



Strategic Planning & Environment

Overview & Scrutiny

Agenda

WEDNESDAY 16 MARCH 2022 AT 7.30 PM

Conference Room 2

The Councillors listed below are requested to attend the above meeting, on the day and at the time and place stated, to consider the business set out in this agenda.

Membership

Councillor Beauchamp
Councillor Birnie (Chairman)
Councillor England
Councillor Foster
Councillor Harden
Councillor P Hearn
Councillor Rogers

Councillor Silwal (Vice-Chairman)
Councillor Stevens
Councillor Taylor
Councillor Timmis
Councillor Wilkie
Councillor C Wyatt-Lowe

For further information, please contact Corporate and Democratic Support or 01442 228209

AGENDA

1. MINUTES (Pages 3 - 7)

To agree the minutes of the previous meeting.

2. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

3. DECLARATIONS OF INTEREST

To receive any declarations of interest.

4. PUBLIC PARTICIPATION

**5. CONSIDERATION OF ANY MATTER REFERRED TO THE COMMITTEE IN
RELATION TO CALL-IN**

6. ENVIRONMENTAL SERVICES PERFORMANCE Q3 (Pages 8 - 13)

7. **ENVIRONMENTAL AND COMMUNITY PROTECTION PERFORMANCE REPORT Q3**
(Pages 14 - 19)
8. **PLANNING, DEVELOPMENT AND REGENERATION PERFORMANCE Q3** (Pages
20 - 27)
9. **SKILLS SUPPLEMENTARY PLANNING DOCUMENT** (Pages 28 - 57)
10. **LUTON AIRPORT EXPANSION PROPOSALS** (Pages 58 - 71)
11. **WORK PROGRAMME** (Pages 72 - 77)

Dacorum Borough Council

Strategic Planning and Environment Overview and Scrutiny Committee

11.01.2022

Councillors

John Birnie:	(JB) (Chair)
Rob Beauchamp	(RB)
Jane Timmis	(JT)
Neil Harden	(NH)
Nigel Taylor	(NT)
Colette Wyatt-Lowe	(CWL)
Sheron Wilkie	(SWi)
Mark Rogers	(MR)
Goverdhan Silwal	(GS)
Julie Banks	(JBA)

Officers

Layla Fowell	(Corporate and democratic support officers) (LF)
Russell Ham	(Corporate Health, Safety and Resilience team leader) (RH)
Emma Cooper	Strategic Planning Officer (EC)
Elisabeth Griffiths	Strategic Planning Officer (EC)
Alex Robinson	Interim Group Manager - Planning (AR)

APOLOGIES:

Cllr McDowell
Cllr Stevens
Cllr Hearn
Cllr England

Meeting start: 19:30

1. Minutes of the last meeting

The minutes from the last meeting were approved.

2. Apologies for absence

Apologies were received from Cllr McDowell, Cllr Stevens, Cllr Hearn and Cllr England.

3. Action points from last meeting

LF confirmed that the action points that had been the responsibility of Chris Taylor have now been sent to Sara Whelan. Those that are outstanding continue to be chased up. They will be dealt with in due course and everyone updated.

All other action points had been dealt with and circulated to Members.

4. Declarations of interest

There were no declarations of interest.

5. Public participation

There was no public participation.

6. Fire safety policy

RHam introduced himself as the corporate Health, Safety & Resilience Team Leader. Dacorum Borough Council uses safety policies to ensure a corporate approach is taken across all services and to guide and instruct the management and staff to comply with relevant legislation. The corporate Health, Safety & Resilience Team has provided a range of documents and team news feeds to achieve legal compliance and to provide reassurance to senior managers and highlight any potential risks. The fire policy is an internal staff policy which sets out principles by which the DBC management will share a common and corporate approach to fire management, detailing roles and responsibilities. The policy layout and areas covered are mandatory in accordance with legislation and guidance. The document will be accessible internally and will not be published externally. Once in place the policy will be under review and significant findings will be considered in corporate health and safety committee meetings and SLT meetings. This will include a formal policy review and an update annually taking into account any legislative change and lessons to be learned.

Cllr Wyatt-Lowe queried whether regulations concerning cladding of council owned properties were included in this policy. RH explained that cladding came under building control's remit and not this policy.

Cllr Birnie questioned why the policy only related to the Forum and why it did not include other council owned buildings. RH confirmed that this policy relates to all DBC staff and managed buildings. The responsibility under this policy is about ensuring staff are trained and risk assessments are in place. Any risk assessment that identified cladding would then be for building control to deal with. JB remained concerned that cladding may not be reviewed thoroughly enough in the borough. JB was assured that there are specific risk assessments around cladding.

The report was noted.

7. Developer contributions

A Robinson presented the report to the committee, explaining it covers the financial period between April 2020 and March 2021. There are 2 elements to the report, (1) the Community Infrastructure Levy ("CIL") and (2) the Section 106 update. CIL is a charge imposed on development and is calculated on a square metre basis for additional floorspace added by a development. It ranges from £150-£200 per square metre in the borough depending on the area being developed. In the financial year 2020-2021 the council collected £4.7 million in CIL broken down as follows:

- £236,000 - administration costs of CIL.
- £710,000 - earmarked for the neighbourhood proportion, which goes towards the town and parish councils and wards, including those with a Neighbourhood Plan. (See Appendix 1 for more details).
- £3.7 million - core CIL funds, which can be used to contribute to infrastructure costs anywhere in the borough.

At the time of publishing the report the council held just over £9 million in CIL funds but as noted in Appendix 2, as of November 2021, that figure is nearer £14 million overall. For those wards that have a Neighbourhood Plan 25% of CIL from a development in that ward is allocated directly to those wards and the allocation is 15% in other wards. It is for ward counsellors have an open discussion about how the money is spent on infrastructure in their ward. An example of recent spending in a ward using this money was the updating of a play area in Adeyfield East. Cllr Rogers noted that in Bennetts End there is only £2,000 available.

CIL has only been in existence in the borough since 2015.

A Robinson added that the Council is in the process of preparing the Infrastructure Delivery Plan (IDP) to support the Local Plan. Looking at CIL against the IDP, CIL is unlikely to cover all infrastructure costs required by development in the borough.

A Robinson explained that a Section 106 Agreement is a legal agreement negotiated with developers to make planning applications acceptable. During the financial year 2020-2021 the council collected £184,000 in Section 106 funding. The previous years' unspent and unallocated funding is rolled over and in that financial year the council allocated £880,000 to projects with a total of just over £900,000 being spent (see Appendix 2 for more details). Section 106 Agreement

funds need to be spent specifically on infrastructure related to the development on which they are drawn. When asked, Alex explained that Section 106 obligations run with the land so, if a developer becomes insolvent, the same obligations will apply to the development under a different developer. Cllr Timmis will provide Alex with the details offline that relate to the doctor's surgery that wasn't fit for purpose that was built as a result of a Section 106 obligation in Markyate so that lessons can be learned to ensure this doesn't happen again. Lessons have been learned from mistakes in the past, it was noted, and Section 106 obligations need to be delivered throughout a development and certain development milestones cannot be met unless S106 obligations, financial or non-financial, are met by the developer.

The IDP is still years away from being implemented and no significant infrastructure expense will be made until the IDP is ready for implementation. This is why councillors need more information about the requests they can make for infrastructure spends in their wards.

It was queried why the percentages were so small for wards when so much money is collected. ARobinson explained this was to ensure that there was money pulled into 1 pot for larger infrastructure spends across the borough, but Cllr Timmis felt this was unfortunate as this often resulted in larger spends in the town centre and not in other areas. ARobinson clarified that it is the borough council with authority on CIL.

ARobinson encouraged members to get involved with the preparation of the Local Plan, through committees, etc. The government's planning White Paper was first published in August 2020. The Secretary of State is examining the proposed reform currently, so the borough is not doing any further work on it at the minute until more is known from government.

Cllr Birnie noted that the draft IDP shows a figure of £49.4 million on spend from CIL and S106 alone, leaving aside infrastructure to be funded by other designated bodies such as HCC and the LEP. As only £14 million has been collected over several years, he queried where money to cover the shortfall would come from. ARobinson explained CIL was never intended to cover all infrastructure expense. There are other sources of funding for infrastructure, such as government bids and Homes England funding, for example. There is also LEP and direct government intervention where there is a gap in funding.

Publishing the IDP so early and in a draft form is unusual and therefore the council accepts that it is incomplete and there are gaps. Officers do need to fill in the gaps to have a more rounded conversation on the IDP. ARobinson explained that the 85% CIL portion is retained and to secure that money for an infrastructure scheme it needs to be included in the IDP to be prioritised. The process for the IDP is that it is submitted with the Local Plan to the Secretary of State for approval once it is in its final draft.

Cllr Birnie asked what a Grampian condition means and ARobinson explained that it refers to where a development cannot proceed until something else happens elsewhere. This needs to be prevented from stalling developments.

It was confirmed to Cllr Silwal that in Grovehill to spend that ward's 25% share he needed to engage with the Neighbourhood Forum on future infrastructure requests.

Action:

- ARobinson to provide guidance to members about how CIL money can be spent in their wards.
- ARobinson to review whether it is possible for the committee to discuss the draft IDP separately. The IDP will be part of this committee's future programme and reviewed regularly.
- Cllr Taylor queried infrastructure in Berkhamsted that did not take place but was due to following a local development. ARobinson is to review this offline and answer Cllr Taylor's specific queries on this point.
- ARobinson to provide figures for outstanding monies from developers for CIL and Section 106 payments.

The report was noted

8. Work programme

- The IDP will be added to the Work Programme. ‘
- “Air quality management” will also be re-added to the programme to be scheduled as soon as the outstanding amended results for air quality from monitors throughout the borough are confirmed by DEFRA.

9. Any Other Business

Cllr Timmis provided an update on the Luton Airport expansion and confirmed that the current expansion is to increase numbers from 18 million passengers to 19 million. There have been 3 consultations on this which resulted in 1,000 objections but it has been passed by Luton Borough Council. This decision is now with various MP's and the Minister for Levelling Up to review by the end of January.

The airport also has a plan to expand to 32 million passengers by 2040. Cllr Timmis is keen that this should become a future agenda item. Whilst the February meeting is too early and it can be removed from that agenda, it needs to remain a discussion point with updates in future meetings. Cllr Timmis is keen that Dacorum continues to look at this as it is so important for the borough, in particular those areas that are under the flight path. Cllr Barrett or Cllr Anderson are the relevant portfolio holders to discuss this at a future meeting.

It was agreed that the Skills Supplementary Planning document would also be deferred to a future meeting and would not be on the February agenda.

Meeting closed.



Strategic Planning and Environment Overview and Scrutiny Committee

Report for:	Strategic Planning and Environment Overview and Scrutiny Committee
Title of report:	Quarter 3 Performance
Date:	11 th March 2022
Report on behalf of:	Councillor Graham Barrett, Portfolio Holder for Environmental Services
Part:	I
If Part II, reason:	N/A
Appendices:	Appendix 1 – KPI's
Background papers:	
Glossary of acronyms and any other abbreviations used in this report:	CSG – Clean, Safe and Green

Report Author / Responsible Officer

Craig Thorpe, Group Manager (Environmental Services)



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Corporate Priorities	A clean, safe and enjoyable environment
Wards affected	All
Purpose of the report:	To report on quarter 3 performance
Recommendation (s) to the decision maker (s):	That Members note the report
Period for post policy/project review:	Performance report is produced quarterly for review

1 Introduction/Background:

Environmental Services consists of the following:

Refuse and Recycling – Domestic and Commercial Waste Collections.

- Providing scheduled collections of waste and recycling materials from over 65,400 domestic properties and 700 commercial waste customers
- Collection of over 1000 “paid for” bulky collections per annum upon request
- Collection of cess waste from private dwellings
- Clinical waste Collection

Waste Transfer Site – ISO 14001 compliant

- Storage and bulking of over 24,000 tonnes of recycling materials for onward processing
- Separation, storage and disposal of hazardous waste including asbestos, dead animals, paints, light bulbs, electrical equipment and other flammables.

Clean, Safe and Green (CSG)

- Scheduled grass cutting on behalf of Herts County, Housing Landlord and on Dacorum owned land
- Maintenance of hedges, shrub beds and some roundabouts
- Maintenance of parks and open spaces including play equipment
- Maintenance of sports pitches
- Weed spraying
- Clearance of fly tips
- Removal of graffiti
- Removal and disposal of road kill
- Management of Trees on behalf of Herts County, Housing, Dacorum owned land, parks and open spaces and woodlands
- Management of Rights of Way and Countryside access

Environmental Projects

- Initiate environmental and / or seasonal campaigns to promote the waste hierarchy through events, online challenges, social media, website etc.
- Plan and implement new service additions, such as recycling and food waste.
- Monitoring Waste Services, Clean, Safe & Green and social media data, including tonnages, contamination and fly tipping, and collating into reports.
- Supporting the waste hierarchy in schools through presentations, quarterly e-newsletters and projects.
- Organise anti-littering campaigns with local residents and businesses.
- Produce all artwork and literature for press releases, corporate articles, collection calendars and designs for vehicles
- Represent Dacorum Borough Council as a partnering member of the Hertfordshire Waste Partnership.

Fleet Management (Vehicle Repair Shop)

- Servicing and maintenance of all the Councils fleet of vehicles to ensure legal compliance with Road Transport Law and effective running of front line services.

1. Resources

- Record and produce key performance data such as waste tonnages
- Check and allocate all customer service requests including the bulky item service
- Deal with resident and Customer Service Unit enquiries
- Manage the weighbridge service
- General administration of services including the cesspool emptying requests, sharps box collections and the additional garden waste service

2. Waste Services

- A particularly difficult quarter for Waste Services due to loss of 200 days due to Covid related absence and a national shortage of drivers resulting in the loss of 5 fulltime and numerous agency LGV drivers. Despite this all services were maintained without significant disruption.
- Market supplement agreed and paid to LGV drivers. Subsequently all five drivers left requested to return. Four out of the five have now been re-employed

3. Clean Safe and Green

- Again a difficult quarter for Clean Safe and Green but thank fully grass cutting season had concluded. Service lost 90 days due to covid and was also carrying 14 vacancies that it was finding difficulty in recruiting to. Its LGV drivers were also being deployed on waste collections.
- Planted 80,300 bedding bulbs throughout the borough and created a new wildflower and bulb area in Bovingdon. Wildflower plug planting and bulb planting community event was held with Councillor Jan Maddern and local residents.
- Work started on play area in High street Green. Installation of new equipment and Canal Fields play area refurbishment contract awarded. Five Green Flag Parks awards retained.
- We have started work to create a memorial garden in Gadebridge Park in memory of residents who lost their lives during the COVID-19 pandemic. The focal point of the memorial will be a red-leaf Copper Beech tree, which was planted in October, surrounded by benches and wildflower planting to encourage a biodiverse, peaceful place for the community to reflect and remember loved ones. We have planted 240 square metres of wildflower turf and 24,000 bulbs including crocuses and tulips which will flower in the spring. Work to install a path and terrace around the tree will take place over the next few months.

