conservation Area

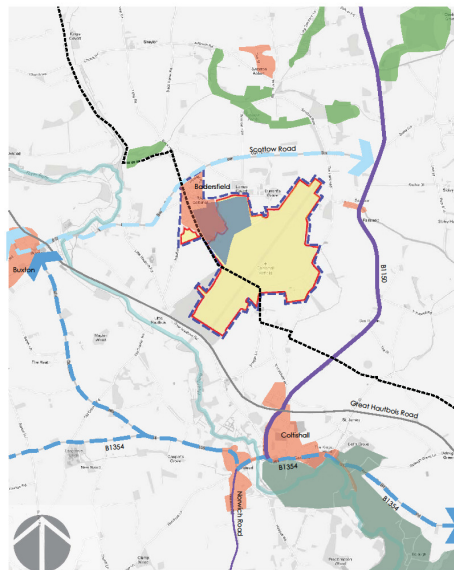
In September 2010, North Norfolk DC and Broadland DC resolved to designate former RAF Coltishall as a Conservation Area in recognition of the part played by the base in World War II and the Cold War. The Conservation Area designation extends across the whole of the NCC owned site, and also the residential properties initially 'controlled' by Annington Homes. At the same time, the main hangars and a number of other buildings were 'locally listed'.

b) Tree Preservation Orders

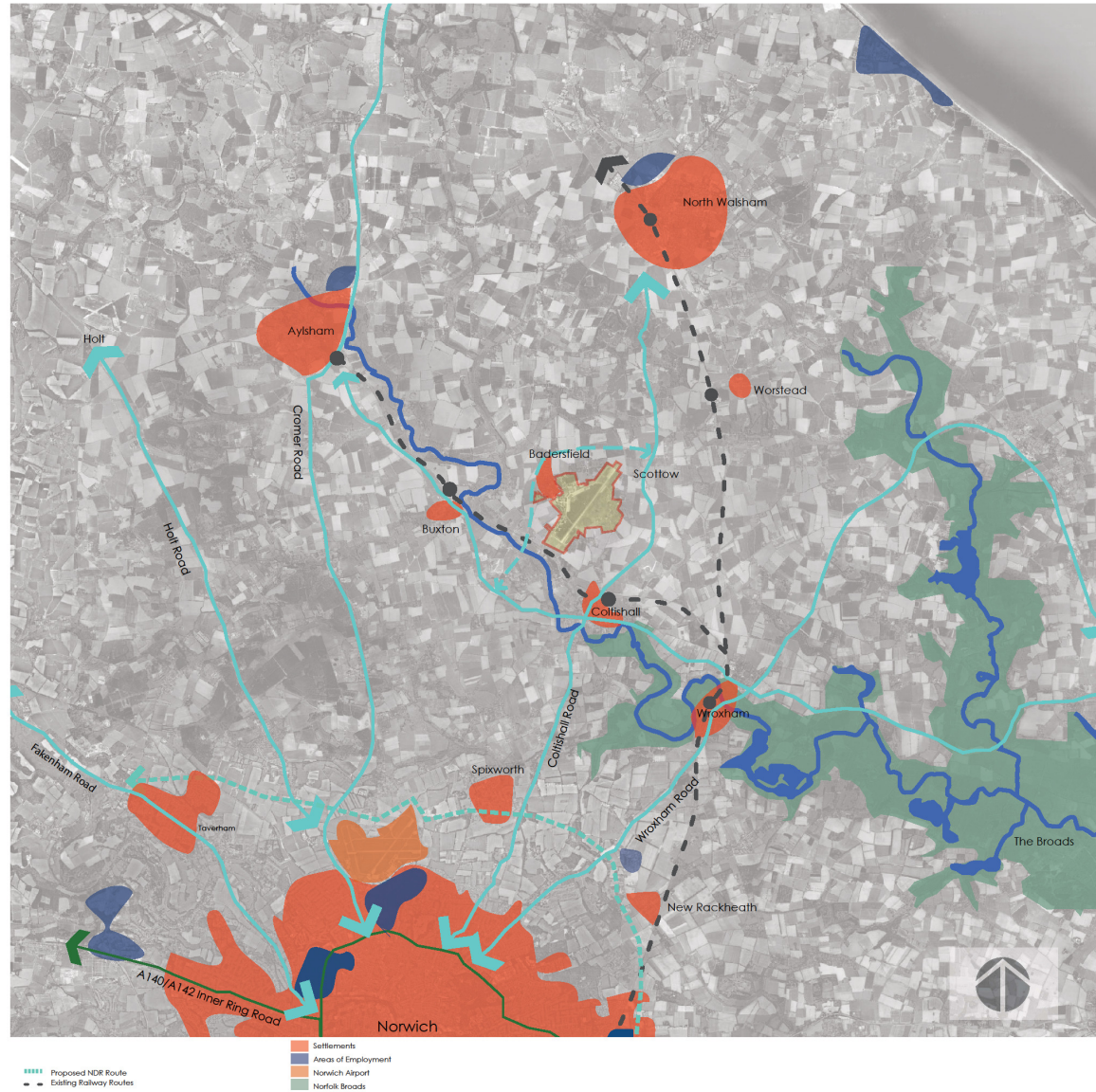
In 2007, North Norfolk District Council confirmed a Tree Preservation Order on most of the trees within the former operational area of RAF Coltishall (on the basis that this tree planting represented an intact example of the structured tree planting specific to RAF bases constructed in the 1930s). In 2010 Broadland District Council similarly confirmed a Tree Preservation Order in relation to the trees located with the part of RAF Coltishall within that District.

