

## BEST VALUE REVIEW OF PLANNING AND TRANSPORT POLICY

Report to MRG – 27 January 2003

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### Hypothesis 3: Integrating Economic Sustainability

#### 1. Purpose of the Report

To provide further information regarding Hypothesis 3 and an indicative testing plan.

#### 2. Introduction

2.1 Hypothesis 3 investigates:

**“If we work more closely to integrate our planning and economic development activities both locally and regionally, we will provide a consistent and seamless service to residents, developers and businesses.”**

2.2 This hypothesis emerged from the Best Value Review of Economic Development that has recently been completed. The Economic Development Member Review Group deferred this particular hypothesis owing to the fact that the Environment BVR was pending.

2.3 The background and challenge to the hypothesis was around the need to “breakdown silos”, examine linkages between RPG 14, the Regional Economic Development Strategy and Local Plans, make the connections between Structure Planning and the Economic Development Strategy and improve the links between business and local authorities.

2.4 Factors which would need to be considered in testing this hypothesis would be around the powers and duties which exist or are planned, the relationships between Districts/and the County (one-stop shop consistency), the region and sub-regional links (including London and the South East as well as the East) and the organisational relationship between local authorities.

2.5 The attached template lists the steps that would need to be undertaken to test the hypothesis if it is pursued.

2.6 Much of the attached is already happening, officers of the ECDU and the Forward Planning team in Environment already work closely together on responding to EEDA, the EELGC and GO East on regional issues such as the RES, RPG 14, consultants reports and the SERAS report.

- 2.7 Chapter 3 of the Hertfordshire Prosperity Forum Economic Development Strategy 2000-05 examines striking the balance between the Natural and Built environment. Essentially it relates to hard and soft infrastructure issues. The action plan to this chapter refers to issues such as the Key Sites programme, Stansted/Luton Airports, travel wise and sustainable tourism.
- 2.8 Significant progress has recently been made on the Key Sites programme notably on the Hatfield Aerodrome, Leavesden, Essex Road and Three Cherry Trees Lane sites.
- 2.9 The ECDU and Forward Planning in November jointly commissioned consultants to assess the economic impact of the Luton airport expansion proposals. The ECDU inputted into both the responses to the Stansted planning application and to the SERAS report.
- 2.10 The county now has a target of 35% of the county's workforce employed by companies with a company travel plan by 2005.
- 2.11 The Hertfordshire Tourism Group chaired by Hertfordshire Chamber of Commerce and Industry (HCCI) and supported by businesses and local authorities has implemented a range of successful initiatives post the foot and mouth outbreak.
- 2.12 The two Units also work closely together on green business initiatives in partnership with Go East, Business Link, the University of Hertfordshire and District Councils. A Green Business Adviser has recently been appointed at Business Link as a result of a successful ESF bid.
- 2.13 The Economic Development Best Value Review demonstrated the lack of rigorous contact and intelligence gathered as a result of the many Local Authority contacts with business. The Improvement Plan is clear that there is a need to improve and develop a LA one-stop shop facility with many access points for businesses in the county. It is important to facilitate better links between local planners, EDOs, EHOs Trading Standards etc and their roles and contacts with local firms. Hertfordshire Futures based at Business Link is pursuing some of the issues around Care and Retention. Hertfordshire Economic Development Officers Group (HEDOG) and the Prosperity Forum will examine the one stop shop concept. It is also recommended that officers consider the development of a county Business Charter (the former HCC model should provide a steer).
- 2.14 Given the above actions Members are asked if this hypothesis should continue to be tested?

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17 January 2003

### ***Hypothesis number 3: Integrating Economic Sustainability***

#### **INFORMATION**

<b>What information do you need?</b>	<b>Who do you need the information from?</b>	<b>How will you get this information?</b>
Regional Planning Guidance Conclusions Plus HCC Structure Plan and Structure Plans in the East of England and South East.	EELGC,EEDA, SEEDA, GLA. Local Economic Partnerships (LEPs)	LEPs, Local Government, National, regional, local networks
Information from Business Organisations e.g. on skill shortages and infrastructure deficits (Roads/Rail) and affordable housing	National, Regional and Local. CBI, IOD,HCCI, Business Link, TUs	Contact with Cluster Groups, businesses, business reps, Trades Unions etc
Information from Learning Organisations, Skills and Education Providers e.g. on skill shortages	LSCs, DfES	
Information from Government , National, Regional and Local	Adjoining Local Authorities ,counties unitaries and districts	Consult with other local authorities and LEPs e.g. Cambridge Economic Partnership and Cambridge City Council
Information from NDPBs (Non Departmental Public Bodies)	E.G. Business Links, HPF	
Link to Economic Development BVR, to HPF 2000-2005 Economic Development Strategy, to HCC Structure Plan and to RPG	As above	As above
Output from Best Value Reviews, Information from Chief Economic Officers Society (CEDOS)	CEDOS, LGA, IED and Idea	Desk Research, Web pages,reports

## CONSULTATION

Who do you need to consult?	What do you need to ask them?	How will you do the consultation?
CEDOS, HPF Cluster Groups, HCCI, IOD, BAA, LDA, adjoining authorities and LEPS	Hard and soft infrastructure issues e.g. @ Skill Shortages, Infrastructure Deficits, House Prices	Questionnaire and face to face interviews. Use consultant and partners. Will have cost implications. Suffolk model.
Citizens Panel and Business, District EDOs, Adjoining Counties	Must engage business in the process.	One to one visits
County Supplies, Trading Standards, Contract Services and District Council Planning and Environmental Health Depts, Invest East of England and Hertfordshire Futures	HCC needs better business connectivity. A new Business Charter for HCC !	

## ORGANISATIONS

What organisations do you need to visit for examples of good practice?

### 1. Links/overlaps with Economic Development and the Structure Plan

Implement Economic Development Strategy Chapter 3. (Striking a balance between the Natural and Built Environment). Hard and soft infrastructure issues

e.g. key sites, Stansted/Luton Airports, west to east transport issues, travelwise type issues, ICT infrastructure and sustainable tourism. Initiatives.

2. Our ED BVR demonstrated the lack of rigorous contact and intelligence systematically gathered as a result of our many LA contacts with business.

In the improvement Plan we are clear we need a “one stop shop with many access points” approach to business support, reliant on the contacts and the information above.

3. Should have a consistent countywide LAs business charter developed through the offices of HPF.
4. Need to promote greening business