4. Environmental Projects:

- Held a Zero Waste Day in Hemel Town centre as part of Zero Waste Week. Worked with local tailor Top Stitch offering 20% discounts on repairs and alterations. All slots were booked up.
- Ran a second hand September competition trying to normalise shopping second hand over buying new.
- Delivered 4 school presentations.

- Delivered 90 x 1100L bins to 53 blocks of flats to increase recycling capacity.
- Recycle Week and Great Big Green Week – joint stalls in Hemel and Berko with Sustainability team. Recycle Week only, Social media take over and stall at Tesco.
- Clothes swaps 15-16 Oct – 522 items brought, 444 taken 63 attendees.
- Working on sustainable periods , period poverty and reusable nappy sub groups with Herts Waste Aware.
- Monsters On a Mission competition – very high engagement in public vote (total of 2580 likes/reactions, 180 comments and 168 shares). The winning school, Yew tree in Hemel, will receive £250 worth of eco prizes for their school. We are also giving all schools who entered a bundle of waste and environment-related books for their school library.
- 236 active Street Champions (have received equipment). A further 214 registered, yet to collect their kit.
- Love Food Hate Waste challenge started on 1 Nov, 87 registered (up from 72 last year).

5. Resources and Administration

- Total Waste Services service requests = 8277 , this includes;
 - 480 bulky item service requests
 - 328 fly tips reports collected by CSG.
- Total Clean, Safe & Green service requests = 738 this includes;
 - 148 for Trees & Woodlands (transferred to Ezytreev).
 - Requests for sharps box collections = 1158 and requests for 618 boxes to be delivered.
 - Administration staff manually weighed 909 vehicles

Measure Code	Measure Name	This Quarter Actual	This Quarter Target	Last Quarter Actual	Last Quarter Target	-4 Quarters Actual	-4 Quarters Target	DoT	Comments
CSG01	Percentage of dog fouling reports actioned within the set timescale of 7 days	95.83%	96.00%	100.00%	95.00%	96.43%	95.00%	✗	Practically on target
CSG01 (D)	Number of dog fouling reports in period	48		40		84		n/a	For info only
CSG01 (N)	Number of dog fouling reports actioned within 7 days	46		40		81		n/a	
CSG01a	Number of dog fouling reports actioned within the set timescale of 7 days	46		40		81		✓	All but two fouling reports actioned within 7 days
CSG02	Percentage of fly tips collected within the set timescale of 7 days	92.99%	93.00%	94.71%	95.00%	95.11%	95.00%	✗	
CSG02a	Number of fly tips collected within the set timescale of 7 days	305		376		311		✗	Target needs updating to include increase in properties numbers
CSG04a	% of litter area inspections graded A or B - Litter			100%				?	
CSG04a (D)	Number of litter areas inspected in period	0		0		0		n/a	
CSG04a (N)	Number of litter areas inspected graded A or B - Litter	0		0		0		n/a	
WR01a	Justified Missed collections (Excluding Assisted Collections)	1,336	600	1,555	600	846	600	✓	31 Dec 2021 Targets needs reviewing to include increase in properties collected from
WR03	Number of justified missed assisted collections	152	120	245	120	157	120	✓	31 Dec 2021 Target needs reviewing to include all new properties
WR05	Dry recycling Collected	3,908.62	3,600.00	3,922.30	3,600.00	4,172.38	3,600.00	✗	31 Dec 2021 Above target
WR06	Total tonnage of garden waste collected	1,869.96	2,400.00	3,992.86	2,400.00	2,204.09	1,600.00	✗	31 Dec 2021 Needs reviewing as tonnage is seasonal and cannot be influenced by the service. Suggest alternative KPI

Measure Code	Measure Name	This Quarter Actual	This Quarter Target	Last Quarter Actual	Last Quarter Target	-4 Quarters Actual	-4 Quarters Target	DoT	Comments
WR07	Tonnage of food waste	1,317.55	1,020.00	1,285.65	1,020.00	1,389.91	1,020.00	↕	31 Dec 2021 Above target as it usually the case at this time of year and following festive period
WR08	% change in commercial waste customers in the quarter							?	Data not available
WR08 (D)	Number of commercial waste customers last period							?	
WR08 (N)	Number of commercial waste customers this period							?	



Spatial Planning and Environment

Overview and Scrutiny Committee

Report for:	Spatial Planning and Environmental Overview and Scrutiny Committee
Title of report:	Q3 Environmental and Community Protection Update
Date:	16 th March 2022
Report on behalf of:	Councillor Julie Banks , Portfolio Holder for Regulatory and Community
Part:	I
If Part II, reason:	N/A
Appendices:	
Background papers:	
Glossary of acronyms and any other abbreviations used in this report:	

Report Author / Responsible Officer

Emma Walker

Group Manager Environmental and Community Protection



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Corporate Priorities	<p>A clean, safe and enjoyable environment</p> <p>Building strong and vibrant communities</p> <p>Ensuring economic growth and prosperity</p> <p>Providing good quality affordable homes, in particular for those most in need</p> <p>Ensuring efficient, effective and modern service delivery</p> <p>Climate and ecological emergency</p>
Wards affected	All

Purpose of the report:	1. To provide Members with the performance report for quarter 3 in relation to Environmental and Community Protection
Recommendation (s) to the decision maker (s):	1. For information only.
Period for post policy/project review:	

1 Introduction/Background:

1.1 For the purpose of this report, ‘Environmental and Community Protection’ includes the following services:

- Environmental Health Team (Covid 19 Outbreak Control, Food Safety, Health and Safety, Statutory Nuisances, Contaminated Land, Drainage, Private Water Supplies, Infectious Diseases, Air Quality Management, High Hedges)
- Operations Team (Public Health, Pest Control, Dog Warden Services, Environmental Enforcement, Covid Advisors)
- Corporate Health, Safety and Resilience Team (Internal Health and Safety Advice, Technical Support, Emergency Planning and Business Continuity).

2 Environmental and Community Protection – Q3 Performance Indicators

- 2.1 93.5% (142/152) of noise cases were closed within 60 days. This is similar to last quarter.
- 2.2 75.97% (Total 1848 Food Premises) of food premises have a rating of 4 or 5. This has declined in the pandemic due to a backlog of food premises that have not been inspected. The higher risk premises have been prioritised for inspection, along with premises we have received complaints about, resulting in a lower percentage of premises achieving the higher rating. In line with the Food Service Recovery Plan, the highest A rated premises have all been inspected ahead of the March deadline. 10.2% of food inspections due in the quarter were visited within the quarter. This is now being addressed by the Food Recovery Plan.
- 2.3 94% (1114/1174) of requests into the department are responded to within three working days. The department has been working hard to improve this statistic and with recent appointments to the department’s vacancies we are optimistic that this will improve further.
- 2.4 91% (581/634) of fly-tips are assessed within 3 working days and 100% of planning application consultations were responded to within 20 days.
- 2.5 66 Accidents were reported to Corporate Health and Safety Team in Q3. 5 of those were reported to the HSE. Four of these are related to manual handling issues and the remainder was a slip, trip or floor.

3 Environmental Health Team

- 3.1 Sarah Stefano was appointed as Team Leader for Environmental Health and is due to start in Q4. Ciaran Corkerry was appointed and started his role as Lead Officer Environmental Protection in Q3. The service was unable to appoint to the Student Environmental Health Officer Role.
- 3.2 Food Premises in Apsley undertook to have a voluntary closure for a week to rid the premises from cockroach infestation. The team supported the business to make necessary improvements to reopen as soon as was safe to do so.
- 3.3 Local Test and Trace Service supported the national service, the service was set up to deal with 80 (240 case a quarter) cases a month. You can see that this was far exceeded (1093) meaning that resources were pulled in from the wider Environmental and Community protection Team to support this work. The local test and trace service was suspended on 17th December due to the fact the increasing numbers were unsustainable for the business model and national test and trace look on the model.

No. of visits to workplaces with COVID cases	2
No. of T&T cases referred to DBC (as of 4pm on 29/10/21)	1093
Insufficient contact details provided for DBC to follow up	40
Contact details acquired through liaison with other departments	37
Phone calls to cases	1083
Emails to cases with link to survey on-line	281
Completed Questionnaires	511
Door Knocks including isolation/welfare visits	239
Cases reported to the Police	23

- 3.4 Work was undertaken to meet the targets of the Food Service Recovery Plan. Additional Contractors were brought in to help the service deal with the backlog of new food premises that has started within the pandemic, leaving the permanent staff to focus on the high rated food premises, complaints and compliance visits.
- 3.5 Rupert Brown, trading as RB Fencing, was ordered to pay a fine of £6,000, a victim surcharge of £170 and costs of £2,500 at St Albans Magistrates on Wednesday 10 November. The company admitted using council land to deposit commercial waste including green waste and fencing materials on an electrical substation at Broadfield Road, Hemel Hempstead before it was disposed of in skips from December 2017 to June 2020.
- 3.6 Dacorum Sports Trust pleaded guilty at crown court to Health and Safety Offences on the 29th November 2021. The investigation arose after 2 serious climbing incidents at the XC Centre Hemel Hempstead. After a third reduction due to the guilty plea, DST were fined £33,333 plus £170 victim surcharge and £41,953.70 in Council costs.

4 Corporate Health and Safety Team

- 4.1 Team have continued to support the Council Services with the constant changes brought about by the Covid Legislation and supporting guidance documents. The Team carried out compliance audits with front line services and supported events running in the borough.
- 4.2 Health Safety and Resilience Committee nominated and voted for Health and Safety Champion.
- 4.3 The Team provided Health and Safety Training to Herts Valley Clinical and Commissioning Group.
- 4.4 The Annual Review for the Corporate Covid Risk assessment was carried out by the Team. Policy review was carried out for Electricity and Portable Appliance Testing Policy, and the Corporate Emergency Plan.
- 4.5 The team participated in a Buncefield Multi-Agency Major Incident response exercise.
- 4.6 Fire Policy was presented to SPAE OSC. This will now be subject to Portfolio Holder Decision.
- 4.7 Service Level Business Continuity Plans have been refreshed with lessons learned from dealing with Covid-19.

5 Operation Team

- 5.1 25 Stray Dogs were dealt with in Q3, 13 were rehomed by the authority the remainder were reunited with their owners.
- 5.2 Animal Welfare Officers took a prosecution for animal welfare offences. Four Dogs were seized, one unfortunately passed away, one was rehomed and other two were kennelled until the outcome of the case. They have since been rehomed. The dogs were kept in filthy conditions in crates, for extended periods. The house was hoarded and conditions were poor. Mr FLITTON was ordered to a 12 month community order, 100 hours of unpaid work, £300 costs and a £95 victim surcharge. Mrs TOWERS was ordered to a 12 month community order, 30 RAR (rehabilitation activity requirement) days, £120 fine, £300 costs and a £95 victim surcharge. Miss RICHARDSON was ordered to a 12 month community order, 30 RAR (rehabilitation activity requirement) days, £120 fine, £300 costs and a £95 victim surcharge. All three were disqualified from keeping and owning all animals for life.
- 5.3 Proactive dog patrols started in the weeks leading up to the launch of the PSPO pilot. Time was taken to engage with the dog walking community across the borough.
- 5.4 Animal Welfare Officers have been supporting Housing Staff in implementing Pet Policy and responsible pet ownership amongst our tenants.
- 5.5 5 Fixed Penalty Notices were served for Fly-Tipping in Q3 and 8 abandoned vehicles removed. Three outstanding warrants in place for defendants not appearing in court. This are being pursued regularly with Hertfordshire Police.
- 5.6 The Littering and Public Space Protection Order Enforcement Pilot was launched on the 1st November following a week of public awareness and engagement activities. During this time period the District Enforcement Officers have patrolled for 974 hours covering all wards and have issued FPN's in 12 different wards The following shows the types of offence within the 2 month period.

Offence Type	Offence Type Count
Littering-Chewing Gum	<u>1</u>
Littering-Cigarette	<u>139</u>
Littering-Cigarette Butt	<u>446</u>
Littering-Confectionary Packs	<u>2</u>
Littering-Discarded Food	<u>9</u>
Littering-Fast Food Related	<u>1</u>
Littering-Food Wrapper	<u>1</u>
Littering-Non-Alcoholic Drinks Related	<u>1</u>
Littering-Other Litter	<u>3</u>
Littering-Other Offence	<u>2</u>
Littering-Rolled up cigarette	<u>35</u>
Littering-Snack Packs	<u>3</u>
PSPO-Cycling or Skateboarding (PSPO)	<u>138</u>
PSPO-Dog Fouling (PSPO)	<u>2</u>
PSPO-Dogs Exclusion Zones	<u>2</u>
PSPO-Dogs on Lead by Direction	<u>3</u>
PSPO-Spitting (PSPO)	<u>30</u>
PSPO-Street Drinking	<u>2</u>
PSPO-Sweet Wrapper	<u>1</u>
PSPO-Urinating or Defecating	<u>2</u>
Total:	823

5.7 Covid Advisors continues to support businesses with Covid Compliance, visiting 397 business premises in Q3. They also continue to provide self-isolation support visits (566) for those suffering with Covid-19.

6 Options and alternatives considered

No options to consider, for information only.

7 Consultation

N/A

8 Financial and value for money implications:

N/A

9 Legal Implications

N/A

10 Risk implications:

N/A

11 Equalities, Community Impact and Human Rights:

There are no Human Rights Implications arising from this report.

12 Sustainability implications (including climate change, health and wellbeing, community safety)

N/A

13 Council infrastructure (including Health and Safety, HR/OD, assets and other resources)

N/A

14 Conclusions:

Report to be noted by the Committee.



Strategic Planning and Environment

Overview and Scrutiny Committee

Report for:	Strategic Planning and Environment Overview and Scrutiny Committee
Title of report:	Planning, Development and Regeneration Quarter 3 Performance Report 2021-22
Date:	16 March 2022
Report on behalf of:	Cllr Alan Anderson, Portfolio Holder for Planning and Infrastructure
Part:	I
If Part II, reason:	N/A
Appendices:	Appendix 1 – Performance Report
Background papers:	
Glossary of acronyms and any other abbreviations used in this report:	

Report Author / Responsible Officer

Alex Robinson, Interim Group Manager – Planning and Development



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Corporate Priorities	<ul style="list-style-type: none"> - A clean, safe and enjoyable environment - Building strong and vibrant communities - Ensuring economic growth and prosperity - Providing good quality affordable homes, in particular for those most in need - Ensuring efficient, effective and modern service delivery - Climate and ecological emergency
Wards affected	All

Purpose of the report:	1. To set out the performance outturn for the service for Quarter 3 of 2021-22.
Recommendation (s) to the decision maker (s):	1. That the report is noted.
Period for post policy/project review:	

1. Introduction

1.1 This report presents the performance outturn for the Planning, Development and Regeneration service for the third quarter (October – December) of the business year 2021-22. The full performance report is at Appendix 1. Members will note that the appendix report follows a new format following the Council’s change to using the new InPhase performance management software from the previous Rocket system.