c) Schedule Ancient Monument

In 2008, the 'Spitfire' Revetment close to the north-west boundary of the airfield and the group of Blast Walls on the east side of the airfield were designated as Scheduled Ancient Monuments. (A similar group of Blast Walls towards the south-west boundary of the airfield are not designated as Scheduled Ancient Monuments).



Local Planning Policy Context



Norfolk Context and Location

Accessibility

Norfolk County Council understands the sensitivities of redeveloping the former airbase and will work with planning stakeholders and the local community to build on previous study work to bring forward appropriate development proposals through the Development Vision.

It is acknowledged the site's location is not ideal from a strategic perspective and that whilst this could potentially limit the type of possible uses, the site has generated significant traffic movements for many years.

We feel appropriate development can come forward without causing fundamental safety or capacity issues. Notwithstanding this, NCC is committed to deliver mitigation measures to help address local traffic management issues and possible site access enhancements in connection with the redevelopment of the former air base.

We will deliver immediate measures to protect the least suitable routes in the vicinity of the former airbase (subject to necessary public consultation) namely:

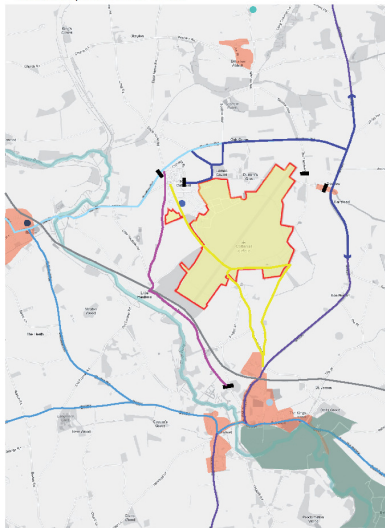
- An access only HGV restriction on C245 through Lamas (Scottow Road The Street/Mill Street).
- Similar access only weight restriction on the Fairstead (U19060).

There are other enhancements to access we want to deliver:

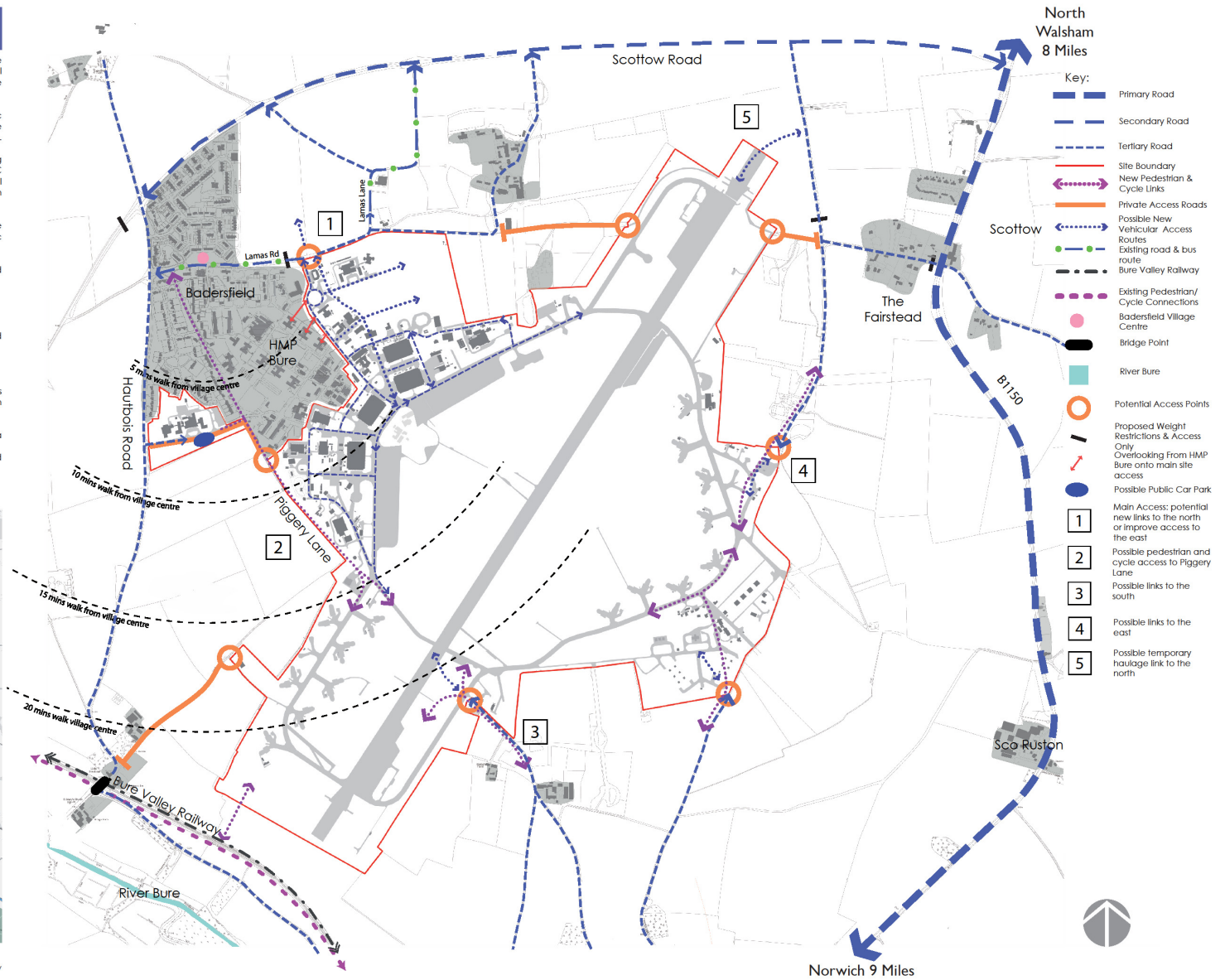
- Opening Piggery Lane to pedestrians to link to community woodland trails (and possibly the road network beyond)
- Leisure walks linking to the Bure Valley Walk / Railway
- Improving walking / cycling links to the site from the South and East.

