

**HEREFORD ENTERPRISE ZONE
EXECUTIVE BOARD
9 JULY 2013**

Present:	In attendance:
Bill Jackson (BJ) – Chair	Dorothy Coleman (DC)
Tracey Goodwin (TG)	Steve Burgess (SB)
Geoff Hughes (GH)	Alan Lewis (AL)
Keith Lawton (KL)	Geoff Jones (GJ)
Mark Pearce (MP)	

	ACTION
1. APOLOGIES FOR ABSENCE	
Neil Kerr , Cllr Roger Phillips	
2. DECLARATIONS OF INTEREST	
As per Register of Members’ Interests.	
3. MINUTES OF MEETING HELD ON 11 JUNE 2013	
Approved as a correct record, subject to an amendment to Minute 7 Western Link Road/Eastern Link Road “...GH stated that an Eastern Link Road could be referenced in the LDF document,...”	
4. MATTERS ARISING NOT ELSEWHERE ON THE AGENDA	
<u>Governance</u> MP reported that Enterprise Zone Company had now been set up and would follow through the necessary formal steps to confirm members as directors.	MP
5. ISSUES FOR DISCUSSION/DECISION	
a) Rail Access Options The Chair welcomed Geoff Jones from Jacobs UK Ltd, Steve Burgess, Head of Transportation and Access and Alan Lewis, Public Transport Manager (Herefordshire Council). GJ presented the findings of Jacobs’ Rotherwas Freight Access Study, which had followed an earlier Passenger Access Study Jacobs had undertaken for the Council. The earlier study had concluded that the business case for the extension of the railway to a new passenger station at Rotherwas was weak, and that the financial case was poor. He explained that on the basis of the brief for the freight study, and the information obtained from prospective business interest, the options had been considered and reduced to two:	

<p><u>Option A</u> would utilise the former rail corridor and provide both freight and passenger access (double width track). This option would run along the south of the Shell Store and onto the existing road to the top of Vincent Carey Road. It would therefore have a significant impact on development land and highway. It would also require double handling of the freight onto road vehicles to get to individual businesses. Land requirement – 31,000 m2 Estimated Cost - £27.5m (including 25% contingency and 30% risk), based on the rail cost database.</p> <p><u>Option B</u> would run to the west of the Picric acid store, and to the north of the North Magazine into the proposed sustainable energy site. The main issue relating to this option was additional rail infrastructure, but compared to Option A, it minimised the width of the rail corridor, had no impact on the developed out North Magazine or highway, and had direct access to the preferred plot location for one of the business interests. Land requirement – 32.500 m2 Estimated cost - £19.5m (including 25% contingency and 30% risk). Additional investment would be needed to link the site to the existing highway should the investor consider offering rail freight access to other businesses.</p> <p>Estimated costs excluded possessions and compensation, structures, road re-alignment, contaminated land, utilities diversions, station parking, Network Rail costs, insurance, finance and marketing, Third Party compensation and TWA/planning permissions.</p> <p>In considering the findings, it was agreed that the land take with the potential loss of job opportunities and sales revenue, and impact and disruption on the existing road infrastructure, Option A could not be supported. However, Option B would not impact development land and existing infrastructure of the Zone. Although not a priority for the Zone itself to promote, it could support this should a proposal come forward. MP was charged to report back to the relevant business interest the Zone’s position and willingness to provide general support to any bid they made.</p> <p>Discussion followed on the potential political implications of rail passenger connections, and it was noted that in comparison with bus subsidies of £4 per head/journey, the rail subsidy would be £10 per head/journey. An option to consider may be the introduction of a regular bus service between Hereford Rail Station and Rotherwas.</p> <p>BJ reported feedback from the EZ Stakeholder Group meeting on 3 July when, in discussions around the travel survey, it was noted that bus times did not align with shift patterns, resulting in public transport not being an option. The travel surveys would provide the detail of the shift patterns (571 received to date). SB explained that Bloors were keen to support the development of local bus services through their s106 agreement, and it was therefore agreed that funds should be allocated for this purpose.</p> <p>b. SEW landscape ideas</p> <p>MP presented preliminary landscape ideas produced by SEW around the North Magazine, the Shell Store and possible Innovation Centre (including car parking), and the Straight</p>	<p>MP</p> <p>SB</p> <p>SB</p>
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<p>effectively. To be tabled at the next Board meeting.</p> <p><u>PR</u> The July/August edition of Business Direction had featured a 2-page interview with BJ, and a number of websites had featured the recent brochure launch press release.</p> <p><u>Events</u> LEP Away Day - BJ and NW would be attending the LEP away day at Harper Adams on 12 July, also being attended by Terri Alafat, a senior civil servant. The display banner and brochures would be taken. BJ would use the opportunity to stress the need for funding for transport infrastructure was the EZ top priority, and that EZ priority projects should be supported by government, not delegated to the LEP to prioritise.</p> <p>c) Infrastructure <u>Superfast Broadband</u> GH reported that Openreach were looking into the implications on cost and coverage of accelerating the planned deployment on the Zone and they would be asked for an update at an operational meeting on Thursday.</p> <p>There was a need for an understanding of the likely future demand from hi-tech companies likely to be locating on to the Zone, so that any works undertaken as part of the Fastershire project could accommodate future growth. This would enable the Zone to finance appropriate pre-emptive works on site to dovetail with the Fastershire works in readiness for future company's demand.</p> <p><u>Site Works</u> <u>Connect 2 Cycleway</u> A new programme for the works has been agreed which shows completion by mid November. A contractual arrangement was being drafted with Amey to allow them to complete the work beyond the end of August when their contract with the Council expired.</p> <p><u>Hereford Archive and Record Centre</u> Work would start on site in early August and construction should last for 55 weeks.</p>	<p>NW</p> <p>BJ</p>
<p>7. RELATED PROJECTS</p>	
<p><u>Heritage/Facilities Centre</u> It was noted that second round of meetings with heritage consultants would take place on 29 July to select one to take the heritage elements of the project forward. A meeting had also been arranged with the HLF's local Development Manager on 29 July to discuss the fit of the scheme with this project in more detail.</p> <p><u>Transport approach for the Enterprise Zone</u> MP explained that a joint piece of work between the Council and Highways Agency was now being undertaken which would join up Belmont to the Zone. As part of that work,</p>	