2. Review of Performance

2.1 The performance report at appendix 1 shows a total of 34 indicators, twelve of which are performance measures; the remainder are for information and provide context to the performance outcomes for quarter 2.

2.2 Of the twelve performance measures, five are at red for this quarter, two at amber and four at green.

Income

2.3 Planning fees income (FIN 16) remains strong with actual income being 8% above target income for this time of year. This is a continuation of a trend which saw income 12% above target in Q2. At the end of Q3 planning income is around £240k ahead of trajectory at £3.155m at the end of Q3.

2.4 Caseload of planning and related applications remains high, though slightly down on Q2 with 730 cases received compared to 854 previously.

2.5 Land Charges Income (FIN17) remains strong at Q3 with actual income 4% higher than targeted with receipts for land charge searches at £480,342.

2.6 Activity in Land Charges continues to be high but the average time taken to process local searches (LC04) is 7.85 days compared to the target of ten days and therefore is at green for Q3.

2.7 Trends in both planning and land charges income will continue to be monitored closely as activity here has a strong correlation to the local and national economic climate.

Development Management Performance

2.8 This quarter there were 4 major applications (DMP04) due for determination, down from 8 in Q2. Two of these were determined on time, resulting in performance of 50% which is outside of target and therefore at red. This is down from 62.5% in Q2.

2.9 There were 93 minor applications due to be determined in the period, this is a drop from 114 applications in Q2. Of the 93 applications 62 were determined within the 8 week period. As a result the percentage of minor applications due to be determined in 8 weeks (DMP05) dropped to 66.67% compared to 67.54% in Q2. This is around 3% short of the target of 70%.

- 2.10 Performance the 'others' category remains at green but did fall from 91.97% in Q2 to 88.79% in Q3. The target remains at 70%. Caseload has decreased slightly from 361 in Q2 to 332 applications in Q3. This category includes the smallest scale cases such as house extensions and other domestic development, where the service has put in place fast track arrangements for processing.
- 2.11 The slippage in performance has been impacted by several departures of Planning Officers in the period and the inability, despite several rounds of recruitment, to recruit replacement staff, particularly those with suitable levels of experience for the Major and Minor planning applications. This is not unique to Dacorum with many authorities across Hertfordshire experiencing similar issues. Unfortunately, it is likely that performance is likely to remain outside of targets in future monitoring periods. Officers are currently looking at what other measures can be implemented across the service to address these challenges, and there is a County-wide action to address this, of which DBC is a part.
- 2.12 Performance on the Council's success rate in defending planning appeals in Q3 (DMP30) sits at 50%, which is an improvement from 22% in Q2. Members will note that this measure does not take into account appeals that are withdrawn or split decisions. Whilst this may initially cause some concern, the outturn for Q3 has to be seen against the context of appeal caseload. Furthermore, the number of appeals dismissed in the period increased to 5 in Q3 (up from 2 in Q2.). The Development Management Committee received a report on the details of cases at its meeting on 21 October and this can be seen at [Appeals update October 2021 FINAL.pdf \(dacorum.gov.uk\)](#). The reporting period is slightly different, but the Inspectors' reasonings are explained in summary form.
- 2.13 Performance in the validation of planning applications (DMP08) has dropped over the last quarter with 60% of planning applications validated within 3 working days, this is a drop from 77% in Q2. The overall number of planning applications due for validating in the period fell to 795, down from 877 in Q2. There are growing pressures on the validation team which is a combination of staff turnover in the period, the time needed to train new staff and computer systems being down for extended periods.

Enforcement

- 2.14 The Council had a single Priority 1 site visit due in Q3 which was undertaken in time (PE01). A total of 51 Priority 2 site visits were required to be undertaken of which 57% were undertaken in time (PE02). This is an improvement of 7% from Q2 despite a significant increase in the number of Priority 2 cases due a site visit in the period (up 70% from Q2). Although there had been a significant drop in Priority 3 sites due a visit in Q3 only 13% of sites were visited compared to 43% in Q2.
- 2.15 The service continues to work to the twelve-month improvement plan, known as the 'Enforcement 400 Plan' to tackle the issue of working through the combination of backlog from the inability to carry out site visits during lockdown and restriction periods and rising workloads. However, resourcing pressures remain acute in the service with vacant posts unable to be filled (again a particular issue for higher level posts) and significant workloads for each case officer.
- 2.16 The Service's management is in the process of developing options for the service to address the recruitment issues.

3. Options and alternatives considered

3.1 Not applicable.

4. Consultation

4.1 James Doe – Strategic Director (Place

4.2 Philip Stanley - Interim Group Manager Development Management and Planning

5. Financial and value for money implications:

Financial

5.1 None arising from decisions on this report though the financial indicators for Planning fees and Local Land Charges report an under recovery of income against target levels.

Value for Money

5.2 None arising from this report.

6. Legal Implications

6.1 None arising from this report.

7. Risk implications:

7.1 None arising from this report. Risks addressed through service level risk register.

8. Equalities, Community Impact and Human Rights:

8.1 Community Impact Assessment - Not applicable for this report.

8.2 Human Rights – There are no Human Rights Implications arising from this report.

9. Sustainability implications (including climate change, health and wellbeing, community safety)

9.1 None arising from this report.

10. Council infrastructure (including Health and Safety, HR/OD, assets and other resources)

10.1 None arising from this report.

11. Conclusions:

11.1 Not applicable

12. Appendix 1 - Performance Report (attached separately)

Measure Code	Measure Name	This Quarter Actual	This Quarter Target	Last Quarter Actual	Last Quarter Target	-4 Quarters Actual	-4 Quarters Target	DoT	Comments
DMP02	Number of planning applications received	730		854		749		✘	31 Dec 2021 Although down on last quarter, very similar numbers to this time last year.
DMP03	Percentage of planning application refusals appealed against	32.08%	35.00%	44.44%	35.00%	48.98%	35.00%	✔	
DMP03 (D)	Number of planning application refusals	53		54		49		n/a	
DMP03 (N)	Number of planning application refusals appealed against	17		24		24		n/a	
DMP04	Percentage of major applications determined within 13 weeks (YTD)	50.00%	60.00%	62.50%	60.00%	87.50%	60.00%	✘	Whilst only 50% were determined within the target one of the late applications relates to the Strategic site Allocation LA3 (Land west of Hemel Hempstead).
DMP04 (D)	Number of major applications due to be determined	4		8		8		n/a	
DMP04 (N)	Number of major applications determined within the 13 week target	2		5		7		n/a	
DMP05	Percentage of minor applications determined within 8 weeks	66.67%	70.00%	67.54%	70.00%	78.75%	70.00%	✘	31 Dec 2021 Just below target - at a time of acute staffing pressures (Officers leaving / vacancies)
DMP05 (D)	Number of minor applications due to be determined in Period	93		114		80		n/a	
DMP05 (N)	Number of minor applications determined within the 8 week target in period	62		77		63		n/a	
DMP06	Percentage of other applications determined within 8 weeks	88.79%	70.00%	91.97%	70.00%	84.70%	70.00%	✘	31 Dec 2021 Fast Track team continue to perform well above target. However, due to increased staffing pressures, I expect this to fall (temporarily) next quarter.

Measure Code	Measure Name	This Quarter Actual	This Quarter Target	Last Quarter Actual	Last Quarter Target	-4 Quarters Actual	-4 Quarters Target	DoT	Comments
DMP06 (D)	Number of other applications due to be determined in Period	321		361		281		n/a	
DMP06 (N)	Number of other applications determined within the 8 week target in period	285		332		238		n/a	
DMP07	Percentage of planning applications refused	10.47%	10.00%	8.77%	10.00%	7.01%	10.00%	✗	31 Dec 2021 8.5% of applications refused - below target and broadly consistent with last 12 months.
DMP07 (D)	Number of planning applications determined in period	430		536		699		n/a	
DMP07 (N)	Number of planning applications refused in period	45		47		49		n/a	
DMP08	Percentage of planning applications validated within 3 working days	60%	70%	77%	70%	91%	70%	✗	
DMP08 (D)	Number of planning applications due for validation in period	795		877		1,024		n/a	
DMP08 (N)	Number of planning applications validated within 3 working days in period	474		672		927		n/a	
DMP30	Appeals dismissed	50.00%	70.00%	22.22%	70.00%	50.00%	70.00%	✓	31 Dec 2021 This measure does not take into account withdrawn appeals and split decisions, of which there were 1 and 2 respectively in the quarter. Therefore, the 50% does not represent a 50% success rate in appeals.
DMP30 (D)	Total number of appeals in period	10		9		12		n/a	
DMP30 (N)	Number of appeals dismissed in period	5		2		6		n/a	
FIN16	Planning Fees ytd actual against profiled budget	£3,155,967	£2,915,917	£1,968,042	£1,749,550	£2,265,933	£2,408,640	✓	31 Dec 2021 Planning fee income above target.

Measure Code	Measure Name	This Quarter Actual	This Quarter Target	Last Quarter Actual	Last Quarter Target	-4 Quarters Actual	-4 Quarters Target	DoT	Comments
FIN17	Search Fees ytd actual against profiled budget	£480,342	£462,000	£322,805	£288,750	£363,991	£462,000	✓	31 Dec 2021 Search fees income above target.
LC04	Average time taken to process an official Local Land Charges search	7.88	10.00	10.13	10.00	12.45	10.00	✓	31 Dec 2021 Drop in searches has resulted in turnaround time being significantly below target.
PE01	Priority 1 site visits	100.00%		50.00%	100.00%	50.00%	100.00%	✓	Only one Priority 1 site visit, which was completed in time.
PE01 (D)	Priority 1 sites due a visit in period	1		6		2		n/a	
PE01 (N)	Priority 1 sites visited in period	1		3		1		n/a	
PE02	Priority 2 site visits	56.86%		50.00%	100.00%	37.04%	100.00%	✓	An improvement over last quarter, but performance affected by contractor coming in who didn't perform and had to be let go. (Also a consequence of way figures are calculated - it looks at the cases where a first site visit took place that quarter, regardless of whether the case was opened that quarter or earlier. These means that first site visits for old cases (due to Officers leaving) skew the figures.
PE02 (D)	Priority 2 sites due a visit in period	51		30		27		n/a	
PE02 (N)	Priority 2 sites visited in period	29		15		10		n/a	
PE03	Priority 3 site visits	13.04%		43.93%	100.00%	35.64%	100.00%	✗	See comment above.
PE03 (D)	Priority 3 sites due a visit in period	23		107		101		✗	
PE03 (N)	Priority 3 sites visited in period	3		47		36		n/a	



STRATEGIC PLANNING & ENVIRONMENT

Overview and Scrutiny Committee

Report for:	Strategic Planning & Environment Overview and Scrutiny Committee
Title of report:	Employment and Skills Supplementary Planning Document
Date:	16 th March 2022
Report on behalf of:	Councillor Alan Anderson, Portfolio Holder for Planning and Infrastructure
Part:	I
If Part II, reason:	N/A
Appendices:	Appendix A Draft Employment and Skills Supplementary Planning Document Appendix B Draft Employment and Skills SPD Community Impact Assessment
Background papers:	<ol style="list-style-type: none"> 1. Economic Development Update Report 24 November 2021 2. Economic Recovery Strategy Report 19 October 2021 3. Dacorum Economic Recovery Plan (2021) 4. Dacorum Borough Council Commissioning & Procurement Strategy 2019-2024
Glossary of acronyms and any other abbreviations used in this report:	<p>APD: Approved Delivery Partner</p> <p>SCI: Statement of Community Involvement</p> <p>SPD: Supplementary Planning Document</p>

Report Author / Responsible Officer

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Corporate Priorities	<p>Building strong and vibrant communities</p> <p>Ensuring economic growth and prosperity</p>
Wards affected	ALL
Purpose of the report:	<ol style="list-style-type: none"> 1. To consult the Committee on the Draft Employment and Skills Supplementary Planning Document (SPD).

Recommendation (s) to the decision maker (s):	1. That Committee informs Cabinet of its views on the Draft Employment and Skills SPD (Appendix A).
Period for post policy/project review:	5 years

1 Introduction/Background:

- 1.1 The Draft Employment and Skills SPD (Appendix A) is a new tool that will enable the Council to ring-fence specific opportunities arising from a development to benefit the Borough's residents, thereby generating additional social value.
- 1.2 Attracting social value and benefits from developments and procurements for the local community has become increasingly important within the public sector. The Public Services (Social Value) Act, which came into force in England and Wales in January 2013, requires the commissioners of public services to consider how they can secure wider social, economic and environmental benefits from their activities. Initially this focussed on social value in relation to the procurement of goods, works and services, but many local authorities are now extending their scope to include gain from planning developments.
- 1.3 The Draft SPD sits under Policy CS14 of the Dacorum Core Strategy (2013) which states "*Initiatives that help the local workforce adjust to change and develop their skills will be supported*". The Council's focus on improving local employment opportunities and skills is set out within the Dacorum Corporate Plan (2020-2025), the Dacorum Growth and Infrastructure Strategy to 2050 and the Dacorum Economic Recovery Plan.
- 1.4 This report sets out the Council's role in the social value agenda and how the SPD will help deliver economic priorities, before explaining the implementation of the SPD and the next steps to adoption.

2 Purpose of the Employment and Skills SPD

- 2.1 The Dacorum Economic Recovery Plan (2021) sets out in detail the economic challenges the Borough faces and the impact these are having on the local workforce shown through educational attainment, average wages and the number of economically inactive residents, particularly amongst young people aged 18-21. This highlights that slow recovery from the pandemic and ongoing automation in workplaces may create mismatches between the skills of the workforce and those needed for new job opportunities, leading to a decline in residents' economic wellbeing.
- 2.2 The Dacorum Economic Recovery Plan aims to drive forward Dacorum's ambition as a key contributor to economic growth and wellbeing with priorities and actions to tackle economic issues and help ensure a future successful economy. The Employment and Skills SPD will be a significant tool in achieving this.
- 2.3 The SPD aims to:
- Increase employment opportunities by helping local businesses to improve, grow and take on more staff;
 - Help businesses to find suitable staff and suppliers, especially local ones;
 - Improve the skills of local people to enable them to take advantage of the resulting employment opportunities; and
 - Help businesses already located in Dacorum to grow and attract new businesses into the area.

2.4 The SPD will be used by:

- Applicants when preparing development proposals;
- Planning officers, to negotiate with applicants/agents;
- Economic development officers, when assessing local needs and the impact development could bring;
- Legal officers when preparing legal agreements (S106) that incorporate the SPD's requirements for delivering social value; and
- Elected Councillors when assessing development proposals in advance of and at planning committee.

Implementing the SPD

2.5 Once adopted the SPD will become a material planning consideration when determining individual planning applications. The draft SPD includes development thresholds for when a Social Value Strategy will be required. These are set at 30 or more homes for residential development and building(s) of 1,000m² or more for non-residential. Opportunities will primarily be delivered during the construction phase. In addition, where appropriate, commercial development should also include a commitment to target local residents when recruiting for employment opportunities that will be created by the end-use occupation phase.

