

BOROUGH COUNCIL OF KING'S LYNN AND WEST NORFOLK

CABINET

**Minutes from the Meeting of the Cabinet held on
Tuesday, 14 January 2014 at 5.30pm in the Committee Suite, King's Court,
Chapel Street, King's Lynn**

PRESENT: Councillor N J Daubney (Chairman)
Councillors A Beales, A Lawrence, B Long,
Mrs E Nockolds, D Pope and Mrs V M Spikings.

An apology for absence was received from Councillor Lord Howard.

CAB109: THE LATE COUNCILLOR GARRY SANDELL

The Cabinet held a minutes silence in memory of friend and colleague the Late Councillor Garry Sandell who sadly passed away on 22 December 2013.

CAB110: MINUTES

RESOLVED: The Minutes of the Meeting held on 4 December 2013 were approved as a correct record and signed by the Chairman.

CAB111: URGENT BUSINESS

There was no urgent business.

CAB112: DECLARATIONS OF INTEREST

None.

CAB114: CHAIRMAN'S CORRESPONDENCE

The Chairman reported receipt of correspondence from Messrs Archer, Ray and Sustrans on item 10: the Proposed Access Road between Edward Benefer Way and Lynnsport. It was reported on when the item was considered.

CAB115: MEMBERS PRESENT PURSUANT TO STANDING ORDER 34

Councillor A Tyler, Chairman of the King's Lynn Area Advisory Committee attended to re-iterate the Committee's support for Item 10 (2), Proposed Access Road between Edward Benefer Way and Lynnsport.

CAB116: CALLED IN MATTERS

None

CAB117: **FORWARD DECISIONS LIST**

The forward decision list was noted.

CAB118: **MATTERS REFERRED TO CABINET FROM COUNCIL BODIES**

i) **Resources and Performance Panel: 7 January 2014**

The Panel made the following recommendation to Cabinet, which was dealt with when Cabinet considered the report on the agenda:

RP91: Cabinet Report: Budget Monitoring 2013/2014

RESOLVED: That the Panel support the recommendation to Cabinet as follows:

The changes, transfers to/from reserves and revised revenue estimates for 2013/2014 as detailed in section 1 of the report.

ii) **Regeneration, Environment and Community Panel – 8 January 2014**

The Panel made the following recommendations to Cabinet, which were dealt with when Cabinet considered the reports on the agenda:

REC99: Cabinet Report – St Margaret’s Townscape Heritage Initiative

RESOLVED: That the Regeneration, Environment and Community Panel supported the recommendation to Cabinet as follows:

That Cabinet approves the allocation of £100,000 per annum over the five year project lifetime from the additional second homes monies, which are allocated to West Norfolk by Norfolk County Council.

REC100: Cabinet Report – Coastal Concordat For England

RESOLVED: That the Regeneration, Environment and Community Panel supported the recommendation to Cabinet as follows:

The Cabinet is recommended to adopt the principles set out in the Coastal Concordat for England.

REC101: Cabinet Report – Hackney Carriage Stands, King’s Lynn

RESOLVED: That the Regeneration, Environment and Community Panel supports the recommendation to Cabinet as follows:

That Cabinet approve adopting the new hackney carriage stands in King’s Lynn as detailed within the report.

REC102: Cabinet Report – New Road Between Edward Benefer Way And Lynnsport

RESOLVED: That the Regeneration, Environment and Community Panel supports the recommendation to Cabinet as follows:

1. That the Capital programme is amended to include the £361,170 split between 2013/2014 (£80,000) and 2014/2015 (£281,170) to enable the scheme to be made 'shovel ready'.
2. Instruct Officers to work up scheme Option 3 and submit the scheme for planning approval.

iii) King's Lynn Area Advisory Committee - 9 January 2014

The Area Committee made the following comments to Cabinet which were presented by their Chairman and taken into account when the item was considered:

4. Urgent Business under Standing Order 7
Proposed Access Road between Edward Benefer Way and Lynnsport.

AGREED: That the Committee supports the recommendation to Cabinet as follows:

1. That the Capital programme is amended to include the £361,170 split between 2013/2014 (£80,000) and 2014/2015 (£281,170) to enable the scheme to be made 'shovel ready'.
2. Instruct Officers to work up scheme Option 3 and submit the scheme for planning approval.