We have identified that there are possible further highways work required to mitigate potential development (subject to consultation and dependant on traffic impacts) which could include:

- Improvements to Lamas Lane to the north of the Technical Area (U19214).
- Access only weight restriction Lamas Road through Badersfield (U19060).
- Haulbois Road (C275) – light traffic only route.
- Possible new road linking former base to Scottow Road (C245).
- Route study work on the B1150.



- River Bure
- Scottow road
- B1150 Norwich road
- Preferred Route
- Proposed Access Only
- Weight Restrictions
- B1354 Buxton road
- Bure Railway
- Areas of settlement
- Norfolk Broads
- Light Traffic Only
- Buxton Primary School
- Douglas Bader Pupil Referral
- Swanton Abbot County Primary
- Collihill Primary School
- Norfolk Broads
- Walking and Cycling Links



Heritage

Norfolk County Council recognises the heritage value of the site with its Conservation Area status, locally listed buildings and its designated Schedule Ancient Monument.

We will develop a Heritage Strategy for the site based on the eight draft principles that we will:

- Retain and manage the designated heritage assets.
- Seek to retain and reuse the most significant undesignated heritage assets.
- Ensure that the most significant buildings are kept where possible.
- Preserve features such as military artwork where possible.
- Work to maintain and enhance the Conservation Area.
- Make the site's heritage accessible to local people and visitors.
- Replace by record those heritage assets that cannot be preserved.
- Support all those who seek to keep the site's history alive.

Our initial ideas for possible heritage-related actions include:

- Reinstatement, in whole or in part, of historic routeways across the site.
- Vegetation management on the second World War Two fighter pen adjacent to Frogge Lane.
- Self guided heritage tour leaflets, to be developed organically as different areas of the site become accessible.
- Site interpretation panels.
- Online heritage resources.
- A viewing platform.
- A Heritage Information Point (possibly in the refurbished brick building by the WW2 fighter pen).
- Heritage displays.
- A programme of heritage and commemorative events.
- Guided tours.
- Interpretations of WW2 and Cold War aircraft in the fighter pen and blast walls.

It is planned to initially focus on opening the site for guided tours and then a phased opening of the site to the public using the woodland trails alongside Piggy Lane.