2.6 The Council will provide support to developers and help them access local networks, providers and schools in order to successfully implement the SPD. The Council can choose to provide this resource directly or procure an external body (an Approved Delivery Partner) to manage the process.

2.7 Development Management Officers will make applicants aware of the obligation and that a Strategy will be a requirement to secure permission for development that meets the threshold. A social value forecast will first be used to set a target for the number of social value weeks the specific development will be expected to deliver, generated by an industry approved model and regionally specific information.

2.8 A Social Value Strategy will then be prepared setting out the training and employment weeks to be delivered by the developer. Types of measures that will be encouraged through this process include:

- Targeted recruitment and training requirements, ensuring that apprenticeships and other work opportunities help to alleviate unemployment;
- Work placement opportunities designed to support education and learning;
- Targeted vacancy filling or maximising the use of employment support partners;
- Supporting the integration of the local supply chain, helping to develop a wider business base both for the delivery of services and materials;
- Provision of opportunities for social enterprises, which have explicit social, economic or environmental aims;
- Participation in the promotion of education initiatives, supporting the transition between school and work;
- Participation in forums created to promote sector development, sharing good practice to stimulate improvement;
- Participation in forums created to promote community development, maximising the benefits of a strong voluntary and community sector.

2.9 The Social Value Strategy will be included within the development's S106 agreement. Once in place, the Strategy's measures will be delivered via a Social Value Delivery Plan, which will set out specific actions such as undertaking recruitment through Jobcentre Plus and other employment agents, creating apprenticeships, providing work experience and placements for students and young people, and delivering accredited training opportunities. These activities will be regularly monitored during the construction phase. The overall impact of the SPD will also be monitored and a measure included within the Annual Monitoring Report published by the Council.

Next steps

- 2.10 Subject to the views of this Committee, and subsequent approval by Cabinet, formal public consultation on the Draft Employment and Skills SPD will take place in accordance with the Council's Statement of Community Involvement (SCI).
- 2.11 Following the consultation the Council will consider the views raised and make any changes it feels are necessary to the document before bringing the final Draft back to this Committee and then on to Cabinet and Full Council for adoption.

3 Options and alternatives considered

- 3.1 Continue the current situation – no additional benefit to residents secured from future housing and commercial development, some opportunities may be delivered at the discretion of the developer, however these would not be targeted, measured or recorded.
- 3.2 Require development to submit a Social Value Strategy with the developer determining the need and requirements – this would deliver some additional benefit to residents, however there would not be measures in place to ensure it was proportionate to the scale of development and tailored to meet local needs.

4 Consultation

- 4.1 The following sections have been consulted on the work undertaken to date:

- Development Management
- Strategic Planning
- Economic Development
- Hemel Garden Communities
- Community Partnerships
- Housing Development
- Housing Strategy and Policy

5 Financial and value for money implications:

- 5.1 Funding to prepare the Draft Employment and Skills SPD is provided from existing base budgets.
- 5.2 The SPD will enable the Council to secure employment and skills opportunities for local residents from development that meets or exceeds a set area/number of units threshold. Requiring development to invest in the current and future local workforce will have a direct impact on individuals, will improve the overall skills level of the Borough's working population enabling businesses to flourish and will in turn bring wider social and economic benefits to Dacorum.
- 5.3 The requirement for developers to prepare a Social Value Strategy will include payment of a financial contribution relating to the Council's costs in providing advice to the applicant and undertaking the delivery, monitoring and reporting of social value.

6 Legal Implications

- 6.1 The Social Value Act (2012) requires public bodies to consider how the services they commission and procure might improve the economic, social and environmental wellbeing of their local community. The Council has incorporated this objective into the Commissioning and Procurement Strategy (2019-2024) that seeks to deliver additional value to the community through the Council's contracts. Nationally, the range of activities that deliver social value is now widening and a growing number of Councils are looking to capitalise on this by integrating social value into their planning process. The most practical opportunity to achieve this is for a development to produce a Social Value Strategy.

7 Risk implications:

- 7.1 Given the long term changes in employment and retail expected as a result of the pandemic and future automation, it is important that the Council has planning guidance in place to enable the local workforce to adapt and develop skills that will meet future needs. The guidance will ensure that residents gain additional benefits from major development and will help support the Borough's long-term prosperity.

7.2 Without these measures, there is the risk that jobs created through the construction and operation of new buildings are taken by workers from outside the Borough, and that the skills of the local workforce become misaligned with emerging employment sectors.

8 Equalities, Community Impact and Human Rights:

Community Impact Assessment (Appendix B)

8.1 The types of positive outcomes to be delivered include:

- Social Value Strategies will be expected to demonstrate opportunities aimed at young people to help alleviate unemployment and build skills, such as through targeted recruitment, apprenticeships and work placement opportunities.
- Developers will be encouraged to set out how they would engage with local schools and support them to promote the skills and qualifications needed for employment amongst young people aged 11 to 16 years, and also to support the transition between school and work.
- The Social Value Strategy should consider provision of opportunities for social enterprises, which have explicit social, economic or environmental aims.
- The activities of the Social Value Strategies will improve the economic wellbeing of individual residents in the Borough who may currently be impacted through having a low income, holding lower qualifications or being economically inactive.

Human Rights

8.2 There are no Human Rights Implications arising from this report.

9 Sustainability implications (including climate change, health and wellbeing, community safety)

9.1 The Draft SPD will enable additional social benefits to be secured from planned growth through the delivery of skills, training and employment outcomes targeted at local residents, education providers and businesses. Given the likely level of growth expected over the new plan period and initiatives such as the Hertfordshire Innovation Quarter and Hemel Garden Communities, the impact of this new policy could be transformative to both individuals and the local economy.

10 Council infrastructure (including Health and Safety, HR/OD, assets and other resources)

10.1 There are no implications for Council infrastructure arising from this proposal.

11 Conclusions:

11.1 Dacorum is likely to see significant growth and investment over the coming decades, particularly in housing and employment development. There is the opportunity to draw added value from these developments to directly benefit the Borough's residents and economy by requiring development above a set threshold to prepare and implement a Social Value Strategy.

11.2 By introducing the SPD requirement, the Council can act on its crucial role in the social value agenda and create opportunities for skills and apprenticeships, delivering on the priorities of the Dacorum Economic Recovery Plan.



Supplementary Planning Document (SPD)

Employment and Skills SPD

Consultation Draft

March 2022

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DRAFT

1.0 Introduction

What is this document and why is it needed?

- 1.1 This document has been prepared by Dacorum Borough Council (the Council) as a Supplementary Planning Document (SPD).
- 1.2 The SPD is driven by the Council's aspiration to see additional benefits (known as Social Value) incorporated into the delivery of housing and other types of development. Social Value is the additional economic, social and environmental benefits that can be created as part of development. By seeking to capture Social Value from major developments, whilst such schemes are at the planning stage, the Council can achieve added value for Dacorum, particularly in the area of employment and skills, to which this SPD relates.
- 1.3 Ensuring growth and prosperity is one of the six priorities of the Council's Corporate Plan (2020-2025) which seeks to create a diverse choice of employment opportunities and a strong and thriving local economy where unemployment is low. Working with the Hertfordshire Local Enterprise Partnership (Herts LEP) and local colleges to develop skills for emerging growth sectors is a particular focus.
- 1.4 The Corporate Plan sits alongside the Dacorum Growth and Infrastructure Strategy to 2050 "Shaping the future of Dacorum" which sets out a commitment to facilitate good, high value jobs based on the skills that will sustain and develop new and emerging growth sectors.
- 1.5 These documents add impetus to the need for new development to contribute towards delivering skills and employment opportunities in the Borough.
- 1.6 The Local Plan policy context for this can be found in the Core Strategy (adopted 2013) where policy CS14 states "Initiatives that help the local workforce adjust to change and develop their skills will be supported".
- 1.7 This Supplementary Planning Document adds detail and further guidance to how this policy should be delivered on the ground by requiring developers to prepare and implement a Social Value Strategy for schemes that meet or exceed a certain threshold; such strategies will help to develop the skills of the resident workforce and provide a route to employment for local people.
- 1.8 In particular, this SPD provides detailed guidance in respect of:
 - The circumstances in which Social Value Strategies will be expected;
 - The types of development it would apply to;
 - The development thresholds that would trigger a requirement for a Social Value Strategy to be submitted with a planning application;
 - The content required in Social Value Strategies;

- Initiatives the Council would support; and
- The process involved in requesting, preparing and implementing Social Value Strategies and the expected outcomes.

Procedural matters

1.9 Once adopted, the SPD will be a material planning consideration, which means it will assist Council officers and Elected Members in reaching a decision during the determination of applications concerning major development. It will also guide applicants and their agents in drawing up appropriate Social Value Strategies.

1.10 The successful implementation of the SPD will:

- Result in increased local employment opportunities by helping businesses to improve, grow and take on more staff;
- Help businesses to find suitable and (especially) local staff and suppliers; and
- Improve the skills of local people to enable them to take advantage of the resulting employment opportunities.

1.11 The Town and Country Planning (Local Planning) (England) Regulations 2012 do not require a Sustainability Appraisal to be carried out on SPDs. However, the potential requirement for a Habitats Regulation Assessment (HRA) and / or Strategic Environmental Assessment (SEA) based upon any environmental concerns introduced or influenced by the SPD must be considered. In response, an SEA / HRA screening assessment is underway.



2. National policy and Legal Framework

National advice on planning's role in promoting economic development is provided through the National Planning Policy Framework (NPPF). The sections of the NPPF most relevant to this SPD are summarised below.

- 2.1 NPPF paragraph 8 sets out three overarching objectives contributing to sustainable development: building a strong, responsive and competitive economy, supporting strong, vibrant and healthy communities and protecting and enhancing the environment. The wording of the economic development objective is as follows:

*“a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”*

- 2.2 Section 6 in the NPPF provides guidance on 'Building a strong, competitive economy'. The main guidance is contained in paragraphs 81-83:

“81. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

82. Planning policies should:

- a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;*
- b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;*
- c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and*
- d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.*

83. Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for

clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.”

Legal framework: Public Services (Social Value) Act

- 2.3 There are a variety of definitions of Social Value already in existence, many of which stem from the Social Value Act (2012), which highlights the additional benefits available from thoughtful commissioning of public services. Because of this, existing definitions largely consider Social Value in relation to services, rather than goods or works. This overlooks the possibility that Social Value is the broader social, environmental and economic benefits which enrich society, rather than just the social capital of a locality.
- 2.4 Although the 2012 Act applies to contracts beyond a certain minimum value only, there is evidence that it has been applied by Councils to the procurement of goods and works, as well as services. This is perhaps a reflection of the growing recognition that the Act can be used to capitalise on the broader Social Value Agenda.
- 2.5 The scope of potential outcomes that deliver Social Value is therefore widening and a growing number of Councils are looking to capitalise on this by integrating Social Value into their planning process, albeit with different approaches. The most practical opportunities, however, include the requirement for development to produce a Social Value Strategy.

Levelling Up

- 2.6 The Levelling Up agenda put Councils at the heart of delivering the Government’s programme to improve opportunities and outcomes in all parts of the country. Dacorum is a divided Borough with areas of deprivation sitting alongside areas of wealth and prosperity. This SPD emphasises the Council’s ambition to support the national Levelling Up agenda, working alongside local stakeholders to build forward for a prosperous and resilient future.



3. Local Policy Background

The following local documents provide the policy framework for this SPD;

- [Dacorum Borough Council Corporate Plan 2020 - 2025](#)
- [Dacorum Growth and Infrastructure Strategy to 2050](#)
- [Dacorum Borough Council Local Plan](#)
- [Dacorum Economic Recovery Plan](#)
- [Hemel Garden Communities Spatial Vision 2020](#)

Dacorum Borough Council Corporate Plan 2020 - 2025

- 3.1 Ensuring economic growth and prosperity is one of the six key priorities of the Council's Corporate Plan, which will drive service delivery over the period of the plan. The outlined activities seek to achieve a future where "employment opportunities will be diverse and offer good choice, and unemployment is kept low, with the local economy strong and thriving".

Dacorum Growth and Infrastructure Strategy to 2050

- 3.2 The Dacorum Growth and Infrastructure Strategy '[Shaping the Future of Dacorum](#)' was prepared to help steer service delivery over the coming decades to enable the Borough to maximise on the benefits from growth, address the challenges it faces and anticipate the changes ahead. For theme 2 'Generating a vibrant economy with opportunities for all' the Strategy's vision for the economy is "A vibrant economy that makes the most of its location and its transport links, as well as offering varied high-value jobs. One that attracts businesses in emerging growth sectors, keeps unemployment low and continues to attract high levels of investment by working with the business community".

- 3.3 The Strategy continues by setting out the challenges the Borough faces, these are summarised below:

- Fostering a strong economy with a good range of employers and well-paid secure jobs for local people;
- Ensuring land is available to build businesses;
- Making town centres attractive and resilient to changes in retail patterns;
- Preparing the local economy to take advantage of growing business sectors such as enviro-tech;
- Creating the right employment base through skills and training;
- Extending and improving digital connectivity to attract employers and enable agile work practices;
- Creating conditions that encourage ongoing business investment; and
- Developing Dacorum as a tourism destination.

Dacorum Borough Council Local Plan

3.4 The [Dacorum Borough Council Local Plan](#) comprises:

- [Dacorum Core Strategy](#) (adopted September 2013);
- [Dacorum Site Allocations Development Plan Document](#) (adopted July 2017); and
- [Dacorum Borough Local Plan 1991-2011](#) (adopted April 2004) (saved policies).

3.5 Dacorum Core Strategy contains the Council's strategic policy framework for delivering development and change over the plan period (2006-2031). Strengthening economic prosperity is one of the central themes of the document beneath which sits a strategic objective to promote a vibrant and prosperous economy and supporting local objectives. Section 11 sets out the Plan's approach to creating jobs and full employment.

3.6 Policy CS14 seeks to support economic development in terms of ensuring sufficient land for jobs growth and guiding new development to key locations.

Policy CS14: Economic Development

Sufficient land will be allocated to accommodate growth in the economy of approximately 10,000 jobs between 2006 and 2031.

Development that supports the knowledge-based economy, the transition to a low carbon economy, the rural economy and sustainable tourism, will be particularly encouraged.

Most employment generating development will be located in town and local centres and General Employment Areas in accordance with Policies CS1 and CS4. Hemel Hempstead will be the main focus for new economic development uses, which will be used to support the regeneration of the Maylands Business Park and Hemel Hempstead town centre. Employment levels elsewhere within the borough will be maintained to ensure a spread of job opportunities.

Initiatives that help the local workforce adjust to change and develop their skills will be supported.



- 3.7 The Council seeks contributions from developers towards the provision of infrastructure required to support growth in Dacorum via the Community Infrastructure Levy (CIL). Where applicable, the Council may also enter into an agreement (known as a Section 106) with the developer and/or landowners to mitigate the direct impacts of developments on local communities under Section 106 of the Town and Country Planning Act 1990.