CAB119: ST MARGARET'S TOWNSCAPE HERITAGE INITIATIVE

Councillor Beales presented a report which explained that in October 2012, the Borough Council submitted a stage 1 bid for £1m grant of Heritage Lottery Fund's (HLF) Townscape Heritage Initiative (THI). The stage 1 bid was approved in April 2013 and the Council had been invited to submit a stage 2 bid by 10 February 2014. The stage 2 bid required confirmation of all match funding required under the scheme, which was £1m. The Borough Council had already approved £500,000 as match funding. It was proposed that £100,000 per annum over five years of the project would be allocated from the additional second homes money allocated to the Borough by the County Council. Councillor Beales drew attention to the fact that the scheme would deliver significant regeneration and economic development outputs in line with the Council's main priorities as stated in the Corporate Business Plan.

Councillor Mrs Nockolds stated her support for the project which linked well with the HLF bid for the Town Hall and Saturday Market Place and would improve a large area of the historic part of the town.

Councillor Daubney, in proposing the recommendations expressed his support for them in using the money towards the bigger picture of improving the area and bringing back redundant business space into use.

The report and recommendations had been debated at the Regeneration Environment and Community Panel and supported.

RECOMMENDATION: That the allocation of £100,000 per annum over the five year project lifetime from the additional second homes monies, which are allocated to West Norfolk by Norfolk County Council be approved.

CAB120: PROPOSED ACCESS ROAD BETWEEN EDWARD BENEFER WAY (EBW) AND LYNNSPORT

The Corporate Project Officer, Dale Gagen, presented a report which considered the options available to develop the proposal for the proposed access road between Edward Benefer Way (EBW) and Lynnsport, giving access to the Councils housing land at Marsh Lane and Lynnsport, to a position whereby detailed costings were in place, a full business case was completed and where planning approval had been granted; which could form the basis of funding applications.

The Corporate Project Officer explained that three options had been considered for the new road, as detailed in the report. Option 3 was considered the preferred option as it had the ability to reduce the Environmental Impact of the scheme although it was the most expensive due to the existing drain needing to be put into a culvert and probably underpinned because of the ground conditions.

He also explained that if housing was to be developed on the site the Internal Drainage Board had agreed to carry out the necessary drainage works to the culvert and build a pumping station which would divert water away from King's Lynn by pumping it into the culvert drain and then over pumped to the Ouse and Wash which would mitigate flooding and protect the centre of King's Lynn.

Councillor Daubney drew attention to the correspondence received from Mr Archer from CTC West Norfolk which expressed his disappointment in the fact that he felt the proposals had not given high priority to cyclists and environmental concerns, He had further outlined objections to the proposals to go with option 3 in the report and had stated his preference for option 1, he had also suggested using existing routes and promoting cycling and walking to Lynnsport and the area rather than using a car.

Councillor Daubney drew attention to the correspondence from Mr Ray on behalf of KLWNBUG setting out their comments and concerns about the proposals.

- Their preference was for Option 1, but their members would support option 3 and were opposed to option 2.

- They felt the cyclists had not had continued consultation and sought assurance that the Council would continue to work with them.
- He felt the use of existing roads would be more cost effective, and would avoid the addition of crossings etc.
- The cycle path National Cycle Network Route 1 hadn't been recognised in the report and felt it must retain its priority across any new junctions.
- He asked if there was any planning policy to object to one of the options due to the mix of HGVs and residents and cycles.
- He suggested the restriction of HGVs to Bergen Way and Bryggen Road.
- He suggested that the only way to improve Air Quality Areas was to reduce the volume of traffic to Lynnsport and development areas by increasing the use of cycles.
- The use of "TravelSmart" for the area.
- He had drawn attention to points in the report which he felt were incorrect, and questioned the costings given.

Councillor Beales had responded to the comments made and reminded Members that the proposal gave no doubt about the significance of the cycle route. It included dedicated routes for pedestrians and cyclists which was preferable to the current mixed use which would be subject to safety audits within the planning process. He agreed that the environmental elements of the scheme were important and gave assurances that he would do everything possible to preserve it. The development of the Marsh Lane and Lynnsport areas was part of the proposal now, not something for the future and would provide much needed housing in a good location, which would also seek to alleviate the current congestion in the area. In addressing the comment that only cycling and walking should be taken into account, he reminded members that for the majority of working rural residents, having a car was a necessity of life. He also gave an assurance that the Council would continue to work with cyclist groups on the proposals.

Under Standing Order 34, Councillor A Tyler, as Chairman of the King's Lynn Area Consultative Committee addressed Cabinet and explained that the Committee had looked at and debated the report with great interest. They had given their support for Option 3 and were pleased that the cycle path wouldn't be moved, and the knock on drainage improvements which would be carried out to the benefit of King's Lynn.

Councillor Beales reminded Members that these proposals would allow the seeking of funding to provide the road.