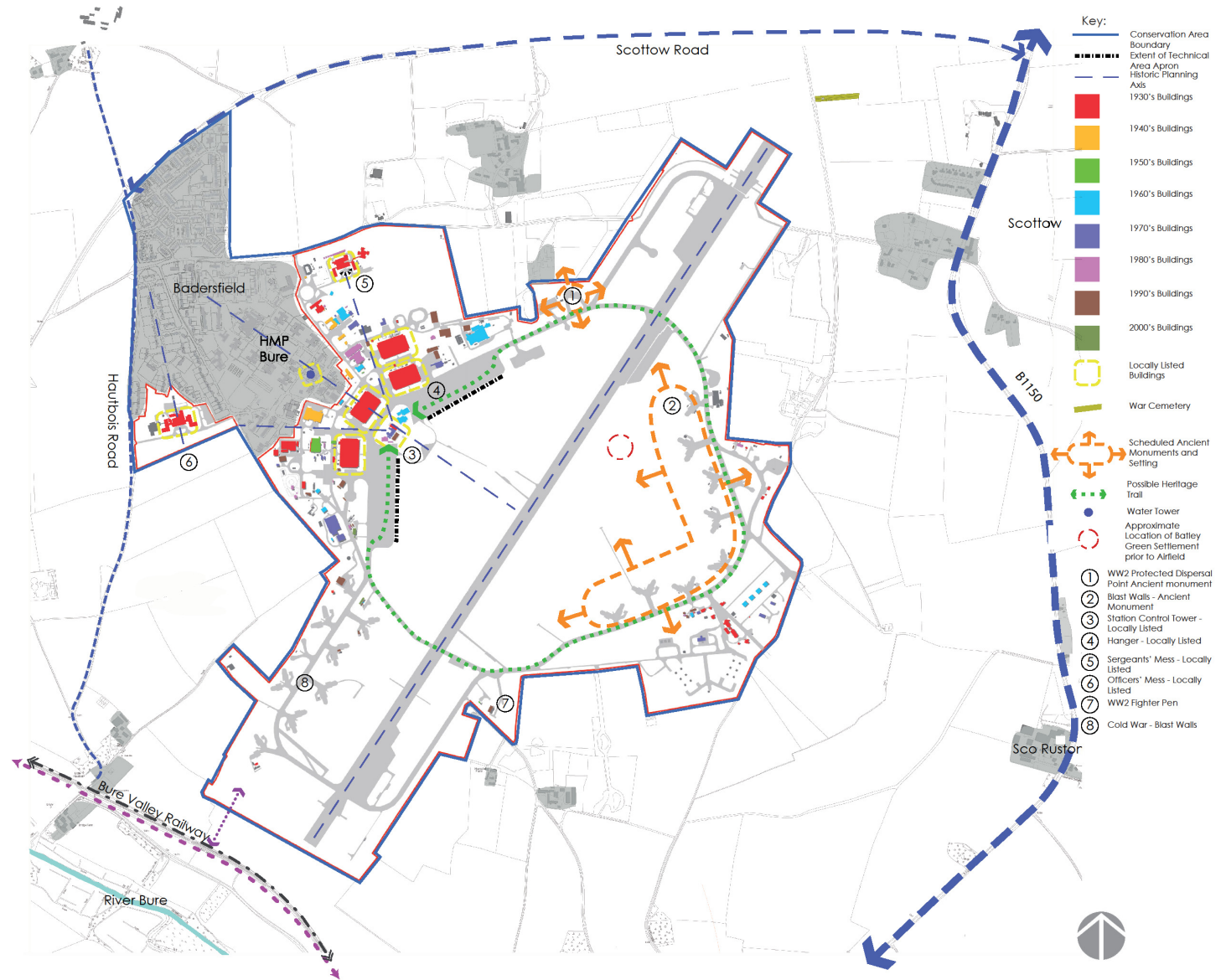
① WW2 Protected Dispersal Point Ancient Monument ② Blast Walls Ancient Monument



③ Station Control Tower Locally Listed ④ Hanger Locally Listed



⑤ Sergeants' Mess Locally Listed ⑥ Officers' Mess Locally Listed



Green Infrastructure

Norfolk County Council recognises that Coltishall Airfield has great potential to be a valuable part of the green infrastructure network of the Bure Valley.

We would like people to have more access to the site than they have enjoyed up until now. Green Infrastructure makes a significant contribution to the local economy, by raising property values, attracting tourism and income, improving people's health and generally making an area a more desirable place to live or visit.

For this reason we will be working on a number of initiatives to enhance green infrastructure including:

- Establishment of farm holdings on the old airfield.
- A Heritage Trail.
- New access onto the site, possibly from the Bure Valley Way.
- Create new woodlands for the benefit of the community, biodiversity, ecological connectivity and resilience.
- Incorporation of landscape buffers that can also act as non vehicular access points to the site.
- Respect, maintain and enhance the nationally significant historic structural tree planting within the RAF site where appropriate.

Ecology and Habitat survey work has begun, and the results of the first phase work is included on the map opposite. Further survey work is currently being carried out.



Core Proposals

Norfolk County Council recognises that in its heyday, RAF Coltishall employed well over 1500 people, with many more jobs and businesses being reliant on the base in the surrounding area.

The development of HMP Bure has started the process of re-establishing this provision, but we estimate that development of the site could ultimately provide approximately 900 new jobs delivering a substantial boost to the economy of North Norfolk, Broadland and indeed the whole of the county.

To deliver enterprise and investment, we have identified different development zones and these have signposted clear opportunities for the site to evolve and change using both existing features and with new development opportunities based on:

- The extensive range of buildings which can be used for job creation and business development.
- The potential for new building to provide purpose built facilities to replace existing buildings of no heritage interest or with no potential for commercial re-use.
- Scope to create new housing including based on the existing Officers' Mess and Sergeants' Mess areas.
- An existing highway network, which with modest changes, can provide a suitable access for significant new jobs creation developments.
- A unique environment and setting which has already proved attractive to the business community and may prove to be the catalyst for new enterprise that will benefit the Norfolk economy.
- The opportunity to provide public access, linking with existing facilities, to open up closed parts of the former base to allow local residents and visitors to enjoy the heritage assets and open countryside.