Dacorum Economic Recovery Plan

- 3.8 Giving local people the opportunity and responsibility to develop new and existing skills, to ensure that they are equipped to take advantage of growth, is a key output of the work currently being undertaken by Dacorum Borough Council.
- 3.9 In October 2021, Dacorum Cabinet approved the Dacorum Economic Recovery Plan, supported by a multi-partner Economic Recovery Board. The Board has brought together local and regional stakeholders including the Herts LEP, Herts Chamber of Commerce and Industry, social enterprises, West Herts College, Hertfordshire University and local businesses, to focus on six key priorities set out within the Dacorum Economic Recovery Plan. These are:
1. Ensuring a current and future workforce has the skills and opportunity to take advantage of new high skills technology employment.
 2. Engaging with and supporting businesses and develop social enterprises'/community interest companies' capacity to facilitate growth, investment and ensure longer term strategic plans meet the needs of the businesses.
 3. Supporting the growth of the existing Information, Science, Technology and Professional Services clusters and developing the growing Enviro Tech sector, linking closely with Herts Innovation Quarter (Herts IQ) and Hemel Garden Community.
 4. Identifying Dacorum's Unique Selling Point (USP) and develop the engagement with inward investors, regional and national partners to

promote the opportunities in the district and lobby for funding and investment.

5. Repurposing Hemel Hempstead town centre and introduce new work spaces and employment opportunities.
6. Developing the International Dacorum brand, promoting export and developing international partnership links.

3.10 The Dacorum Economic Recovery Board have commenced work on delivering actions to achieve access to opportunities for all residents in Dacorum. Activities under theme 1 of the Recovery Plan, Skills and Employment include:

- Develop an Employer Engagement Plan (to be linked with the Business Growth proposed Employer Engagement Plan and the Herts Local Skills Improvement Plan) aimed at using employers as consultees when developing the skills offer.
- Create Social Value from development and developer's Employment and Skills Plans. Develop a process to attract skills and employment opportunities from large developments and procurement.
- Track destinations from Further Education and Higher Education to identify student's successes and challenges when taking up employment after study.
- Work with Herts Innovation Quarter (Herts IQ) and others to investigate skills gaps and to identify opportunities to address them across existing and new provision.
- Target young people not in education or employment (NEETS) to ensure access to Traineeships and Apprenticeships.

3.11 These activities aim to deliver the following key outcomes

- Increased number of apprenticeships across key employment sectors (targeting skills shortages within the Borough of Dacorum).
- Increased inclusion of hard-to-reach groups such as long term unemployed, residents with disabilities and ex-offenders.
- Dacorum has a flexible and highly skilled workforce to enable future economic growth and economic wellbeing of its residents.
- All residents have access to and knowledge of a coordinated skills offer and available career paths to enable them to take advantage of future jobs.

3.12 The implementation of attracting Social Value in the form of skills and employment opportunities from developments, will contribute greatly towards achieving the aims of the Dacorum Economic Recovery Plan.

3.13 The Council is also in the process of developing a Dacorum Social Value Framework as a tool to support the development of skills and increase in residents' economic wellbeing.

4. **Justification and Context**

The need for Social Value Strategies

- 4.1 The Borough is likely to experience significant change and growth over the next 15 years with plans for some of the most ambitious development programmes within Hertfordshire.
- 4.2 This will create a period of unprecedented opportunity and it is important that local residents are able to access the jobs created by growth. Doing so will help to address existing barriers to employment that are reflected in the current proportion of Dacorum residents who are not economically active and who lack any qualifications.
- 4.3 In June 2021 (ONS), there were over 15,000 economically inactive residents and 5,000 residents with no qualifications in the Borough. This represents a major untapped resource for the Borough of residents whose lives could be transformed through support and access to job opportunities that would increase their economic well-being.
- 4.4 Low levels of educational attainment is an issue facing the Borough. A breakdown of the number and proportion of residents with various levels of qualifications is shown in Table 1 below. This compares educational attainment levels in Dacorum Borough with that of the wider Hertfordshire County and, in doing so, it reveals that the Borough has a greater proportion of its workforce with no qualifications.

Level of Attainment	Dacorum Borough Council (%)	Hertfordshire (%)	National (%)
NVQ4 and above	42.8%	47.2	43.1%
NVQ3 and above	52.8%	64.3	61.3%
NVQ2 and above	76.6%	79.9%	78.1%
NVQ1 and above	86.8%	85.5%	87.7%
Other qualifications (NVQ)	7.9%	5.8%	5.9%
No qualifications (NVQ)	5.3%	4.7%	6.4%

*Table 1: Qualifications of Dacorum Borough Residents
Source: NOMIS y Dec 2020*



- 4.5 Compared to the Hertfordshire averages, Dacorum has fewer residents who have gained higher qualifications and more residents with lower qualifications. In Dacorum, 42.8% of residents have NVQ4 and above compared to the Hertfordshire average of 47.2% and 5.3% of residents in Dacorum have no qualifications compared to 4.7% in Hertfordshire.
- 4.6 Failure to address this low skills base would inevitably slow the growth of the local economy adding more urgency to the need to maximise the development of skills and thereby improve the employment prospects of local people.
- 4.7 There are pockets of deprivation throughout Dacorum, including wards that are within the 20% most deprived Super Output Areas¹ in Hertfordshire in each of Hemel Hempstead, Tring and Berkhamsted.
- 4.8 Average wages provide a further clear indicator that resident's economic wellbeing is reduced, with workplace earnings averaging £30,666 in 2020, lower than the Hertfordshire average of £32,541. This shows the challenge facing Dacorum's residents in being able to access high skilled and high paid jobs in the Borough as well as the lack of access and career paths.
- 4.9 In addition, many residents are employed within low paid sectors that have been affected by the pandemic and where future automation is expected.
- 4.10 The recovery from the Pandemic will be slow as the change in the labour market will create mismatches with employees from affected sectors needing to retrain to access employment in sectors with job opportunities. This is particularly true for young people, aged 18 – 21, where across the UK 3 out of 5 have lost their

¹ Super Output Areas cover around 125 households. SOAs are built from groups of OAs and replace the previously used electoral ward/divisions as the standard geographic hierarchy for reporting small area statistics in England and Wales.

jobs as a result of COVID-19. Unemployment for this group is currently at 6.6% in Dacorum.

- 4.11 While some areas of the economy might start to recover, young workers are under-represented in these sectors, and the industries that typically employ them are likely to be impacted more. Longer-term structural changes in the labour market such as automation and the introduction of new technologies are likely to reduce job opportunities for those young people who do not have support to improve their skills.
- 4.12 These factors drastically reduce the likelihood of local residents being able to access opportunities to improve their economic wellbeing. As a result, intervention is now needed to ensure local residents can take full advantage of new opportunities and the changing needs of the labour market, through access to reskilling and new career paths.

Circumstances in which a Social Value Strategy will be requested

- 4.13 The Council will expect developments that meet or exceed the thresholds set out in Table 2, to submit a site-specific Social Value Strategy:

Use Class	Development	Threshold for Social Value Strategy
C3	Residential (Dwelling houses)	30 or more dwellings
B2	General industry	Building(s) of 1,000m ² or more
B8	Storage and distribution	Building(s) of 1,000m ² or more
C1	Hotels	Building(s) of 1,000m ² or more
E	Commercial, business and service	Building(s) of 1,000m ² or more
F1	Learning and non-residential institutions	Building(s) of 1,000m ² or more
F2	Local Community	Building(s) of 1,000m ² or more
Sui generis		Building(s) of 1,000m ² or more

Table 2: Thresholds for Social Value Strategy requirement

For the avoidance of doubt, the Social Value Strategy should cover the construction phase of all residential and commercial development in the Borough that meets or exceeds the threshold. In addition, where appropriate, commercial development should also include a commitment to target local residents when recruiting for employment opportunities that will be created by the end-use occupation (see 4.21).

Content of a Social Value Strategy

- 4.15 The Council will provide prospective developers with a Social Value Forecast on request to enable the applicant to prepare a Social Value Strategy for submission with their application. The targets in the Social Value Forecast must be generated using an industry approved model that calculates Social Value requirements according to planning class uses and then applies regionally specific information, such as CITB Construction Skills Network Data. This approach ensures that Social Value targets are relevant to specific developments and allows flexibility for genuine and sustainable outcomes to be delivered which reflect the business needs of Applicants/Developers/Contractors and their supply chain.
- 4.16 Developers are strongly encouraged to work with the Council's Approved Delivery Partner to draft and agree a Social Value Strategy. Those applicants not involved in Planning Performance Agreement (PPA) discussions are required to check the Local Validation Checklist requirements in force at the time of making an application. Contact details for the Council's Approved Delivery Partner can be obtained from the Council's Development Management Team.
- 4.17 The Social Value Strategy must reference the Social Value Target generated by the Social Value Forecast and demonstrate a clear commitment by the Applicant/Developer to achieve the target during the construction phase of the project. Where appropriate, the Strategy should also include 'end-use' (see 4.21).
- 4.18 The Council will expect the Strategy to demonstrate clear links to the Borough's needs, to include liaising with organisations and bodies such as the Hertfordshire Opportunities Portal, West Herts College and local schools. Measures within the Strategy must benefit local residents, with commitments made to as many of the following as is practicably achievable;
- Targeted recruitment and training requirements, ensuring that apprenticeship and other work opportunities help to alleviate unemployment;
 - Work placements opportunities designed to support education and learning;
 - Targeted vacancy filling or maximising the use of employment support partners;
 - Supporting the integration of the local supply chain, helping to develop a wider business base both for the delivery of services and materials;
 - Provision of opportunities for social enterprises, which have explicit social, economic or environmental aims;

- Participation in the promotion of education initiatives, supporting the transition between school and work;
- Participation in forums created to promote sector development, sharing good practice to stimulate improvement;
- Participation in forums created to promote community development, maximising the benefits of a strong voluntary and community sector.

4.19 The above list is not exhaustive and discussion with the Council is recommended at pre-application and Planning Performance Agreement stage for all proposals requiring a Social Value Strategy, in order that the individual requirements for each Social Value Strategy are negotiated prior to the submission of a planning application.

4.20 A wide range of other local employment and training measures can also be secured through the Social Value Strategy, as detailed in Appendix 1.

4.21 End-use refers to the employment and skills opportunities that will be generated once the development is complete. For the avoidance of doubt, this will apply to all developments other than residential developments. All such non-residential developments must include in their Social Value Strategies a commitment to provide the Council with details of the end-user. The Council's Approved Delivery Partner and Economic Development Team will then liaise with the end-user as the project nears completion to support them with their immediate recruitment requirements. Any outcomes generated during the end-use phase of the project will be counted as additional to the Social Value Target.



5. Implementation and Monitoring

The process and typical procedures involved in the implementation and monitoring of Social Value Strategies are shown in Appendix 2.

How will Social Value Strategies be implemented?

5.1 The Council's requirement for a Social Value Strategy will be highlighted to applicants during their pre-application and Planning Performance Agreement

discussions with the Planning Case Officer. The Planning Case officer will provide details for the Council's approved Social Value Delivery Partner who will support the applicant to obtain a Social Value Forecast and draft and agree the content of a Social Value Strategy.

- 5.2 The finalised and agreed Social Value Strategy will thereafter be submitted with the planning application. Its content will then be considered as part of the application's assessment and a planning obligation (under S106 of the Town and Country Planning Act 1990) secured where it satisfies the relevant tests.
- 5.3 During the construction phase of a development, delivery of Social Value Strategies will be supported by the Council's Approved Delivery Partner. The Delivery Partner will support the developer and/or main contractor to agree a Social Value Delivery Plan detailing the Social Value outcomes that will be generated by the project with the ultimate aim of achieving the Social Value Target set out in the Social Value Strategy. The Approved Delivery Partner will provide an end-to-end service for each development supporting delivery as well as monitoring and reporting of all outcomes.



How will Social Value Strategies be monitored?

- 5.4 Delivery of the Social Value Strategy will be monitored via the Council's S106 monitoring process and it will be the responsibility of the developer to ensure that the Strategy (including any monitoring requirements on the developer) is delivered in accordance with the S106 agreement. Any non-compliance relating to the delivery of the Social Value Strategy by the applicant or the appointed contractor will be reported to the Council by the Approved Delivery Partner, the Council will then take the appropriate action to ensure compliance.
- 5.5 The Council's Approved Delivery Partner will routinely monitor the delivery of all Social Value Strategies and will regularly up-date the Council on

performance and progress. The Approved Delivery Partner will submit a final report at the end of each development detailing the outcomes achieved.

- 5.6 A financial contribution to enable the Approved Delivery Partner to deliver their end-to-end service will be collected via Section 106 agreements, specifically relating to the delivery, monitoring and reporting of Social Value.
- 5.7 It will be important for the Council and the development industry, as well as its delivery partners, to evaluate the outcomes of Social Value Strategies once they have been completed. Successful examples in Dacorum Borough and elsewhere will be shared with applicants for planning permission, in order to ensure that they can be used again for the benefit of local residents.
- 5.8 The number of Social Value Strategies in operation and the opportunities provided will be reported in the Annual Monitoring Report (AMR) published by the Council.
- 5.9 Finally, the Council will monitor the effectiveness of this guidance and review as appropriate in the light of its performance and any future changes in planning law, national policy and guidance.

Appendix 1: Delivery Options

The range of local employment and training methods that can be secured through Social Value Strategies include, but are not limited to, the following:

- Recruitment through Jobcentre Plus and other employment agencies
- Creating new apprenticeship opportunities for local people.
- Pre-employability Support e.g. mentoring, work trials and interview guarantees.
- Work experience and work placements (14-16 years, 16-19 years and 19+ years).
- Training e.g. Construction Skills Certification Scheme (CSCS) Cards.
- Work with local education providers (e.g. schools, colleges and universities) to actively promote careers in development and construction.
- Community based projects.

Where possible, opportunities should be offered to local residents who have traditionally been excluded from the employment and training cycle. In addition to unemployment, this includes residents who would like to work but are unable to do so because of factors outside their control e.g. those with a disability, sickness, caring responsibilities.