The summary of the reasons for making the decision were summarised as follows:

- (1) Improve Air Quality Areas (AQM's)
- (2) Improve Access to Lynnsport
- (3) Improve access to existing Marsh Lane development
- (4) Improve access to existing North Lynn development
- (5) Facilitate Major Housing Proposal

- (6) Helps to generate a capital Receipt
- (7) Minimise the environmental impact on birds and hedges.
- (8) No requirement to move the cycle path.

In supporting the proposals, Councillor Mrs Nockolds reminded Members that it had always been an ambition to improve access to Lynnsport, and acknowledged that the Council did recognise the importance of Cycle Route 1. At the same time she drew attention to the issues of congestion from Marsh Lane to Wootton Road which the proposals would assist with.

Councillor Long, in supporting Option 3 commented that he felt the environmental element had been taken into account as well as assisting with the Air Quality Management areas, improving access to Lynnsport and the area and alleviating much of the traffic congestion approaching from Loke Road.

The report and recommendations had been debated at the Regeneration Environment and Community Panel and supported.

RECOMMENDED: 1) That the Capital programme be amended to include the £361,170 split between 2013/2014 (£80,000) and 2014/2015 (£281,170) to enable the scheme to be made 'shovel ready'.
2) That Officers be instructed to work up scheme Option 3 and submit the scheme for planning approval.

CAB121: **COASTAL CONCORDAT FOR ENGLAND**

Councillor Mrs Spikings presented a report which explained that the Coastal Concordat was an agreement between the Department for Environment, Food and Rural Affairs, the Department for Transport, Department for Communities and Local Government, the Marine Management Organisation, the Environment Agency, Natural England, the Local Government Association's Coastal Special Interest Group, representing authorities in estuarine and coastal areas, and National Parks England. The coastal concordat set out key principles for coordinating the consenting process for coastal development in England. It did not amend or remove the regulatory or enforcement responsibilities of any signatory parties. It applied to any applications for individual projects provided they spanned the intertidal area in estuaries and on the coast which previously would have required multiple applications and consents. Coastal local planning authorities were being encouraged to adopt the principles set out in the concordat.

The application process involved with the siting of the pontoons on the Quay was given as an example of a process which could have been much easier to deal with the proposed concordat.

Councillor Long confirmed that the Coastal Special Interests Group fully supported the proposals.

The report and recommendations had been debated at the Regeneration Environment and Community Panel and supported.

RESOLVED: That principles set out in the Coastal Concordat for England be adopted.

CAB122: HACKNEY CARRIAGE STANDS, KING'S LYNN

Councillor Lawrence presented a report which explained that following the refurbishment of the Tuesday Market Place a new hackney carriage stand had been created which required formal adoption. At the same time, a review of the hackney stands on Norfolk Street and Blackfriars Street had been completed resulting in changes which also needed to be adopted by the Borough Council.

It was noted that the 2003 date in section 2.3 of the report should have read 2013.

The report and recommendations had been debated at the Regeneration Environment and Community Panel and supported.

RECOMMENDED: That the new hackney carriage stands in King's Lynn as detailed within the report be approved.

CAB123: BUDGET 2013/2014 – MONITORING

The Chief Financial Officer, Lorraine Gore presented a report which updated the 2013/2014 revenue estimates and the projections for 2014 to 2016. These figures formed the base on which the new Financial Plan 2013/2017 would be formulated for council tax setting purposes in February 2014.

Councillor Mrs Spikings asked whether the figure in the report on p31 for Hunstanton Promenade was sufficient to carry out any repairs following the recent tidal surge. The Chief Financial Officer explained that the figure in the report was the scheduled figure for the planned maintenance included in the budget for next year and future years before the surge. Further examinations of the promenade would take place and any increased budgets ascertained.

Councillor Daubney drew attention to the excellent response by the Council's staff following the surge. He explained that the flood boards along the promenade at Hunstanton were to be replaced with gates to prevent them being lifted out by the strong seas.

Councillor Pope asked for clarification on the variances shown on page 33 for Environmental Improvement and Protection. It was explained that the changes reflected the movement between budget heads staffing costs to accurately reflect them being allocated to the correct areas and utility and insurance recharges as opposed to the resources and performance heading as previously. The Chief Financial Officer undertook to provide a breakdown of

the detailed changes.

Councillor Long asked why there was a variance for Internal Drainage Boards, to which it was explained that some of the smaller Boards did not provide their levy levels until later in the process than others.

The report and recommendations had been debated at the Resources and Performance Panel and supported.

RESOLVED: That the changes, transfers to/from reserves and revised revenue estimates for 2013/2014 as detailed in section 1 of the report be approved.

The meeting closed at 6.18pm