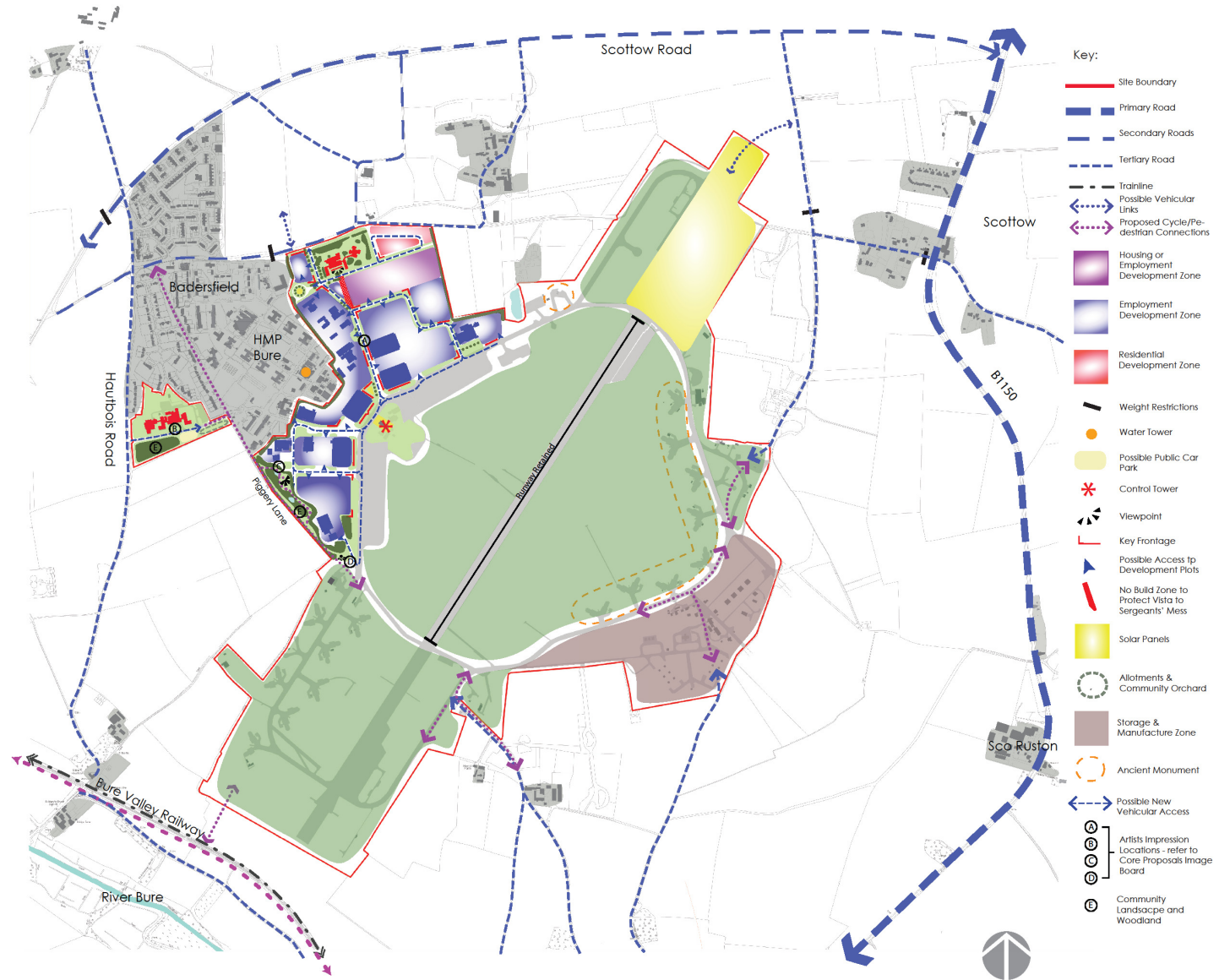
Through further refinement, seven development zones have been identified as the

- Technical area to the West (hangers etc) – for employment.
- Officers Mess- for residential.
- Sergeants Mess – for residential.
- Northern Runway extension – for agricultural and solar panel installations.
- Southern Runway extension – for agricultural.
- Central airfield area – for agricultural.
- Storage area to the East – for manufacturing and storage.

In addition, some peripheral areas of hard-standing and runway extensions (concentrated in the northern and southern areas of the site) are being considered for aggregate removal, which will enhance farming, leisure and investment opportunities.

As this Vision moves forward, we will look to avoid simply encouraging the relocation of businesses from nearby employment areas and focus on promoting the potential of the site as widely as possible. Ultimately our aim is to provide a managed environment where businesses will flourish, and network, especially in the communal areas we will create. Our Vision will be involve working with business support providers, including colleagues at the Helthel Engineering Centre to provide support where necessary.

We will welcome input from groups interested in taking on or developing existing site facilities. We would therefore be happy to discuss any detailed business propositions you may have.



Core Proposals

Norfolk County Council recognises the importance of illustrative material to show how the site can develop and evolve.

Therefore we have prepared artist's impressions to illustrate some of the possible approaches being considered and offered for comment during this consultation.