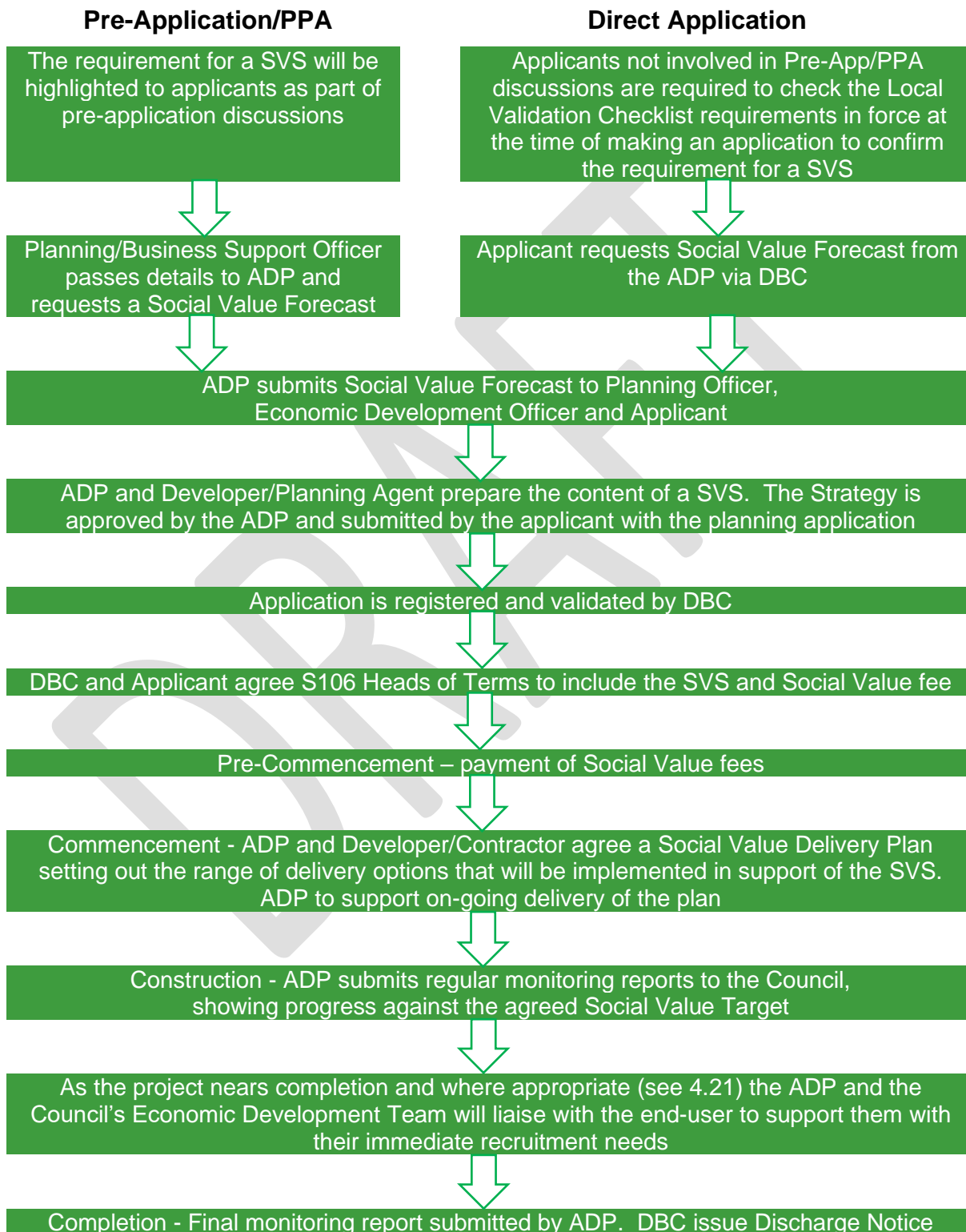
Through their Social Value Strategies, developers are also encouraged to set out how they would engage with local schools and support them to promote the skills and qualifications needed for employment amongst young people aged 11 to 16.

The Social Value Delivery Plan will contain more detail around how these outcomes will be achieved, for example;

- Career inspiration: speakers provided to schools, role models to inspire and encourage career progression, work 'taster' events.
- Employability: mentoring and support for specific cohorts of young people (e.g. under-achievers, high achievers, or young people from particular areas or estates), sessions on employer expectations, mock interviews and interview preparation.
- Curriculum support: advice on curriculum design to bring construction opportunities to life and support to design curriculum-based interventions.
- Work-based learning: workplace visits to complement classroom-based learning, work experience placements etc.

Appendix 2: The Process

DBC = Dacorum Borough Council
 ADP = Approved Delivery Partner
 SVS = Social Value Strategy
 PPA = Planning Performance Agreement



Dacorum BC Community Impact Assessment (CIA) Template

Policy / service / decision

Draft Employment and Skills Supplementary Planning Document (SPD)

Description of what is being impact assessed

What are the aims of the service, proposal, project? What outcomes do you want to achieve? What are the reasons for the proposal or change? Do you need to reference/consider any related projects?

Stakeholders; Who will be affected? Which protected characteristics is it most relevant to? Consider the public, service users, partners, staff, Members, etc

It is advisable to involve at least one colleague in the preparation of the assessment, dependent on likely level of impact

The Draft Employment and Skills SPD is a new tool that will enable the Council to ring-fence specific opportunities arising from a development to benefit the Borough's residents, thereby generating additional social value. The SPD aims to increase local employment opportunities by helping businesses to improve, grow and take on more staff; help businesses to find suitable and (especially) local staff and suppliers; and improve the skills of local people to enable them to take advantage of the resulting employment opportunities.

The Public Services (Social Value) Act (2012), which came into force in England and Wales in January 2013, requires the commissioners of public services to consider how they can secure wider social, economic and environmental benefits from their activities. Initially this focussed on social value in relation to the procurement of goods, works and services, but many local authorities are now extending their scope to include gain from planning developments.

The draft SPD will require residential development of 30 or more homes and non-residential building(s) of 1000m² or more to prepare a Social Value Strategy. The Strategy must demonstrate a commitment to achieve a social value target (expressed in number of weeks) and to deliver as many of the following outcomes as is practically achievable:

- Targeted recruitment and training requirements, ensuring that apprenticeships and other work opportunities help to alleviate unemployment;
- Work placement opportunities designed to support education and learning;
- Targeted vacancy filling or maximising the use of employment support partners;

- Supporting the integration of the local supply chain, helping to develop a wider business base both for the delivery of services and materials;
- Provision of opportunities for social enterprises, which have explicit social, economic or environmental aims;
- Participation in the promotion of education initiatives, supporting the transition between school and work;
- Participation in forums created to promote sector development, sharing good practice to stimulate improvement;
- Participation in forums created to promote community development, maximising the benefits of a strong voluntary and community sector.

The SPD will help support the delivery of the Dacorum Economic Recovery Plan.

Evidence

What data/information have you used to assess how this policy/service/decision might impact on protected groups?

(include relevant national/local data, research, monitoring information, service user feedback, complaints, audits, consultations, CIAs from other projects or other local authorities, etc.). You should include such information in a proportionate manner to reflect the level of impact of the policy/service/decision.

Dacorum Economic Recovery Plan
 Economic Profile of Dacorum
 Dacorum Economic Dashboard
 Office for National Statistics (ONS) June 2021
 NOMIS Official Labour Market Statistics (ONS) December 2020

Who have you consulted with to assess possible impact on protected groups? *If you have not consulted other people, please explain why? You should include such information in a proportionate manner to reflect the level of impact of the policy/service/decision.*

Alex Robinson – Interim Group Manager – Planning and Development
 Keeley Mitchell – Trainee Strategic Planning and Regeneration Officer

Analysis of impact on protected groups (and others)

The Public Sector Equality Duty requires Dacorum BC to eliminate discrimination, advance equality of opportunity and foster good relations with protected groups. Consider how this policy/service/decision will achieve these aims. Using the table below, detail what considerations and potential impacts against each of these using the evidence that you have collated and your own understanding. Based on this information, make an assessment of the likely outcome, **before** you have implemented any mitigation.

- The PCs of Marriage and Civil Partnership and Pregnancy and Maternity should be added if their inclusion is relevant for impact assessment.
- Use “insert below” menu layout option to insert extra rows where relevant (e.g. extra rows for different impairments within Disability).

Summary of impact		Negative impact / outcome	Neutral impact / outcome	Positive impact / outcome
Protected group	<i>What do you know? What do people tell you? Summary of data and feedback about service users and the wider community/ public. Who uses / will use the service? Who doesn't / can't and why? Feedback/complaints?</i>			
Age	Social Value Strategies will be expected to demonstrate opportunities aimed at young people to help alleviate unemployment and build skills, such as targeted recruitment, apprenticeships and work placement opportunities. Developers will also be encouraged to set out how they would engage with local schools and support them to promote the skills and qualifications needed for employment amongst young people aged 11 to 16 and to support the transition between school and work.	□	□	☒
Disability (physical, intellectual, mental) <i>Refer to CIA Guidance Notes and Mental Illness & Learning Disability Guide</i>	The Social Value Strategy should consider the provision of opportunities for social enterprises, which have explicit social, economic or environmental aims.	□	□	☒

Gender reassignment	No material impact on this protected group	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race and ethnicity	No material impact on this protected group	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	No material impact on this protected group	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex	No material impact on this protected group	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	No material impact on this protected group	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not protected characteristics but consider other factors, e.g. carers, veterans, homeless, low income, loneliness, rurality etc.	The activities of the Social Value Strategies will improve the economic wellbeing of individual residents in the Borough who may currently be impacted through having a low income, holding lower qualifications or being economically inactive.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Negative impacts / outcomes action plan

Where you have ascertained that there will potentially be negative impacts / outcomes, you are required to mitigate the impact of these. Please detail below the actions that you intend to take.

Action taken/to be taken <i>(copy & paste the negative impact / outcome then detail action)</i>	Date	Person responsible	Action complete
n/a	Select date		<input type="checkbox"/>
	Select date		<input type="checkbox"/>
	Select date		<input type="checkbox"/>
	Select date		<input type="checkbox"/>
	Select date		<input type="checkbox"/>
	Select date		<input type="checkbox"/>
	Select date		<input type="checkbox"/>
	Select date		<input type="checkbox"/>

If negative impacts / outcomes remain, please provide an explanation below.	
n/a	
Completed by (all involved in CIA)	Claire Covington
Date	28/02/2022
Signed off by (AD from different Directorate if being presented to CMT / Cabinet)	Alex Robinson - Interim Group Manager (Planning and Development)
Date	4 March 2022
Entered onto CIA database - date	
To be reviewed by (officer name)	
Review date	



STRATEGIC PLANNING & ENVIRONMENT

Overview and Scrutiny Committee

Report for:	Strategic Planning & Environment Overview and Scrutiny Committee
Title of report:	Consultation on Development Consent Order for the Expansion of Luton Airport
Date:	16 th March 2022
Report on behalf of:	Councillor Alan Anderson, Portfolio Holder for Planning and Infrastructure
Part:	I
If Part II, reason:	N/A
Appendices:	Appendix A Council's Response to the 2019 DCO Consultation Appendix B Extracts of Noise Contour Maps
Background papers:	1. Consultation Executive Summary of proposed Development Consent Order 2. Planning Applications
Glossary of acronyms and any other abbreviations used in this report:	AONB – Area of Outstanding Natural Beauty DCO – Development Consent Order HA – Host Authority HCC – Hertfordshire County Council LADACAN - the Luton And District Association for the Control of Aircraft Noise LBC – Luton Borough Council LLA – London Luton Airport LLAL – London Luton Airport Limited LLAOL – London Luton Airport Operators Limited MPPA – million passengers per annum NSIP – Nationally Significant Infrastructure Project

Report Author / Responsible Officer

Alex Robinson - Interim Group Manager (Planning and Development)



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Corporate Priorities	A clean, safe and enjoyable environment Climate and ecological emergency
Wards affected	ALL

Purpose of the report:	To advise Members of the consultation on the Development Consent Order to be applied for by London Luton Airport Operations Limited (LLAOL) for the expansion of London Luton Airport and the implications for Dacorum.
Recommendation (s) to the decision maker (s):	<ol style="list-style-type: none"> 1. The Committee outline any views that it wishes the Council to consider when preparing its response to the current consultation on the DCO. 2. To delegate authority to the Strategic Director – Place, in consultation with the Portfolio Holder for Planning and Infrastructure to agree the final response for submission to Luton Borough Council.
Period for post policy/project review:	Ongoing process as the DCO progresses

1. Introduction/Background

1.1 Over the last 20 years London Luton Airport (LLA) has experienced considerable growth and is currently permitted to handle up to 18 million passengers per annum. At the end of 2019 LLA was the UK's fifth largest and one of the UK's fastest growing airports serving nearly 18mppa and is an important player in Luton's economy.

1.2 Luton Borough Council holds ownership of London Luton Airport (LLA) through its company London Luton Airport Limited (LLAL), trading under the name of Luton Rising, and operations at the airport are the responsibility of London Luton Airport Operators Limited (LLAOL).

1.3 LLAL is planning for the long term of expansion of LLA to increase capacity from its present cap of 18mppa to up to 32mppa by around 2040. Such an expansion requires works of such significant size and scale to be undertaken that they qualify as a Nationally Significant Infrastructure Project (NSIP) and means that a Development Consent Order (DCO) must be applied for. Such application will be examined by the Planning Inspectorate and decided by the Secretary of State for Transport.

2. Previous Applications

2.1 The expansion and current operations at LLA are governed by a number of planning permissions and agreed operating practices. The areas of primary importance to Dacorum relate to flight arrivals and departures at the airport and particularly in that context the settlements of Markyate and Flamstead which are both less than a kilometre from the Westerly flight path from the Airport which bears approximately 70% of outgoing flights. Other areas of Dacorum are also impacted by overflying aircraft from other airports, such as London Heathrow as well as LLA. This gives rise to concerns regarding noise impact from flights overflying Dacorum's area (ground operations at LLA are not considered to have significant impact for Dacorum) and potential air quality issues.

- 2.2 Planning Permission 12/01400/FUL (as varied by Planning Permission 15/00950/VARCON) contained a number of conditions to meet concerns expressed by neighbouring authorities to LLA regarding impact on the environment and the health and wellbeing of residents and businesses, these included conditions on day and night aircraft movements and placed a cap on passenger numbers of 18mppa.
- 2.3 Prior to Covid-19 passenger numbers reached very close to the 18mppa cap and LLA sought a variation on the cap to permit 19mppa. Issues had also arisen with breaches of the noise contours and LLA further sought a variation on those conditions, effectively to relax them.
- 2.4 In early 2020 LLA withdrew those applications and made a fresh single application (Planning application reference 20/00131/DOC) to vary the planning conditions; including changing the noise contours, increasing the passenger cap to 19mppa and also seeking permission for works to facilitate the expansion of the airport such as new and improved access roads and other local works.
- 2.5 These applications have received considerable opposition across Hertfordshire. Officers have been liaising closely with HCC and other authorities across Hertfordshire, including St Albans, in coordinating objections to those applications. Common themes running through the objections included:
- The need for planning conditions to give confidence that expansion at LLA would be in line with environmental improvements and ensure that there was no increase in environmental pressures such as noise and air pollution.
 - The apparent unequal consideration of economic and environmental considerations with the result that expansion has been allowed to take place regardless.
 - The expansion to be facilitated by the proposals is contrary to both local and national policy.
 - Unsatisfactory evidence base to support the applications.
 - Proposed mitigation measures being insufficient.
 - Applications are premature whilst the impact of Covid-19 on future travel is still largely unknown.
- 2.6 LBC has resolved to grant the application reference 20/00131/DOC. The Secretary of State has since issued a holding direction on the application whilst consideration is given as to whether or not to call it in. The Secretary of State's decision is awaited.

3. Update on DCO Application

Background and previous engagement

- 3.1 This is the second public consultation that has been held on the DCO. The first public consultation was held in 2019 and attracted feedback from 3,501 people and organisations. DBC responded in support of the detailed submission by HCC (see Appendix A). The issues raised by the Council and HCC included conflicts with national and local policy, inadequate evidence to support the development, lack of strategic planning and that the proposed mitigation measures were inadequate.
- 3.2 Whilst similar to the previous (2019) draft DCO this revised DCO contains a number of changes seeking to address the feedback received. This DCO would authorise:
- Increase in the passenger cap to 32mppa by 2043.
 - Construction of a second terminal.
 - Significant further onsite works such as earth moving, construction of further service facilities.

3.3 Full details of the DCO can be viewed online at Luton Rising's consultation site at: <https://lutonrising.org.uk/consultation/> and supporting documentation (including an executive summary) can be viewed at the Document Vault on the site at: <https://lutonrising.org.uk/consultation/#group-section-Document-Vault-CdLnZ89PYQ>

3.4 There are a number of technical documents that support the consultation and cover a wide manner of areas, including:

- *Draft Employment and Training Strategy* - focused on getting people in the local area that maybe living in deprivation and lack the necessary skills into employment. To be achieved through the investment of programmes to enable local residents to access employment and engagement with employers and the local community.
- *Draft Equalities Impact Assessment* – investigates the impacts expansion may have on the community including Noise, Air Quality, Accessibility to PRoWs and Open Space, Community facilities and Employment Opportunities.
- *Draft Green Controlled Growth* – a new framework designed to ensure that growth only takes place within strict environmental limits.
- *Draft Need Case* - sets out the need for expansion in relation to the Oxford- Cambridge Arc, the pockets of deprivation that surround the area, increase in economic activity around the area as part of the Levelling Up agenda and as part of their Covid recovery.
- *Draft Policy and Compensation Measures* – which sets out the statutory rights and proposed discretionary measures.
- *Draft Sustainability Statement*- addresses the policy, legislation and guidance relevant to sustainability and outlines their commitments around sustainability.
- *Getting to and from the airport* – this contains the emerging transport strategy detailing proposals for improving travel options including. The measures include extending the Luton DART, increasing capacity of bus and coach bays, a new Airport Access Road to serve Terminal 2, delivering a new short stay and long stay car park and promoting sustainable travel through the expansion of electric vehicle charging infrastructure.

3.5 All of these measures are still linked to the proposed Green Controlled Growth (see 4.17 below).

4. Summary of Potential Implications of the DCO

4.1 The following section sets out some of the consequences of the development as currently understood. This is not an exhaustive list.

Noise and increase number of flights

4.2 A direct consequence of increased passenger numbers will be increased flights arriving and departing from LLA. This has potential for an increase in noise impact across the Dacorum area and particularly would affect residents and businesses in the Markyate and Flamstead area which lie directly under or very close to the flightpath for Luton as noted above. The impact on the tranquillity of the AONB is also a matter for concern.

4.3 Evidence available on the Luton and District Association for the Control of Aircraft Noise (LADACAN) suggests that the expansion of the airport would equate to a 60% increase in flights with a more significant proportion taking place between 11pm to 7am and 50% more during the day. Previous information published on their website suggests that Luton airport has broken its promises in the past when permission was granted in 2013.

4.4 As part of the airports evidence gathering and contained within their consultation brochure Luton Airport have undertaken noise modelling to determine the change in noise levels that would be experienced by local communities with or without the scheme coming forward. The assessment is based on current

flightpaths to present a worst case scenario. It is predicted that by 2043 even with the proposed expansion there will be a reduction in the number of people who would experience significant noise.

4.5 To further counter this Luton have committed to a new framework called Green Controlled Growth which among other factors considers noise. This is independently monitored and if breached mitigation measures will need to be put in place and any growth halted.

4.6 In addition to this Luton have also changed their compensation proposals for people affected by aircraft noise meaning that not only is compensation more generous it is made available at a lower noise threshold than previously. The noise compensation package being offered is among the most generous offered by a UK airport.

4.7 It should also be noted that the noise Action Plan from 2014 details that these were all part of a voluntary approach and therefore not legally binding.

Air Quality

4.8 Previous analysis suggests that the impact on air quality would not be significant. Officers are currently in the process of examining this further but it is currently not clear whether this conclusion would be significantly different.

4.9 This is another element that is monitored by the Green Controlled Growth Framework. To further minimise and manage emissions during operating times a Draft Air Quality Plan has been prepared which sets out measure to reduce emissions from aircraft, airside vehicles, surface access, energy and fixed plant, miscellaneous emissions and odour emissions.

Increased passenger movements to the airport

4.10 Surface access to and from LLA is also an area of potential concern which may lead to additional congestion on the M1 and contribute to wider cumulative impacts when taking into account wider housing growth across the area, including at Hemel Hempstead.

4.11 LLA emphasises that it has tried to minimise the impact of additional visitors to the airport as part of the emerging transport strategy. Improvements proposed to mitigate the impact include the Luton DART which is a new rail link connecting Luton Airport Parkway Station directly to the terminals, a forecourt area passenger drop off and pick up which may include a pricing system based on vehicle emissions and a coach station to serve longer distance travel.

4.12 However, car parking will continue to remain an issue going forward with an expectation that 45% of passengers will arrive by car. This could place additional pressures on the M1 and junction 8 as people join the M1, as junction 10 will still serve as the primary road access to the airport. LADACAN suggests that there could still be up to an additional 30,000 car passenger journeys each day on the M1, A505 and roads local to the airport.

Loss of valuable habitat and provision of replacement parkland

4.13 Although not directly relevant to Dacorum the expansion of the airport will require the loss of part of Wigmore Valley Park, which is a country wildlife site and asset of community value. As part of the expansion Luton has committed to make the park at least 10% bigger. These proposals are designed to keep more trees and maintain biodiversity, and will also retain a ridgeline to visually screen the airport.

Creation of new jobs and increased economic activity within Bedfordshire, Buckinghamshire and Hertfordshire

4.14 The consultation documents outline the airport's commitment to improving the economy within its immediate area and creating new opportunities for local residents. The location of the airport within

the Oxford-Cambridge arc and England's economic heartland is stated by LLA to be important in helping to facilitate economic activity within the area.

4.15 The airport is one of the main economic drivers for Luton and supports an area with high levels of deprivation. The expansion of the airport has the potential to generate employment directly and through attracting businesses to the area. This could potentially have added benefits for Dacorum in attracting new employment to Maylands with its good access to the M1 to LLA and other destinations.

4.16 As part of their suite of documents LLA has committed to providing training and new opportunities to those in the community who may lack the necessary skills to enter employment through partnerships with education institutions and local training. Although the connection is not particularly strong there may be some benefits to West Herts College and other educational and training establishments within the Dacorum area.

Concept of Green Controlled Growth (GCG)

4.17 Green controlled Growth is LLA's take on the Green Growth strategy which is defined by the Organisation for Economic Co-operation and Development as *"fostering economic growth and development, while ensuring that natural assets continue to provide the resources and environmental services on which our well-being relies."*

4.18 LLA state that GCG is a unique framework that will be introduced to ensure that environmental limits are adhered to as the airport grows, including a legally binding and independently monitored set of criteria that will need to be satisfied for the airport to expand. If monitoring were to suggest at any point the limits were in danger of being breached, then plans would need to be set out how that breach would be avoided. If the limits were ultimately breached further growth would be stopped and mitigation would be required.

4.19 Green Controlled Growth would place controls on four key categories of environmental impact:

- air quality;
- greenhouse gas emissions
- aircraft noise; and
- surface access mode share.

4.20 It is proposed to measure these impacts as follows:

- Aircraft noise – by the total area of land experiencing noise above a certain threshold.
- Air quality – by the concentrations in the air of the three pollutants most relevant to human health.
- Greenhouse gas emissions – by emissions from airport operations and surface access.
- Surface access – by % of passengers and staff travelling by public transport and sustainable modes.

4.21 Limits are proposed for each of these four categories. Green Controlled Growth would ensure that growth only takes place within strict environmental limits. The airport operator would be required to periodically monitor and report on the extent of impacts associated with the airport in the four limit areas. If monitoring were to suggest at any point that these limits were in danger of being breached, then plans must set out how that breach would be avoided. If environmental limits were ultimately breached, further growth would be stopped, and mitigation required.

4.22 Much of the detail remains to be worked out, including how those parameters are set, monitoring arrangements and how and by whom enforcement would occur.

Compensation and Community Funding

4.23 As part of the compensation measures LLAL are proposing to set up a new Community Fund called Community First. The proposed scheme would contribute £1 to the Community First fund for each additional passenger as a result of the expansion. This money will be allocated to projects that tackle deprivation in Luton and neighbouring counties, and for local decarbonisation projects.

4.24 The emphasis is on the most deprived areas and will be split 60% to Luton, and 40% to neighbouring counties. At the maximum expanded capacity of 32 million passengers per annum (mppa), and assuming the current cap of 19 mppa as the baseline, this would mean £13 million a year is contributed to Community First, of which £5.6 million would be allocated to projects in neighbouring counties. This compares to the current Near Neighbour Fund which is in the region of £25,000 per year. Dacorum receives roughly 7% of the Near Neighbour Fund. It is currently unclear how the new funding arrangements will impact Dacorum.

4.25 The LLA is now proposing a revised Noise Insulation Scheme to that stated in the 2019 DCO consultation. It is offered through four Noise Insulation Schemes, with each scheme addressing slightly different circumstances:

- Scheme 1 – Properties within the 63dB LAeq,16h (63dB) contour band;
- Scheme 2 – Properties within the 60dB LAeq,16h (60dB) contour band;
- Scheme 3 – Properties within the 57dB LAeq,16h (57dB) contour band; and
- Scheme 4 – Properties within the 54dB LAeq,16h (54dB) contour band

4.26 The scheme consulted upon in 2019 has been reviewed and the noise insulation policy threshold extended beyond the current 63dB LAeq,16h contour. The 2019 proposals provided eligibility from 57dB LAeq,16h, whereas the new proposal commences at 54dB LAeq,16h. Officers are considering if this would provide potential eligibility within Dacorum for the 54dB contour band.

5. Future Airspace Strategy Implementation – South (FASI-S)

5.1 The Committee should also be aware of wider changes being considered to airspace arrangements. This had been on hold for several years but is now progressing. FASI-S is intended to be a co-ordinated strategy and plan for the use of UK airspace for air navigation up to 2040, including for the modernisation of the use of such airspace.

5.2 Briefly, the strategy will set out flightpaths for Southern England for flights up to 7,000 feet. For the Dacorum area this will cover the airports of Luton, Heathrow, Stansted, London City & Northolt. The expansion of some or all of those airports will therefore have some impact on the Dacorum area.

5.3 For LLA an early indication has been given that a more equitable distribution of flightpaths is likely to be sought. Accordingly, some areas may experience fewer flights overhead and others may experience more than at present. More detail is expected around late Summer of this year. Generally speaking an overall increase in flights over Dacorum is to be expected from proposed airport expansion in the South of England.

6. Host Authority Status

- 6.1 On 9 February 2022 LLAL informed this Council that the limits of the area covered by the proposed DCO include a small slither of land within Dacorum's boundary. This relates to works on the slip road of Junction 10 of the M1, where temporary possession is proposed for highway improvements. As a consequence Dacorum now has the status of Host Authority (HA) for the purposes of the DCO process; until now Dacorum had been a "neighbouring authority".
- 6.2 The Planning Inspectorate's Advice Note Two provides that whilst participation in the DCO process is not obligatory it is strongly advised. It is therefore not absolutely obligatory that Dacorum agrees to enter into the DCO process as a HA and Dacorum could remain as a "neighbouring authority" in practical terms. Officers are seeking an urgent meeting with LLA on the implications within the engagement process of being or not being a HA.
- 6.3 Potential consequences of being a host authority (HA) include responsibilities under the statutory consenting process, which it must fulfil regardless of whether or not it supports the scheme for which powers are being sought. The HA's view carries weight with both developer and decision maker and it is possible to maintain strong objections to the scheme or to object to specific aspects of it. The HA will be engaged in all stages of the DCO process which can include:
- Liaising and sharing resources with other affected local authorities;
 - Consultation on screening/scoping of the environmental impact assessment;
 - Input into the content and methodology of the developer's public consultation exercise;
 - Participating in consultation as a statutory consultee;
 - Agreeing terms of a Planning Performance Agreement with the developer
 - Possible submission of an "Adequacy of Consultation" representation;
 - Preparation and submission of a "Local Impact Report";
 - Evidence planning and preparation of Statements of Common Ground;
 - Participation in the examination process; and
 - Monitoring and enforcement of requirements once a DCO is made.
- 6.4 Being a HA can increase the weight to be given to a local authority's views as being directly affected by powers being sought under a DCO upon land and property in its administrative area. However, given only a very small slither of land in third party ownership, and for which only temporary possession is sought, is involved means that any extra weight to views is likely to be minimal.
- 6.5 The status of HA will also increase demands on the Council's resources to comply with the statutory obligations that go with the status of HA. It should also be noted that if the small slither of land is subsequently excluded from the DCO limits then Dacorum's role as HA would also fall away and it would revert to being a neighbouring authority.

7. Next Steps

- 7.1 Officers continue to liaise with Hertfordshire County Council and St Albans City and District Council amongst other authorities neighbouring LLA on matters arising. Officers are also seeking to join the consortium of other Host Authorities to combine resources and consider appropriate responses to the DCO.
- 7.2 Officers propose to formally respond to the DCO process, ideally in conjunction with other HA or in conjunction with HCC to further reinforce previous concerns raised about implications of the development. The response will seek further assurances that the identified negative impacts of the development will be sufficiently mitigated to avoid adverse impacts and that opportunities arising from the expansion, such as employment and community funding are realised. A particular focus of the response will be on the noise impacts of night flights on Dacorum.

Options and alternatives considered

7.3 An alternative to the proposed approach is to do nothing. Whilst HCC would likely address areas of concern to Dacorum in its response, the opportunity to respond to those matters that directly impact upon - Dacorum would be lost as could the opportunity to realise potential benefits from the expansion. In any event the “do nothing” option is not feasible whilst Dacorum is a host authority as the process places a number of responsibilities upon it as already noted (see 2.4 above).

8. Consultation

8.1 The following sections have been consulted on the work undertaken to date:

- Environmental Services
- Development Management
- Strategic Planning

9. Financial and value for money implications:

9.1 Funding to consider and respond to LLA related consultations is provided from existing base budgets. To date there have been economies of receiving the information provided by HCC and supporting the approach taken by HCC. As a host authority Dacorum may have to take a more proactive role in the DCO process.

9.2 If the Council wishes to undertake further technical work this would be funded from the existing Local Plan budget.

10. Legal Implications

10.1 The status of being a HA for the purposes of the DCO brings additional obligations as noted in 2.4 above.

10.2 As HA Dacorum could be involved in the preparation and completion of a number of agreements and formal participation in the examination process.