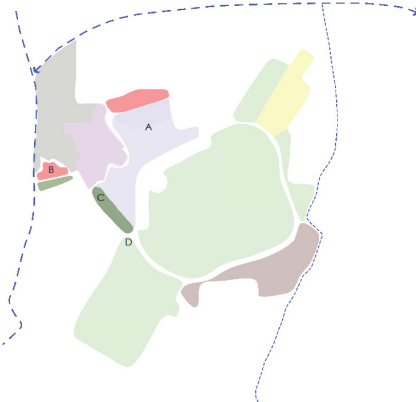
The two areas explored in the impressions of the Core Proposals are:

New employment: Technical Area

- The creation of a new arrival point to the site along the axis that connects the control tower and Sergeants Mess.
- Single storey buildings around the control tower are removed to re-establish its prominence and open views of the airfield behind.
- Single storey new build elements are introduced to provide scale and address the new central square set between Hangars 1 and 2.

Piggyery Lane landscape: Technical Area Southern Boundary

- An extension to the pedestrian and cycle link which is proposed along Piggyery Lane.
- Features such as the grass bunkered fuel mound and water tanks could be used as regenerated landmarks along the route.



The following images are artist impressions of potential uses for the former RAF Coltishall site.

- A - Employment use.
- B - Refurbishment of Officers mess
- C - Public landscape along Piggyery lane.
- D - Public access along Piggyery lane.



A - Existing technical area.



B - Existing front elevation of the Officers' Mess.



C - Existing storage areas next to Piggyery lane.



D - Existing storage tank at entrance to Piggyery lane.



A - Artist impression of Employment use and regeneration of the technical area.



B - Artist impression of potential refurbishment of the former Officers' Mess.



C - Artist impression of potential public landscape along Piggyery lane.



D - Artist impression of potential improved public landscape.



A - Artist impression of employment use and regeneration of the technical area.



B - Artist impression of potential refurbishment of the former Officers' Mess.



C - Artist impression of potential public landscape along Piggery Lane.



D - Artist impression of potential improved public landscape.

Option Proposals

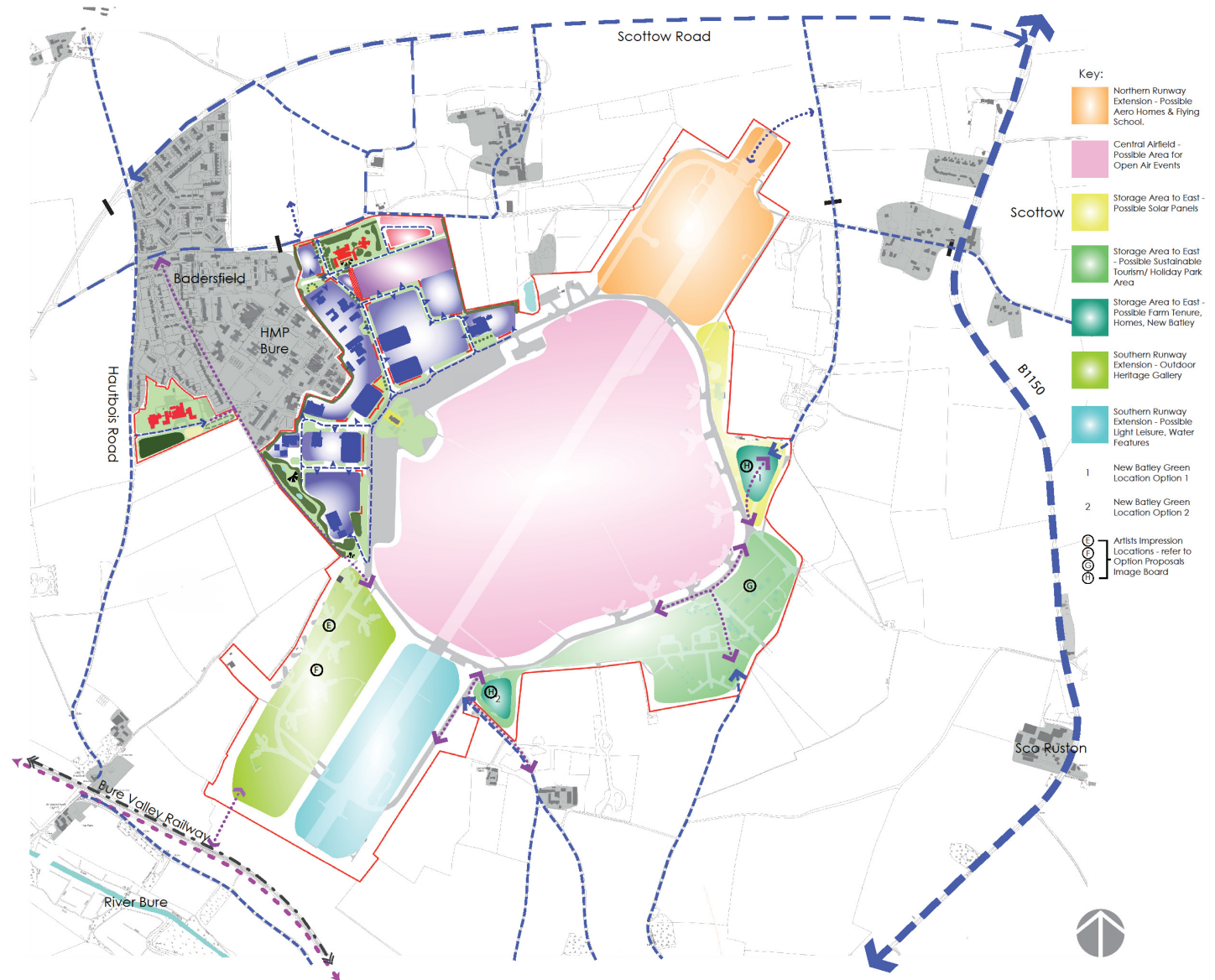
Alternative uses for the following zones have been identified:

- Northern Runway Extension
- Southern Runway Extension
- Central Airfield
- Storage Area to the East

These uses have been informed by suggestions received from the public over the last 12 months.

These alternative options are:

- Sustainable holiday park development to the Eastern storage area
- Aero housing which provide homes that can be accessed directly by light aircraft with parking adjacent
- Photo Voltaic installations
- Low intensity leisure in the form of camping or caravanning
- An outdoor heritage gallery set within the revelments to the South
- Water features which make use of the excavations from the hard landscape removal in the south.



The Agreed Sale Plan - Resource Park Option

Option Proposals

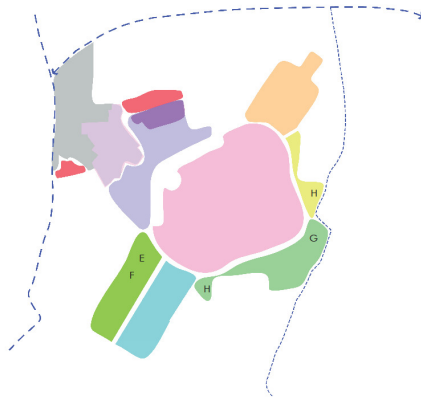
Norfolk County Council recognises the importance of illustrative material to show how the site can develop and evolve. Therefore we have prepared artist's impressions to illustrate some of the possible approaches being considered and offered for comment during this consultation.

The two areas explored in the impressions of the Options Proposals are:

- Outdoor Heritage Gallery: Southern Cold War Blast Walls**
- Encourage interaction with the blast walls via heritage displays.
 - Semi permanent images applied to blast walls using high pressure water cleaning techniques – 'reverse graffiti'.
 - Images of planes that flew from Coltishall, combined with other heritage inspired artwork.
 - Areas of planting introduced to add human scale and relief from the extensive hard landscape.

- Sustainable holiday park: Eastern storage area**
- Provides possible regeneration of the unique man made bunkered landscape of the former fuel and missile dump area.
 - Highly insulated holiday cabins take the place of the existing storage buildings.
 - Supplementary areas for camping and low intensity leisure and recreation activities
 - This could be a zero carbon development that promotes sustainable leisure activities.

- New Batley Green**
- Contemporary re-provision of pre Airfield farmstead of Batley Green.
 - These homes could be associated to the potential agricultural use of the main Airfield.



The following images are artist impressions of potential uses for the former RAF Coltishall site.

- E Outdoor heritage gallery.
- F Outdoor heritage gallery and landscaping
- G Sustainable holiday park.
- H New Batley Green. (2 possible locations)



E - Existing Cold War Revetments.



F - Existing Cold War Revetments



G - Existing storage area to the East.



E - Artist impression of potential outdoor heritage gallery.



F - Artist impression of potential outdoor heritage gallery and landscape features.



G - Artist impression of potential sustainable holiday park.



H - Artists impression of possible reinstatement of the Batley green settlement.



E - Artist impression of potential outdoor heritage gallery.



F - Artist impression of potential outdoor heritage gallery and landscape features.



G - Artist impression of potential sustainable holiday park.



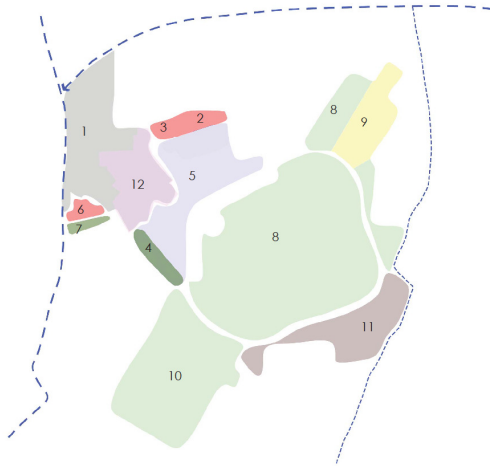
H - Artist impression of possible reinstatement of the Batley Green settlement.

Areas & Relationships

To get a clearer picture of the key areas and relationships found within and around the immediate context of the site, the diagram opposite has been produced.

Areas of land and building footprints found on the site are represented proportionally to allow for an even easier comparison. This starts to provide a clearer picture of the existing building assets to land ratios that are available.