11. Risk implications:

N/a

12. Equalities, Community Impact and Human Rights:

N/a

13. Human Rights

13.1 There are no Human Rights implications arising from this report.

14. Sustainability implications (including climate change, health and wellbeing, community safety)

14.1 Implications for climate change and sustainability of growth in the area. Dacorum has declared a climate emergency and expansion of the airport needs to be compatible with those aims and also wider government initiatives such sustainable growth and the recently announced Jet Zero.

14.2 The DCO could enable additional social benefits to be secured from planned expansion through the delivery of skills, training and employment outcomes targeted at local residents, education providers and businesses. Given the likely level of growth expected over the new plan period and initiatives such as the Hertfordshire Innovation Quarter and Hemel Garden Communities, the impact of this new policy could be transformative to both individuals and the local economy.

15. Council infrastructure (including Health and Safety, HR/OD, assets and other resources)

15.1 The proposed DCO does not propose any acquisition of Dacorum assets. A small slither of land in the vicinity of Slip End by junction 10 of the M1 within Dacorum's area will be required in connection with the proposed junction improvements for access to LLA.

15.2 The status of Dacorum as a host authority will place additional pressure upon officer and financial resources

16. Conclusions:

16.1 Dacorum should respond to the consultation highlighting its main areas of concern including noise impacts and mitigation measures, surface access and how green controlled growth will be implemented and managed in the future.

Date: 16th December 2019
Your Ref: None
Our Ref: LLALL/FutureLuton1/2019
Contact: James Doe
Email: James.Doe@Dacorum.gov.uk
Directline: 01442 228 583

Future Luton LLAL Consultation,
London Luton Airport Ltd

Via email to futureluton@llal.org.uk

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D/deaf callers, Text Relay:

Dear Sir or Madam,

Re: Dacorum Borough Council's response to the Future Luton Consultation, 'Making Best Use of Our Runway', October 2019

I am writing on behalf of Dacorum Borough Council in response to the 'Future Luton' consultation, which began in October 2019.

Thank you first of all, for the opportunity to comment upon your final proposals as part of the Development Consent Order (DCO) process before you submit your application to Government next year.

Our key comments in response to this stage of 'Future Luton' consultation are as follows:

General:

1. We are reassured by the fact that Government will be the decision-maker for LLAL's expansion proposals this time.
2. We acknowledge that the recent growth in passenger numbers has outstripped that previously envisaged by LLAL, hence the need to consider expansion, however we remain concerned that expansion is being considered whilst current noise issues are still unresolved.
3. We acknowledge that the emerging proposals for growth of the airport put forward by LLAL, are being developed in line with Government aviation policy.
4. We note and support the principle of focussing on providing the necessary airport development to enable growth to the north of the runway, largely within current 'envelope' of the airport. We have no objection per se, to the relocation of Wigmore Park into North Hertfordshire.
5. As a matter of practicality, we support the logic of developing a second terminal, to enable passenger growth, allowing that growth to be phased and delivered in a way which minimises disruption to existing airport operations during construction.
6. We are mindful of what the impacts of the emerging expansion proposals could be for Dacorum Borough. We note that some further assessments may be required as the application progresses and we would strongly welcome the opportunity to be involved in their continued development as they emerge.

1. We acknowledge the economic and employment benefits of having an international airport nearby. In addition to the direct and indirect jobs which derive from the airport's operation, the variety of airport-related jobs available is broad and we welcome a wide variety of highly skilled jobs such as engineering etc., which airport activity and business brings to the area.
2. We acknowledge and support the fact that further development at the airport is highly likely to generate additional local employment and business for the Borough and will continue to be an important factor in encouraging businesses with international trade links to locate to the area.
3. It is fundamentally important however, that LLAL provides greater detail of the specific local advantages of the airport beyond Luton itself, when developing its detailed economic impact assessment to accompany the DCO proposals. This will aid local communities to better understand and balance the benefits and impacts of growth at the airport.

Noise Issues:

1. We are pleased to note that LLAL's consultation documentation acknowledges that aircraft noise is one of the key issues it needs to deal with, if it is to obtain approval for expansion through the DCO process.
2. We ask LLAL to note that in Dacorum Borough, current flightpaths from the airport, have a significant impact upon the villages of Markyate and Flamstead in terms of aircraft noise. Eastern Hemel Hempstead and Tring are also significantly affected by noise. It is clear that doubling passenger throughput at the airport, essentially means a doubling of flights and a potentially significant increase in noise disturbance under flightpaths and holding areas, unless effective mitigation measures can be put in place, or significant investment in new and less noisy aircraft by the airlines operating from the airport. This remains a significant concern to Dacorum Borough Council and its residents and we would wish to see clear noise mitigation measures agreed in association with any permitted growth of the airport which are fully enforceable by an independent body.
3. We particularly support the consideration of noise mitigation measures, such as those indicated by LLAL, which would:
 - a. Maintain the current limit on night-time flights;
 - b. Provide firm requirements for airlines to adopt quieter aircraft;
 - c. Apply the principles of the International Civil Aviation Organisation's Balanced Approach to Aircraft Noise Management and;
 - d. Extend the coverage of the current Noise Insulation Scheme into the most affected parts of Dacorum Borough.
4. The modelling study predicts that the noise contours for day and night flights will place Dacorum residents within the Lowest Observed Adverse Affect Level (LOAEL) for both day and night. There is a reduction in the noise contours compared with the baseline, which the model has assumed arises from airlines upgrading aircraft over time. However the degree of fleet renewal is not described in transparent detail. When read alongside the noise management plan, 3.2.5 this notes that introducing new aircraft types can be fraught with delays. It would be useful for the modelling study to define the assumptions in fleet replacement, against current real world rate of replacement of aircraft, i.e. model uncertainty.
5. In defining criteria for observed effect levels, these are based on average levels for day (16 hour) and night (8 hour). The study does not consider max events (from overpass). Section 3.3.4 of the management plan acknowledges that average levels are not consistent with people's perception of aircraft noise as a number of discrete, noticeable events. At night in particular, maximum event levels are used to describe

likely potential for sleep interference but little justification for their inclusion in the study. When revising the LOAEL from aircraft the survey of noise attitudes has found that despite aircraft becoming quieter, annoyance has increased with lower average levels due to busier skies. Noting that passenger numbers are set to almost double it assumes twice as many flights overhead. Although this may equate to a 2-3 dB difference in exposure (2029 DN vs 2039 DS), this does not consider the full picture where there is distraction from twice as many aircraft passing overhead, i.e. discrete, noticeable events that distract and interfere. It is also not apparent through the PEIR that noise surveys were conducted with audio recordings that would help with the listener perception of the degree to which overpasses currently intrude, and how potential the period of respite between flights would halve.

6. Airports should devise their noise management plans (NMP) reflecting feedback from residents. The nature of complaints and how they impact is given limited discussion within the PEIR but could inform additional criteria for assessing significance. Furthermore, there is a disparity in that the NMP discusses night flights between 23:00 – 06:00, but modelling is based on a night period of 23:00 – 07:00. The NMP implies no increase in night flights, but modelling shows that under the 2039 DS scenario compared to 2029 DN, noise contours increase. This suggests an increase in night flights. This disparity may arise because of what is defined as night for modelling purposes (23:00 – 07:00) and night for the airport (23:00 – 06:00). These periods should align however for consistency and this apparent disparity should be addressed and explained.
7. If the hour between 06:00 – 07:00 is still considered night, and a period when people would reasonably expect to have undisturbed sleep, if there is a significant upturn in departures it appears that there may be a greater impact potential that is not being reported, especially based on maximum noise events. Guidance published by the Institute of Environmental Management (IEMA) present a similar analysis as opposed to a simple average over a long-term, which may result in impacts being more significant than presented.
8. Within the NMP there is concern with measures that can be implemented, rather than those which are to be investigated and for which there is limited evidence. There is a noticeable gap between 2022 – 2035 based on equivalency of aircraft. The NMP does not specify if objectives for fleet modernisation can be mandated or will be voluntary. This again goes basis of the modelling assumptions which have been made and which should be clarified so that we may properly assess the significance of impacts.

Transport and Travel:

1. We note that LLAL's consultation documents suggest that at present, about 32% of passengers arrive or depart from the airport by public transport (rail or bus/coach), whilst the vast majority still journey to the airport by car (either private car or taxi). We therefore welcome LLAL's intention is to encourage further use of public transport and the investment it is making in the new Luton DART light rail service to help increase passenger journeys by public transport in future. However, we remain concerned that with the growth in passenger numbers envisaged, and despite that investment, there will still be a significant increase in traffic on roads in the locality, including those within Dacorum Borough. We therefore wish to ensure that the emerging Transport Plan to accompany the DCO proposals takes full account of the potential impact of airport expansion on our local road network and would wish to be involved in the continued development of that assessment, and/or any group which is formed to test the ability to maximise public and sustainable travel to the airport.
2. We would also ask LLAL to note our particular concerns in respect of the impact of further airport growth on traffic congestion along the stretch of the M1 south of

junction 10/10a and request that both the Transport and Environmental Impact Assessment closely consider both the traffic and air quality implications of airport growth in that locality.

Other Issues:

1. In terms of airline safety, whilst acknowledging that Luton Airport currently has an excellent safety record, we would strongly urge LLAL to review the recommendations of all safety audits associated with airlines operating from the airport and airport operations as they arise, to help ensure that recommendations are acted upon swiftly and that any growth can be accommodated to the highest ongoing safety airline standards.
2. Finally, the Council notes that the extent of community benefits which derive to Luton Borough residents as a result of the airport are significant in both the commercial returns and Community Partnership Funding made available to the Luton community. This is to be welcomed in many respects, but the impacts of the airport are not confined to Luton Borough. Unfortunately, at present, only a very small part of LLAL's Community Funding Programme, about 0.35%, is made available through the 'Near Neighbour Fund', to provide grants to support community groups outside of Luton. This appears inequitable, particularly when some neighbouring communities are substantially affected by noise and environmental impacts of the airport. In this context, Dacorum Borough Council welcomes recently proposed improvements to the Community Funding Programme and would wish to see LLAL give further consideration to its development which better reflects the impacts of the airport on neighbouring communities, rather than just Luton.

I thank you once again for the opportunity to provide input into LLAL's emerging growth proposals and hope my Council's views are helpful to you as you work towards the DCO process. We would be pleased to be closely involved in any working groups and the continued development of further detailed assessments as they emerge

If you require any further clarity, please do not hesitate to call James Doe, my Assistant Director for Planning, Development and Regeneration.

Thank you for your consideration.

Yours sincerely,

A handwritten signature in brown ink that reads "James Doe". The signature is written in a cursive style with a small flourish at the end.

James Doe, on behalf of **Cllr Graham Sutton, Portfolio Holder for Planning and Infrastructure**

Agenda Item 11

SPAE OSC: Work Programme 2021/22
DRAFT FOR DISCUSSION

Meeting Date	Report Deadline	Items	Contact Details	Background information
Wed 16 March 2022	Mon 7 March 2022	Action Points (from previous meeting)		
		Environmental Services performance Q3	Group Manager for Environmental Services craig.thorpe@dacorum.gov.uk	
		Environmental and Community Protection Performance Report Q3	Group Manager for Environmental and Community Protection Emma.walker@dacorum.gov.uk	
		Quarter 3 2021/2022 Planning, Development and Regeneration performance Q3	Alex Robinson – Group Manager (Planning and Development) Alex.Robinson@dacorum.gov.uk	Quarterly performance report
		Skills Supplementary Planning Document	Alex Robinson – Group Manager (Planning and Development) Alex.Robinson@dacorum.gov.uk	To set out the content of a draft new supplementary planning policy document to secure proposals for the development of local skills in association with new development proposals.
		Luton Airport expansion proposals	Alex Robinson – Group Manager (Planning and Development)	To set out a proposed response to

		Alex.Robinson@dacorum.gov.uk	London Luton Airport Ltd on the proposals
14 June 2022	3 June 2022		
	Affordable Housing SPD	Alex Robinson – Group Manager (Planning and Development) Alex.Robinson@dacorum.gov.uk	
	Environmental Services Annual Review	Group Manager for Environmental Services craig.thorpe@dacorum.gov.uk	
	Biodiversity Net Gain SPD	Alex Robinson – Group Manager (Planning and Development) Alex.Robinson@dacorum.gov.uk	
	Environmental Services Performance Q4	Group Manager for Environmental Services craig.thorpe@dacorum.gov.uk	
	Environmental and Community Protection Performance Report Q4	Group Manager for Environmental and Community Protection Emma.walker@dacorum.gov.uk	
	PSPO & Enforcement Review	Group Manager for Environmental and Community Protection Emma.walker@dacorum.gov.uk	

		Quarter 4 2021/2022 Planning, Development and Regeneration performance Q4	Alex Robinson – Group Manager (Planning and Development) Alex.Robinson@dacorum.gov.uk
		Paradise Employment Area Design Code	Alex Robinson – Group Manager (Planning and Development) Alex.Robinson@dacorum.gov.uk
6 July 2022	27 June 2022		
		Infrastructure Delivery Plan Update Report	Alex Robinson – Group Manager (Planning and Development) Alex.Robinson@dacorum.gov.uk
		Annual Planning Enforcement Update	Philip Stanley – Group Manager (Development Management & Planning) philip.stanley@dacorum.gov.uk
August 2022	August 2022		
21 September 2022	9 September 2022		
		PSPO Pilot Review (District	Group Manager for Environmental and Community Protection

		Enforcement)	Emma.walker@dacorum.gov.uk	
		Waste Review Update (dependant on Government Release)	Group Manager for Environmental Services craig.thorpe@dacorum.gov.uk	
		Environmental Services Performance Q1 Environmental and Community Protection Performance Report Q1	Group Manager for Environmental Services craig.thorpe@dacorum.gov.uk Group Manager for Environmental and Community Protection Emma.walker@dacorum.gov.uk	
		Quarter 1 2022/2023 Planning, Development and Regeneration performance Q1	Alex Robinson – Group Manager (Planning and Development) Alex.Robinson@dacorum.gov.uk	Quarterly performance report
		Infrastructure Funding Statement – Developer Contributions Update	Alex Robinson – Group Manager (Planning and Development) Alex.Robinson@dacorum.gov.uk	Statutory annual report on funds received and spent through new developments via s106 agreements and Community Infrastructure Levy (CIL)
12 October 2022	30 September 2022			

		Stewardship Supplementary Planning Document	Alex Robinson – Group Manager (Planning and Development) Alex.Robinson@dacorum.gov.uk
8 November 2022	28 October 2022		
		Food Service Plan and Recovery Plan	Environmental and Community Protection Emma.walker@dacorum.gov.uk
		Environmental Services Performance Q2 Environmental and Community Protection Performance Report Q2	Group Manager for Environmental Services craig.thorpe@dacorum.gov.uk Group Manager for Environmental and Community Protection Emma.walker@dacorum.gov.uk
		AQMA and AQAP update	Environmental and Community Protection Emma.walker@dacorum.gov.uk
6 December 2022	25 November 2022	Joint Budget	

Others to be programmed

		Paradise Employment Area Design Code	Paradise Employment Area Design Code	TBC with Chair