Connectivity is also with main access roads and potential cycle and pedestrian links to Coltishall and the Bure Valley Way. The diagram combines core proposal uses with option proposals.

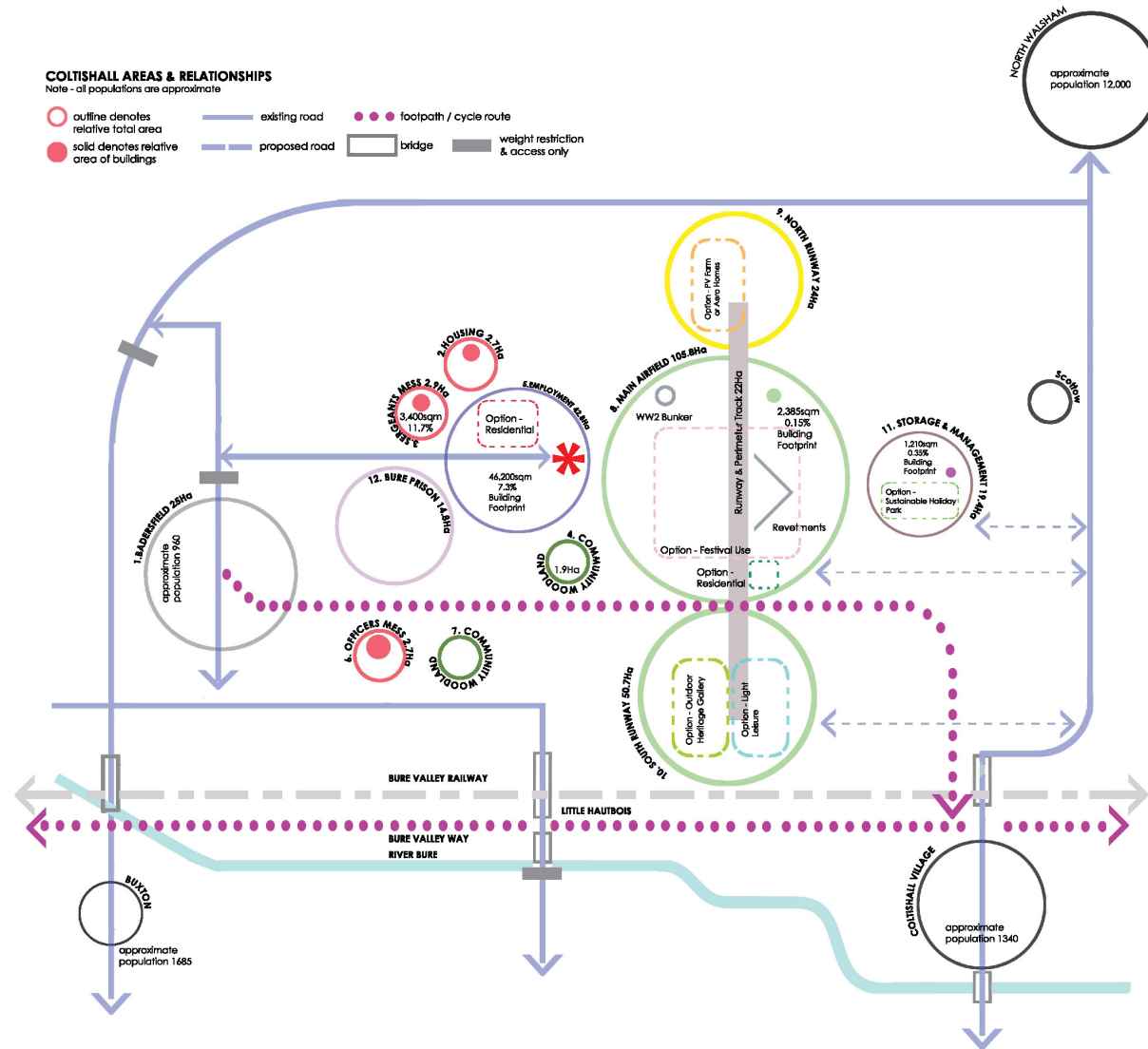


Core Proposals Reference Plan

COLTISHALL AREAS & RELATIONSHIPS

Note - all populations are approximate

- outline denotes relative total area
- solid denotes relative area of buildings
- existing road
- proposed road
- bridge
- weight restriction & access only
- footpath / cycle route



Areas and Relationships Diagram

Next Steps

For us to move further forwards with the development plan, it is important that we have your input on our current proposals.

Since the site was purchased we have been working collaboratively with key stakeholders to bring forward this Development Vision which will ultimately provide a flexible framework to deliver a sustainable future for the site.

To tell us what you think of our proposals for the site, please visit the county council's website and follow the link to our online survey: (www.norfolk.gov.uk/Business/Raf_coltishall.)

Alternatively, you can write to us at: Norfolk County Council, Future of RAF Coltishall, County Hall, Room 501, Norwich NR1 2DH.

Below is an indication of progress to date & the next steps timeline:

