



NOTICE OF MEETING

Meeting:	Cabinet
Date and Time:	Thursday 7 October 2021 7.00 pm
Place:	Council Chamber
Enquiries to:	Committee Services Committeeservices@hart.gov.uk
Members:	Bailey, Clarke, Cockarill, Kinnell, Neighbour (Leader), Oliver, Quarterman and Radley

Joint Chief Executive

CIVIC OFFICES, HARLINGTON WAY
FLEET, HAMPSHIRE GU51 4AE

AGENDA

This Agenda and associated appendices are provided in electronic form only and are published on the Hart District Council website.

Please download all papers through the Modern.Gov app before the meeting.

- **At the start of the meeting, the Lead Officer will confirm the Fire Evacuation Procedure.**

- **The Chairman will announce that this meeting will be recorded and that anyone remaining at the meeting had provided their consent to any such recording.**

1 MINUTES OF THE PREVIOUS MEETING 5 - 10

The Minutes of the meeting of 2 September 2021 are attached to be confirmed and signed as a correct record.

2 APOLOGIES FOR ABSENCE

To receive any apologies for absence from Members*.

**Note: Members are asked to email Committee services in advance of the meeting as soon as they become aware they will be absent.*

3 DECLARATIONS OF INTEREST

To declare disposable pecuniary, and any other interests*.

**Note: Members are asked to email Committee Services in advance of the meeting as soon as they become aware they may have an interest to declare.*

4 CHAIRMAN'S ANNOUNCEMENTS

5 PUBLIC PARTICIPATION (ITEMS PERTAINING TO THE AGENDA)

6 MINUTES FROM THE CLIMATE CHANGE WORKING GROUP 11 - 13

Minutes of the meeting held on 21 September 2021 to be noted.

7 WELCOME BACK FUND 14 - 40

This report provides an update on the Welcome Back Fund application to provide a district-wide e-commerce platform, which was investigated by a Cabinet working party following Cabinet's request in July 2021.

This report also provides an update of existing applications and informs Cabinet of a further application for funding from Yateley Town Council to the Government's Welcome Back Fund.

RECOMMENDATION

That Cabinet

1. Endorses with the Cabinet Working Group recommendation that the application for a district-wide e-commerce platform does not progress to the next stage of the Welcome Back Fund process (see para 4.6); and
2. Approves the Yateley Town Council applications to progress to the next stage of the Welcome Back Fund process (For reference, the next stage is to submit a detailed Action Plan and Service Level Agreement for consideration by the Department for Levelling Up,

Housing and Communities (DLUHC). If the application is approved by DLUHC, then the proposed scheme(s) can then commence).

8 COUNTRY PARK CONCESSION

41 - 47

The purpose of this report is to seek approval for the Head of Environment & Technical Services to market the opportunity to secure a refreshment facility at Edenbrook and Bramshot Farm Country Parks. At this point no funding is requested for this project; however, depending on response from the market; funding may be requested through the annual budget cycle for 2022-23 on an invest to save basis to develop temporary or permanent trading facilities subject to approval and permissions.

RECOMMENDATION

1. That the Council, subject to its rules on procurement and Contract Standing Orders, markets the opportunity for the delivery of modest refreshment facilities at both Edenbrook and Bramshot Country Parks.
2. That the Head of Service for Environment and Technical Services procures a lease of no longer than one year with suitable providers.
3. That the lease is granted on a commercial basis with the contribution from the lease contributing to savings required as part of the budget setting process.
4. That any capital or revenue funding associated with this goes through the standard budget setting process and is approved as part of the 2022-23 budget setting process.
5. That a future report is produced for Cabinet to determine whether the leases are extended beyond the first year of operation.

9 NORTH HAMPSHIRE NARRATIVE

48 - 67

The Council along with three other Hampshire local authorities have produced a North Hampshire Narrative document (Appendix 1) to provide a combined narrative for north Hampshire, which includes the north of Test Valley (Andover), Basingstoke and Deane, Hart and Rushmoor council areas.

The document articulates what North Hampshire has to offer, its aspirations for development, what is needed to address housing, economic and infrastructure challenges and how to put each authority in a stronger position to deliver the growth required.

The document will also be used to help inform conversations with key stakeholders such as Homes England, Enterprise M3 Local Enterprise Partnership, Hampshire County Council and infrastructure providers and as a supporting document for funding bids demonstrating the

opportunities in the Boroughs in a wider strategic context. The document will help the north Hampshire authorities articulate the strategic case for the area in the context of any potential “County Deal”. It is not intended as a strategy document and has no statutory status.

RECOMMENDATION

That Cabinet endorses the North Hampshire Narrative Document (Appendix1).

10 FOOD RECOVERY PLAN 2021/22 68 - 107

To consider the Food Recovery Plan 2021/22 as set out in Appendix 1.

RECOMMENDATION

That Cabinet approves the draft Food Recovery Plan 2021/24.

11 CABINET WORK PROGRAMME 108 - 112

To consider and amend the Cabinet Work Programme.

12 EXCLUSION OF THE PUBLIC

The following item contains exempt information.

RECOMMENDATION

Members must decide whether the public interest in maintaining an exemption outweighs the public interest in disclosing the information.

It is suggested that, in accordance with Section 100A(4) of the Local Government Act 1972, the public be excluded during the discussion of the matters referred to, on the grounds that they involve the likely disclosure of exempt information, as defined in paragraphs 1 and 2 of Part 1 of Schedule 12A of the Act, and the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

13 HART DISTRICT COUNCIL LEISURE CONTRACT – COVID 19 113 - 120

This report is exempt from publication.

Date of Publication: Wednesday, 29 September 2021

CABINET

Date and Time: Thursday 2 September 2021 at 7.00 pm

Place: Council Chamber

Present:

Clarke, Cockarill, Kinnell, Neighbour (Leader), Oliver and Quarterman

In attendance: Axam (from 7.06pm), Butcher, Foster (from 7.15m), Radley and Wheale (from 7.09pm)

Officers:

Daryl Phillips	Joint Chief Executive
Emma Foy	Head of Corporate Services and Section 151 Officer
Mark Jaggard	Head of Place Services
Steve Bennett	Digitalisation Manager
Guy Clayton	Housing Projects Officer
Helen Vincent	Committee Services Officer

40 MINUTES OF THE PREVIOUS MEETING

The minutes of 5 August 2021 were confirmed and signed as a correct record.

41 APOLOGIES FOR ABSENCE

Apologies had been received from Councillor Bailey.

42 DECLARATIONS OF INTEREST

Councillor Forster declared a pecuniary interest to item 11 that he is a Hampshire County Councillor and responsible for Commercial Strategy and Finance.

43 CHAIRMAN'S ANNOUNCEMENTS

The Chairman had no announcements.

44 PUBLIC PARTICIPATION (ITEMS PERTAINING TO THE AGENDA)

None.

45 QUARTERLY BUDGET MONITORING Q1 - OUTTURN

Members were presented with the Quarter One (Q1) forecast of the outturn position against the General Fund revenue budget to give an expectation of possible variances against budget. Overview and Scrutiny Committee had considered this report at their meeting on 17 August 2021.

Members were advised that the report forecast reflected covid restrictions and that the expectations of improvement in recovery would continue to be consistent now restrictions have been lifted after further lockdowns.

DECISION

Cabinet noted:

- i) the Quarter One forecast for the General Fund Revenue budget.
- ii) the key reasons for projected variations between actual expenditure and budgeted expenditure.

46 BUDGET AND MEDIUM TERM FINANCIAL STRATEGY

Members were advised of the emerging budget for 2022/23 and the draft Medium Term Financial Strategy (MTFS). This information had been considered by the Overview & Scrutiny Committee at its meeting on 17 August 2021.

A programme of potential savings had been identified. These were specifically intended to reduce the pressure on the Council's annual revenue budget in that they were designed to be structural changes to the Council's future revenue base budget. These savings had been risk rated and tiered according to several internal and external factors.

Level One savings (para 8.2 of the report) were those savings which would have limited impact on the vital services to residents and communities. Level Two savings (para 8.3) were those that will need to be examined in more detail. Ultimately all may not be achievable but at present they presented the best opportunities (beyond level one savings) to make the required structural savings to the annual revenue budget. In some cases, these may require support funding drawn from reserves to secure the longer-term structural change to the Council's base revenue budget.

It was recommended that the Level One savings be agreed and incorporated into the MTFS without further review. With respect to Level Two savings, it was recommended that business cases were to be worked up on all Level two savings; with the outcome of those business cases presented to Cabinet in November for decision.

Some of the Business Cases would require the use of external consultants to aid clear and independent evaluation. This is especially important for the review of Senior Management and also the Member and Staff allowances which would benefit from external assessment and benchmarking. To allow for this, a provision of £10K was requested to help bring forward the Business Cases.

Members recognised that it was unlikely that the Level One and Two savings identified within the report would sufficiently close the gap needed to meet a balanced budget for 2022/2023. The extent of any potential budget 'gap' would depend upon any announcement by the government in late autumn of the 2022/2023 settlement. Depending upon the settlement outcome a further report

identifying potential Level Three savings will be presented to Cabinet in November 2021 for consideration.

It was noted that the potential for further commercialisation projects have not been taken into consideration and there is still potential for further commercialisation benefits.

A question was raised about the level of expenditure on the Shapley Heath Garden Community. It was explained that this expenditure is offset from a drawdown on reserves and partial funding by grants. This medium term financial strategy is for structural and ongoing deficit only.

It was agreed that an additional business case should be explored to bring forward a review of the Local Plan. Whilst the business case was being considered, all activity relating to the Garden Community project should in the interim be paused.

The Chairman summarised the need to balance the budget and make tough decisions and approved the kick start of drawing up a business case to generate a revised local plan until such time when the Government funding for local Authorities information becomes available.

DECISION

That Cabinet agreed

1. The tier system for rating savings.
2. The timetable for 2022/23 budget setting.
3. The approach to reserves in Section 6.
4. Level One savings identified in paragraph 8.2 and to be implemented and incorporated into future iteration of Medium-Term Financial Strategy.
5. The provision of Business Cases for Level Two savings detailed in paragraph 8.3 so that these savings can be considered in future by Cabinet.
6. An additional Level Two business case should be prepared to explore a review of the Local Plan, and that pending consideration of this business case, all work on the Shapley Heath Garden Community should in the interim be paused.
7. 10K to be made available to enable the use of independent external consultants, where required, to facilitate assessment of the Level Two Business Cases.

47 STATEMENT OF COMMUNITY INVOLVEMENT (SCI)

Members considered the Council's Statement of Community Involvement (SCI) in respect of consultation procedures for planning applications and various updates in relation to planning policy.

Members were informed of two substantive changes. The first being statutory site notices to be maintained and the reduction in the consultation period for statutory consultees from 4 weeks to 3 weeks. These changes are due to recommendations from the Peer Review and the subsequent development management improvement action plan.

DECISION

Cabinet:

1. Adopted the updated Statement of Community Involvement (SCI) as set out at Appendix A, and
2. Authorised the Head of Place in consultation with the Portfolio Holder for Place to make any minor alterations and corrections to the SCI if required prior to publication on the Council's website.

48 HOUSING COMPANY PANEL

This report confirmed the Overview and Scrutiny Committee nominations for the Hart Property Management Company Scrutiny Panel

Members also agreed to the proposed modifications to the Edenbrook Flats Letting Policy but subject to any key worker from the charity sector being employed by a charity registered with the Charity Commission for England and Wales.

DECISION

That Cabinet agreed:

- A. that Councillors Davies, Farmer, Harward, and Smith comprise the 2001/2022 Hart Property Management Company Scrutiny Panel which shall meet once a year to oversee company activity, provide strategic guidance, and advise the Council in its capacity as shareholder.
- B. that the Edenbrook Flats Lettings Plan definition of 'Key worker' status in should include reference to
 - a. essential key workers employed by a charity registered by the Charity Commission for England and Wales
 - b. those employed in the Prison and Probation services and,
 - c. workers maintaining border security.
- C. The Head of Corporate Services be authorised to make future minor adjustments to the Local Lettings Plan as an when appropriate.

49 WEBSITE REDESIGN PROJECT

Overview and Scrutiny Committee had considered this report at their meeting on 17 August 2021 and requested more frequent decision stages, emphasis on carbon neutral and climate change implications that the project may incur and a clearer indication of the total cost of the whole project and Cabinet's approval was requested to endorse the proposed website redesign project and procurement process.

Concerns were raised over the procurement timeline of replacing the content management system (CMS) suggesting September with contract selection in October, being too aggressive, if this is achievable and without incurring any risks before evaluating needs and defining requirements. Members were advised that market testing had taken place including conversations with suppliers for security assessments within the digital experience platform.

To summarise, the Chairman felt confident that the soft market testing undertaken had provided reassurances with research and understanding our requirements, and the success or failure of this project will be the feedback from our customer's experience. He supported bringing analytical statistics to Cabinet in future.

DECISION

Cabinet approved the commencement of the website redesign project subject to a further report to Cabinet to confirm costings and specification following the completion of the procurement exercise.

50 CEV FUNDING

During 20/21 the council was awarded a total £247k by Hampshire County Council to deliver the Hart Response Hub and associated services to our clinically extremely vulnerable (CEV) residents. Much of this was spent during the financial year, and the rest was placed in earmarked reserves so that it could be spent on projects that would be mobilised during 21/22.

This report required Cabinet's approval for the remaining grant funding to be moved from capital to revenue budgets so that officers can use it to deliver the projects set out in the agreed Supporting Communities Plan, delivering the "Here for Hart" programme.

Members asked for reassurance that these projects are all targeted to support the clinically extremely vulnerable residents in our community and expectations to spend and utilise the remainder of the grant given on this project will ensure social inclusion.

DECISION

Cabinet approved the transfer of the Clinically Extremely Vulnerable (CEV) monies (£143,421) from ear marked reserves into a revenue budget line and that

the Head of Community Services be authorised to use the funds to support the delivery of the Supporting Communities Plan and the Here for Hart programme.

51 CABINET WORK PROGRAMME

The Cabinet Work Programme was considered and amended:

Topics considered were:

- Re-engaging the Civic Quarter Regeneration Working Group.
- Waste management and food waste recycling for future inclusion.

Amendments:

- To push back The Harlington Lease to November.
- Update in November on the current actions being taken by the Council to address the climate emergency and the plan to measure annual District wide progress towards meeting the 2040 carbon neutral target.

The meeting closed at 8.40 pm

TECHNICAL AND ENVIRONMENTAL OFFICERS CLIMATE CHANGE WORKING GROUP MEETING NOTES

Date and Time: Tuesday 21st September 2021 14:30pm

Place: Teams Virtual Meeting

Present:

Cllr David Neighbour	- DN
Cllr Steve Forster	- SF
Cllr Gill Butler	- GB
Cllr Anne Crampton	- AC
Peter Summersell	- PS
John Elson	- JE
Nicky Williamson	- NW
Andrew Ratcliffe	- AR
Amy Summers	- AS
Tamsin Briggs	- TB

Item		Action
1.0	Introduction and apologies – Apologies received from Cllr James Radley; Cllr Alex Drage; Cllr Alan Oliver and Wilf Hardy	
2.0	Notes form previous meeting	
2.1	A request was made for the specifics of Serco contracts to be made available	JE
2.2	PS updated the group on carbon pathways progress with regard to data gathering, meetings with consultants and extra resources being obtained to enable a paper to be present to Cabinet in November	PS
3.0	Tree Planting Schemes	
3.1	Andrew explained Hart are in early stage of where to plant, and a lot of information needs to be gathered. How and where we target is not easy.	
3.2	Canopy cover work done. Data received shows cover in Hart 28.5-30% (National average 16%; Government target 20%, European Target 30%).	
3.3	Discussion regarding the National Planning Framework (Section 131) and how this could help address the issues raised by the group specifically relating to incorporating trees in street scene and urban development	

3.4	<p>It was asked if HCC could consider planting trees along the A30. HCC doing large amount of bio-diversity work, and any authority can approach highways to seek to work with them, but safety aspects would need to be considered.</p> <p>Funding many be available towards this, and an approach could be made to HCC</p>	NW/AR
3.5	NW advised the possibility of a tree planting scheme to encourage residents to plant fruit trees within their gardens is being explored	
3.6	<p>There was a general discussion of the pros and cons of TPOs, and the wider implications of these in the community, in particular in relation to safety concerns and the Health and Wellbeing agenda.</p> <p>It was agreed tree planning would be brought back on a future agenda</p>	PS
4.0	Climate Change Communication Plan	
4.1	Amy presented the Climate Change Action Plan 2020 – 2023 with examples of key messages and key themes together with how best to promote the Climate Change message and promote the initiatives within the Council, together with updates and educational messages.	
4.2	<p>It was suggested HCC could be used as a critical friend and partner as they have a lot of work in this area, especially in relation to a carbon accounting tool.</p> <p>It was also recommended an existing link to a toolkit for listed buildings be added to the HDC website</p>	PS/AS
5.0	Carbon Footprint Data	
5.1	<p>PS identified the key points of information previously supplied to the group</p> <ul style="list-style-type: none"> • Waste and Recycling 7% drop from previous year • Leisure – nothing to take from data as was closed for significant period of time • Own buildings showed a 30% drop in electricity use (in part due to home working but also due to more efficient IT equipment). • Big spike in gas use to offset more ventilation • Staff mileage – dropped 70% from previous year. Still 50% down pre Covid 	

	The group discussed the figures can be seen as being distorted by hidden effects, but that it was difficult to look at this as they are subjective.	
5.2	Latest date (2019) for district wide emissions - shows the trend is going down. An impact tool previously provided can break the data down to the impact in individual parishes.	
5.3	To be included for future reviews	PS
6.0	Update on key actions from Hart Climate Change Action Plan	
6.1	<p>Peter update the group on key priorities:</p> <ul style="list-style-type: none"> • Previous data transport and domestic group focus energies key points can make impact on the green grid and transport plans, together with EV chargers. • Funding from Sustainable Warmth Fund to promote energy efficiency • Focus on leisure and on waste and recycling. Obtaining papers for EV charges, LED lighting in carparks and carbon consultants for carbon pathways 	
6.2	<p>Peter shared a potential reporting sheet, broken down by department who would then update on period current and planned activity for next period, together with dates for delivery, or identify where struggling.</p> <p>The group agreed this was a good starting point, but an example of a completed list would be more beneficial. Specific data on outputs and the tracking of goals and achievements, identifying what is being delivered, should also be included in the final version</p>	PS
6.3	It was requested an update be provided on what is happening with civic office and the site. PS advised he was attending a meeting regarding this tomorrow and would update the group	PS
6.4	The group discussed Serco electric vehicles for their supervisors, and if the use of these had previously been promoted as positive action. The possibility of a reminder as good publicity was discussed	PS/AS
7.0	Future Meeting Dates	
7.1	<p>DN explained Wilf from Friends of the Earth has a problem with attending on Tuesday afternoons for these meetings. He will speak to Wilf as his view is if either Tamsin or Wilf can make it, that should be acceptable.</p> <p>The next meeting is scheduled for Tuesday 29th November at 2pm</p>	

CABINET

DATE OF MEETING: 7 OCTOBER 2020

TITLE OF REPORT: WELCOME BACK FUND

Report of: Joint Chief Executive

Cabinet Member: Leader of the Council

I PURPOSE OF REPORT

- 1.1 This report provides an update on the Welcome Back Fund application to provide a district-wide e-commerce platform, which was investigated by a Cabinet working party following Cabinet's request in July 2021.
- 1.2 This report also provides an update of existing applications and informs Cabinet of a further application for funding from Yateley Town Council to the Government's Welcome Back Fund.

2 RECOMMENDATIONS

- 2.1 That Cabinet
 - Endorses with the Cabinet Working Group recommendation that the application for a district-wide e-commerce platform does not progress to the next stage of the Welcome Back Fund process (see para 4.6); and
 - Approves the Yateley Town Council applications to progress to the next stage of the Welcome Back Fund process (For reference, the next stage is to submit a detailed Action Plan and Service Level Agreement for consideration by the Department for Levelling Up, Housing and Communities (DLUHC). If the application is approved by DLUHC, then the proposed scheme(s) can then commence.)

3 BACKGROUND

- 3.1 The Government's Welcome Back Fund has provided councils across England a share of £56 million from the European Regional Development Fund (ERDF) to support the safe return to high streets and help build back better from the pandemic.
- 3.2 Businesses benefit from high volumes of customers, by ensuring safe public spaces there should be an increase in customers. The Welcome Back Fund helps Councils boost tourism by improving green spaces and provide increased outdoor seating areas, markets and food stall pop-ups – providing people safer options to reunite with friends and relatives.
- 3.3 The funding can be used by Councils to:

- Boost the look and feel of their high streets by investing in street planting, parks, green spaces and seating areas to make high streets as beautiful and welcoming as possible
- Run publicity campaigns and prepare to hold events like street markets and festivals to support local businesses
- Install signage and floor markings to encourage social distancing and safety
- Improve high streets and town centres by planting flowers or removing graffiti

3.4 The fund cannot be used to support:

- Activity that provides no additionality. This funding needs to create additional activity and should not be replacing the income for already committed expenditure.
- Capital expenditure – This is a revenue funding project intended to help local authorities address the longer-term impact of Covid-19 on local economies. This can include activities that last as long as restrictive measures are in place as well as activities that help future proof high streets. Permanent changes are not permitted. The cost of purchasing items should be reasonable and demonstrate value for money and not result in ‘assets’ or ‘major assets’.
- Grants to businesses – Funding cannot provide direct financial support to businesses to make adaptations to premises, purchase PPE, purchase goods or equipment or off set wages or other operating costs.

It should also be noted that support for privately owned spaces is not within scope of the Welcome Back Fund.

3.5 Parish and Town Councils, Business Improvement District (BID) or other relevant stakeholders have been given the opportunity to identify projects, which would meet the Welcome Bank fund criteria listed above. Suggested projects should focus on the centres within the district with shops and a clear public realm, such as in Fleet, Hook, Hartley Wintney, Yateley, Blackwater and Odiham. Proposals from any parishes which meet the Governments requirements are welcomed.

3.6 Hart District Council was allocated **£86,003** from the Welcome Back Fund.

3.7 In July, Cabinet approved the following applications to progress to the next stage of the Welcome Back Fund process:

	Applicant	Proposal	Cost
1	Fleet BID with the backing of Fleet Town Council	The temporary installation of up to three parklets on wider pavement sections of Fleet Road.	£15-16,000 each Total cost requested up to £57,600 including VAT

2-3	Odiham Parish Council	- Production of a two-sided leaflet promoting local businesses - Creation of picnic areas - Hiring 10 picnic benches from June to September, the provision of bins, bin emptying and associated wayfinding signage and promotion	£1,908 £3,898.80
		Maximum Total (excluding VAT)	£63,406.80

3.8 Cabinet also agreed to set up a small working party to investigate an application (Application 4) to create a district-wide retail e-commerce platform, with a potential cost of between **£12-30,000 (excluding VAT)**.

4 UPDATE ON THE DISTRICT-WIDE E-COMMERCE PLATFORM

4.1 On 1 July 2021, Cabinet agreed to support the principle of submitting a bid as outlined in Application Four (Online Ecommerce Platform). Cabinet required greater clarification as to the details of the option proposed (there was a wide range) and also an assessment of the current and future financial implications that may arise from the investment.

4.2 Cabinet therefore agreed to set up a small working group to identify the details of the ecommerce platform before reporting back to Cabinet with a recommendation to proceed and a full project plan. The report back to Cabinet required the life-time costs of the project to be identified.

4.3 The working group agreed to undertake a survey of local businesses to understand the potential interest in an e-commerce platform before progressing with a full project and cost plan. The survey ran from 16 August to 24 September 2021.

4.4 The survey was promoted through the Council's fortnightly business newsletter, which has a reach of around 400 local businesses. The survey was also promoted on the Council's website, the Hart of Business website and through social media as well as referenced in Parish Link newsletters. Details of the survey were also shared directly with key stakeholders such as the Parish/Town Councils and the BID.

4.5 Notwithstanding the wide level of publicity for the survey, over the almost six weeks of the consultation, only 39 businesses completed the survey. The results were as follows:

Question 1: Would you register your business to be part of an online shopping and ordering platform similar to the examples provided above?

Responses:	Yes	25 businesses	(6%)
	No	14 businesses	(36%)

Question 2: If the platform proved to be a success, would you contribute towards the ongoing cost in future?

Responses:	Very likely	6 businesses	(15%)
	Likely	13 businesses	(33%)
	Neither likely nor unlikely	11 businesses	(28%)
	Unlikely	1 business	(3%)
	Very unlikely	8 businesses	(21%)

Question 3: What is the size of your business?

Responses:	Microenterprise (1-9)	33 businesses	(85%)
	Small enterprise (10-49)	4 businesses	(10%)
	Medium-sized enterprise (50-249)	1 business	(2.5%)
	Large enterprise (250+)	1 business	(2.5%)

4.6 The working group considered the results collected. Give the relatively low interest in the e-commerce platform by local businesses and the likely whole-life cost of the project taking into account estimated contributions from local businesses, the Working Group recommendation to Cabinet is that the application for a district-wide e-commerce platform does not progress to the next stage of the Welcome Back Fund process.

4.7 The remaining funds, without the e-commerce platform, are **£22,596**.

5 APPLICATIONS TO THE WELCOME BACK FUND

5.1 In addition to the above scheme, the Council has received five applications to the Welcome Back Fund from Yateley Town Council:

	Proposal	Cost (excluding VAT)
1	Large Lit Christmas Character	£2,400
2	Picnic Tables	£2,994
3	Wildflower Turf	£5,221
4	Heavy-Duty Gazebo for community events	£1,215.95
5	Larger capacity dual litter/recycling bins	£3,265
Combined total cost of the above applications		£15,095.95

5.2 Please find a copy of Yateley's applications attached at **Appendix 1**.

5.3 Yateley Town Council consider that the five proposals will contribute to encouraging more economic participation and safe socialisation, specifically by:

- Attracting more people to visit the many shops, pubs, restaurants, markets and service-based retailers;

- Providing safe, outdoor gathering opportunities to reassure the community;
- Capitalising on the continuing ‘stay at home’ trend by improving the town’s green spaces; and
- Making Yateley town a welcoming place to visit.

APPLICATION 1: LARGE LIT CHRISTMAS CHARACTER

- 5.4 The first application proposes the display of a large illuminated Christmas character, which would *“bring some Christmas cheer to the people of Yateley and to give people another reason to visit.”* The super-sized Christmas character would be located on Church End Green, outside the Dog & Partridge pub and would be promoted as a ‘safe selfie’ outdoor destination, to generate interest and social media engagement. The character would also feature in the Yateley & District Lions’ Christmas Fair to promote the event.
- 5.5 The Town Council proposes to link with local businesses to encourage them to use the Christmas character as part of their festive promotional activity.
- 5.6 Three quotes have been sort for the Christmas Character, which range between £2,400 to £3,948.
- 5.7 In terms of monitoring and evaluating the scheme, three surveys are proposed before and/or after installation:
- Local businesses, to measure the impact on footfall;
 - A Facebook poll; and
 - During the Lion’s Christmas Market, to evaluate if the promotion of the Christmas character as a selfie destination influenced their decision to visit
- 5.8 Social media will also been monitored to record public opinion.

APPLICATION 2: PICNIC TABLES

- 5.9 The second application proposes the installation of six wheelchair accessible picnic tables, made from recycled plastic, on Yateley Green and the Darby Green Playing Fields. The aim of the picnic tables is to improve Yateley’s local greenspaces, and encourage *“people to meet friends and family safely outside, during the time when COVID-19 still presents a risk”*.
- 5.10 The picnic tables will be in locations where sports and events regularly take place and enable the Town Council to develop the weekly markets into more of a food court style offering, which could attract more people to visit and buy from local businesses, both those trading at the market and from other retailers within Yateley.
- 5.11 Three quotes have been sort for the picnic tables, which range between £2,994 to £3,803.64.

5.12 In terms of monitoring and evaluating the scheme, three counts are proposed before and/or after installation:

- Number of visitors to the parks;
- Number of visitors using the benches;
- Number of visitors at the twice weekly markets held on Yateley Green

5.13 A Facebook survey will also been undertaken to determine if the picnic benches are encouraging greater use of the outdoor space.

APPLICATION 3: WILDFLOWER TURF

5.14 The third application proposes two wildflower areas to make Yateley's greenspaces more welcoming. These would be located:

- On the highway verge by Stillwell Close, Yateley (near the main group of retailers) and
- On part of the Darby Green Playing Fields, Darby Green.

5.15 The Town Council has undertaken previous wildflower projects in the area and would like to extend the project to two additional areas. In their application, the Town Council states that *"Wildflowers not only support biodiversity but also generate a huge feel-good factor in the community, making our town an attractive and welcoming place to visit. By placing wildflowers outside shops, we believe it will encourage people to walk further into the town to visit these businesses."*

5.16 Three quotes have been sort for the wildflower turf, which range between £5,221 to £7,957.50.

5.17 In terms of monitoring and evaluating the scheme, two surveys are proposed before and/or after installation:

- Local residents and
- Local businesses, to measure the impact on footfall;

5.18 It is also proposed to keep a comments box/e-survey card with local businesses to capture comments from customers.

APPLICATION 4: HEAVY-DUTY GAZEBO FOR COMMUNITY EVENTS

5.19 The fourth application proposes the purchase of two heavy-duty gazebos (3x6m) to create a covered focal point for event demonstrations, public participation activities, live music and other community events to enhance the quality and appeal of the event.

5.20 Next year, the Town Council are planning their first large scale outdoor event, the Feel Good Festival. The festival is designed to promote physical and mental wellbeing, with a range of sports activities, healthy food

demonstrations, talks and local organisation/business stalls. In their application, the Town Council state

“we feel this event is needed more than ever now, to bring people back together during the COVID recovery and to promote the concept of healthy lifestyles, which is part of the Council’s corporate vision. Having the use of two large gazebos will enable us to create a focal point for workshops run by local businesses, demos, talks and music. This would have the double benefit of sharing information with the community and inspiring people to find a new hobby or community group to join, in a safe and COVID secure outdoor environment. The scale of the event is likely to bring many people to the town, who will find out about the services offered locally to improve their health and wellbeing.”

- 5.21 The gazebos will also be used for other community events organised by the Council.
- 5.22 Three quotes have been sort for the gazebos, which range between £1,215.95 to £1,272.16.
- 5.23 In terms of monitoring and evaluating the scheme, the number of visitors to the gazebos and how many people sign up for the demonstrations will be measured. Feedback will also be sort from event suppliers regarding usefulness of the gazebos for their organised workshop or demonstration.

APPLICATION 5: LARGER CAPACITY DUAL LITTER/RECYCLING BINS

- 5.24 The fifth application proposes five large capacity dual litter/recycling bins. The new bins would be placed around the main retail areas of Yateley Green and Darby Green Playing Fields with the picnic tables, Tindal Green and Frogmore Green. Because this is potentially a longer term asset for the area, specific clarification will be sought from Central Government before submitting the claim for approval.
- 5.25 With more people staying at home, the Town Council have seen an increase in the amount of litter generated from local convenience shops and food retailers, which are often taken away and enjoyed in the town’s open spaces. Larger capacity bins, with a separate mixed recycling unit, are now required to keep up with the volume of litter. These new bins will help keep Yateley’s retail and green spaces tidy and appealing for visitors and residents alike.
- 5.26 Three quotes have been sought for the bins, which range between £3,265 to £3,833.65.
- 5.27 In terms of monitoring and evaluating the scheme, the application proposes the following:
 - To monitor litter levels before and after the bins have been installed;
 - To track litter complaints received before and after installation; and

- To use SurveyMonkey cards in key shops close to the installation sites to request feedback on litter levels.

6 NEXT STEPS

- 6.1 Subject to the decision of Cabinet, Hart District Council will work with the successful applicant(s) to submit a detailed Action Plan and Service Level Agreement for consideration by DLUHC. If the application(s) are approved by DLUHC, then the proposed scheme(s) can commence.
- 6.2 Funding has been requested for the Fleet Christmas Festivities Event from the Town Council; Hart District Council will review funding criteria and determine if additionality can be granted and therefore funding from the Welcome Back passed over.

7 FINANCIAL AND RESOURCING IMPACT

- 7.1 Funding has been provided by Central Government. Hart District Council must provide officer support, which is not identified as part of the Service Planning Process but does form part of our Recovery Activity. We do not anticipate, at present, the need for an increased revenue budget.

8 LEGAL AND EQUALITIES IMPACT

- 8.1 Applicants will need to adhere to the rules of the Welcome Back Fund which are available on the Government's website:
<https://www.gov.uk/government/publications/welcome-back-fund>
- 8.2 Equalities impact assessments may need to be carried out for any successful scheme.

9 ACTION

- 9.1 Subject to the decision by Cabinet, Officers will administrate the fund on behalf of the applicants.

CONTACT: Patricia Hughes – Joint Chief Executive
EXTENSION: 4450 **EMAIL:** patricia.hughes@hart.gov.uk

APPENDICES

Appendix 1: Yateley Town Council's applications

Appendix 2: Supporting quotes



Yateley Town Council Welcome Back Fund Application

Introduction

Yateley Town Council has put together a series of individual plans to be considered for support from the Welcome Back fund.

Yateley parish is a large and vibrant community, keen to re-engage following the easing of social restrictions. The plans listed below are linked to encouraging more economic participation and safe socialisation, aimed at:

- Attracting more people to visit our many shops, pubs, restaurants, markets and service-based retailers;
- Providing safe, outdoor gathering opportunities to reassure the community;
- Capitalising on the continuing 'stay at home' trend by improving the town's green spaces and making Yateley town a welcoming place to visit.

We hope that you will be able to consider supporting one or more of our proposed plans to help boost our local economy and community, as we transition through the COVID-19 journey.

Projects for Consideration

1. Large Lit Christmas Character to be used as a promotional tool to support the town's many businesses – the hire of 1x 2m Christmas character.

We would love to be able to bring some Christmas cheer to the people of Yateley and to give people another reason to visit our amazing town (hot on the heels of Alton's marmot success!). We feel that a super-sized Christmas sculpture placed on Church End Green, outside the Dog & Partridge pub, will bring more people into the town to visit our pubs, restaurants and shops. We will promote the feature as a 'safe selfie' outdoor destination, to generate interest and social media engagement. We will link with businesses to encourage them to use the character as part of their festive promotional activity. We intend to place this feature at the location where Yateley & District Lions Club host their Christmas Fair, and so we would also expect that it would draw more people to that event and more custom to the small, local businesses that trade there.

Funding request: £2,500

Project Delivery Date: December 2021

Evaluation Criteria

- Conduct survey of all local retail businesses before and after the installation (once per month) to measure the impact on footfall.
- Track social media exposure created by the Council and created organically.
- Complete Facebook poll during the installation period.
- Conduct in person survey during the Lion's Christmas Market to evaluate if the promotion of the character as a selfie destination influenced their decision to visit.
- Ask retailers to display information poster in their window to promote the project.

2. Picnic Tables to provide a place for outdoor socialising – supply and installation of 6 wheelchair accessible picnic tables, made from recycled plastic, on Yateley Green and the Darby Green Playing Fields.

With the aim of improving our local greenspaces, providing picnic tables will encourage people to meet friends and family safely outside, during the time when COVID-19 still presents a risk.

These picnic tables will promote more of a community atmosphere, particularly as they will be in a location where sports and events regularly take place. The benches on Yateley Green will enable us to develop the weekly markets into more of a food court style offering, which will attract more people to visit our town and buy from local businesses, both those trading at the market and from other retailers within our town.

Funding Request: £2,994

Project Delivery Date: November 2021

Evaluation Criteria

- Complete in person measurement of visitors to the parks before and after the installation.
- Record the number of people using the seating at regular intervals.
- Conduct a Facebook survey to determine if the installation encouraged greater use of the outdoor space to meet.
- Monitor impact on footfall to the twice weekly markets held on Yateley Green by surveying traders and customers monthly.

3. Wildflower Turf to make our greenspaces more welcoming – supply of 470 sqm of pre-seeded wildflower turf to the highway verge by Stillwell Close, Yateley (near the main strip of retailers) and to a section of the Darby Green Playing Fields, Darby Green.

After the great success of previous wildflower projects in the parish, we would like to extend the project to two additional areas. Wildflowers not only support biodiversity but also generate a huge feel-good factor in the community, making our town an attractive and welcoming place to visit. By placing wildflowers outside shops, we believe it will encourage people to walk further into the town to visit these businesses.

Funding Request: £5,200

Project Delivery Date: November 2021

Evaluation Criteria

- Complete resident survey before and after installation to quantify the impact on positive wellbeing of the project.
- Complete survey of nearby businesses monthly to determine impact on footfall and to obtain comments about the project. Keep a comments box / e-survey card in businesses to capture comments from customers.
- Ask retailers to display information poster in their window to promote the project.

4. Heavy-Duty Gazebos for the Feelgood Festival and community events to provide a covered focal point to enhance the quality and appeal of the event – purchase of 2x heavy-duty gazebos (3x6m each) to create a sheltered hub for event demos, public participation activities and live music.

Next year, we are planning our first large scale Council outdoor event, the Feel Good Festival, designed to promote physical and mental wellbeing, with a range of sports activities, healthy food demos, talks, local organisation / business stalls and fun. We feel this event is needed more than ever now, to bring people back together during the COVID recovery and to promote the concept of healthy lifestyles, which is part of the Council's corporate vision. Having the use of two large gazebos will enable us to create a focal point for workshops run by local businesses, demos, talks and music. This would have the double benefit of sharing information with the community and inspiring people to find a new hobby or community group to join, in a safe and COVID secure outdoor environment. The scale of the event is likely to bring many people to the town, who will find out about the services offered locally to improve their health and wellbeing. The gazebos will also be used for other community events organised by the Council.

Funding Request: £1,200 (for two gazebos)

Project Delivery Date: January 2022

Evaluation Criteria

- Monitor number of visitors to the gazebos and track how many people sign up for the demonstrations.
- Obtain feedback from event suppliers regarding usefulness of the focal hub for their organised workshop or demo.

5. Larger capacity dual litter / recycling bins x5 – to accommodate the increased amount of waste generated by the higher footfall in our local shops.

With more people 'stayingcationing', we have seen an increase in the amount of litter generated from our various convenience shops and food retailers, which are often taken away and enjoyed in the town's open spaces. Larger capacity bins, with a separate mixed recycling unit, are now required to keep up with the volume of litter. The new bins will be placed around the main retail areas of Yateley Green and Darby Green Playing Fields with the picnic tables, Tindal Green and Frogmore Green. These new bins will help keep our retail and green spaces tidy and appealing for visitors and residents alike.

Funding Request: £3,200

Project Delivery Date: October 2021

Evaluation Criteria

- Monitor litter levels before and after the bins have been installed.
- Track litter complaints received before and after installation.
- Put SurveyMonkey cards in key shops close to the installation sites to request feedback on litter levels.
- Ask retailers to display information poster in their window to encourage use of the bins.
- Promote the availability of additional bins as part of the Council's litter picking campaigns.

Contact Details: Rochelle Halliday, Town Clerk, Yateley Town Council, 01252 872198,
rochelle.halliday@yateley-tc.gov.uk
All quotes exclude VAT



Yateley Town Council Welcome Back Fund Application

SUPPORTING QUOTES

September 2021

1. Large Lit Christmas Character

Blanchere Illumination (preferred quote)



Quote: £2,546.25 + VAT



Blanchere Illumination UK Ltd

Gladstone Place
Ladybank
Fife
KY15 7LB
UNITED KINGDOM

T: +44 1337 832910
E: info@blanchere-illumination.co.uk
W: www.blanchere-illumination.co.uk

Billing Address
Yateley Town Council
Council Offices
Reading Road
Yateley
GU46 7RP
UNITED KINGDOM

Original

Sales Quotation

Document No.	Document Date	Page
21-Q24134	03.08.2021	1/2
Customer No.	Valid Until	
CYATT	03.09.2021	
Your Reference	Currency	
	GBP	

Delivery Address
Yateley Town Council
Council Offices
Reading Road
Yateley
GU46 7RP
UNITED KINGDOM

Yateley 1 Year Hire, including supply of ballast and commando plug

Item Code	Description	Quantity	Price	Total	VAT
Option 1 - Dog on Present					
GX095L	Doggy (H:2.30m x L:1.00m x W:1.00m) 57w 60kg	1	2,454.00000	2,454.00	490.80
INST5011	Supply of Ballast - 100kg excludes delivery (Type GX201; GX202; SL023; SL024)	1	75.00000	75.00	15.00
INST8002	Supply & Fit Commando Plug	1	17.25000	17.25	3.45
	Subtotal			2,546.25	509.25
Option 2 Skate Bear					
GX047L	Skatie Bear 3D (H:2.30m x W:1.95m x D:1.10m) 44kg 40w	1	2,320.50000	2,320.50	464.10
INST5011	Supply of Ballast - 100kg excludes delivery (Type GX201; GX202; SL023; SL024)	1	75.00000	75.00	15.00
INST8002	Supply & Fit Commando Plug	1	17.25000	17.25	3.45
	Subtotal			2,412.75	482.55
Option 3 Baby Bear					
GX206L	Baby Bear (H: 1.5m x W: 1.4m x D:1.3m) 30.4kg 40w	1	2,817.00000	2,817.00	563.40
INST5011	Supply of Ballast - 100kg excludes delivery (Type GX201; GX202; SL023; SL024)	1	75.00000	75.00	15.00
INST8002	Supply & Fit Commando Plug	1	17.25000	17.25	3.45
	Subtotal			2,909.25	581.85
Option 4 Lulu the Owl					
GX078L-A	Lulu (H:2.20m x L:1.30m x W:1.60m) 86w 124kg	1	3,711.75000	3,711.75	742.35
INST5011	Supply of Ballast - 100kg excludes delivery (Type GX201; GX202; SL023; SL024)	1	75.00000	75.00	15.00
INST8002	Supply & Fit Commando Plug	1	17.25000	17.25	3.45
	Subtotal			3,804.00	760.80

Payment Terms - to be agreed

Carriage to be confirmed

Lumalite

Quote: £2,400 + VAT

Product Description

3D Walk Through Parcel

Size - Approximately 200 x 200 x 200cm

24v LED rope light, 24v light strings (with transformers)

UV Stable garland infill

Galvanised steel frame (to ensure stability) in approximately 6 sections to be bolted together on site

All fixings will be supplied to ensure secure fixing to the ground plus commando plug

To be manufactured with ground fixing "plates" as opposed to a ground frame to avoid any trip hazard

All fixing & wiring instructions will be provided

24v lighting to be used for safety

The garland, rope light & light string colours can be uniform or mixed & matched to suit

Colours available - warm white, white, yellow, red, blue, green, orange, purple



Cost per present (including delivery) - £2,400 + vat

We will manufacture with ground fixing plates for each 'leg' & provide fixings that can be secured to the ground

No ground frame to avoid any trip hazard

Lumalite

Tel: 01422 884879

sales@lumalite.co.uk

The Festive Lighting Company



Quote: £3,948 + VAT



Customer Name:	Yateley Town Council	Quotation No:	FRTST
Contact Name:	Rochelle Halliday	Quotation Date:	FRST/01092021/VP
Account Manager:	Vernon Peake	Contact No:	07808 654405

Lighting Scheme Products					
Area	Code	Product Description	Power (watts)	Quantity	1 Year Hire Cost
		Option 1			
Yateley Green	14410.RE	3D Santa Character - 2.2m x 1.2m x 0.90m - 24V	12	1	£2,898.00
	Fix	Fixing Kits		1	£500.00
		Installation and Takedown			£550.00
				Total	£3,948.00
		Option 2			
	13109	3D Snowman Character - 1.8m x 1m x 1m - 24v	53	1	£2,919.00
	Fix	Fixing Kits		1	£500.00
		Installation and Takedown			£550.00
				Total	£3,969.00
		Option 3			
	21134	3D Santa Throne Character - Selfie Oportunities - 2.2m x 1.45m x 0.90m - 24v	40	1	£3,339.00
	Fix	Fixing Kits		1	£500.00
		Installation and Takedown			£550.00
				Total	£4,389.00

2. Picnic Tables

Marmax (preferred quote)



Quote: £2,994



[SHOP](#) [ABOUT](#) [RECYCLING](#) [NEWS](#) [CONTACT](#)



Search for ...



PHONE *

01252872198

EMAIL ADDRESS *

rochelle.halliday@yateley-tc.gov.uk

CREATE AN ACCOUNT?

Your order

Product	Subtotal
HEAVY DUTY PICNIC BENCH EXTENDED TOP - BROWN × 6	£2,574.00
RECYCLED PLASTIC GROUND FIXING EXTENDED LEGS - BROWN × 6	£150.00
Subtotal	£2,724.00
Shipping	SHIPPING: £270.00
VAT	£598.80
Total	£3,592.80

Broxap



Quote: £3,188

Call our sales team **01782 564411** or email info@broxap.com


broxap
street furniture

Search ...

Account Quote Basket 6

Street Furniture Bollards Litter Bins Seating Cycle Parking Shelters Canopies Playgrounds Sports Case Studies Resources

Shopping Basket

ITEM	PRICE	QUANTITY	SUBTOTAL
 Sneyd Hill Picnic Unit with Wheelchair Access Fixing: Root Fixed - Extension Legs Colour: Brown	£498.00	6	£2,988.00

REMOVE ITEM EDIT

Continue Shopping Clear Shopping Basket Update Shopping Basket

SUMMARY

Estimate Shipping and VAT

Subtotal	£2,988.00
Shipping	£200.00
VAT	£637.60

ORDER TOTAL £3,825.60

DISCOUNT CODE

PROCEED TO CHECKOUT

[CHECK OUT WITH MULTIPLE ADDRESSES](#)

MOVE ITEMS TO QUOTE

WE ACCEPT

Glasdon



Quote: £3,803.64



Quote

Customer Address

Rochelle Halliday
 Yateley Town Council
 Council Offices
 Reading Road
 Yateley
 GU46 7RP
 UNITED KINGDOM
Telephone: 01252872198
Email: rochelle.halliday@yateley-tc.gov.uk

Delivery Address

Rochelle Halliday
 Yateley Town Council
 Council Offices
 Reading Road
 Yateley
 GU46 7RP
 UNITED KINGDOM
 01252872198

29 July 2021
RC24871433

Telephone: 01253 600410
Email: enquiries@glasdon-uk.co.uk

Thank you for your quote request which we have pleasure in detailing below.

If you would like to place an order then please click the green bar below. Alternatively, or for any other queries, please email enquiries@glasdon-uk.co.uk detailing your quote request number.

Mailing Preferences

Updates via Email : **No** Updates via Post : **No**

	Qty	Unit Price	Total Price
Bowland™ Picnic Table with Wheelchair Access (Slats and Colour Options: Brown Enviropol Material)	6	£633.94	£3,803.64

All details remain firm until 30 days from the issuance of this quote.

Delivery to be confirmed upon receipt of order.

Please refer to the **Conditions of Sale**.

Sub Total	£3,803.64
Carriage	£0.00
Total Tax	£760.73
Total	£4,564.37

[Click here to proceed with this quote using a credit card or by paying on account](#)

Follow us on:



www.glasdon.com

3. Wildflower Turf

Wildflower Turf Company (preferred quote)



Quote: £5,221



Quote

Invoice Address	Delivery Address	Date:	30/07/2021
Alison Blanchard Deputy Town Clerk Council Offices Reading Road Yateley GU46 7RP	Alison Blanchard Deputy Town Clerk Council Offices Reading Road Yateley GU46 7RP	Quote Ref:	Q23090
		Payment Terms:	Proforma
		VAT ID:	N/A
		Delivery Method:	Artic (Curtain Side)
		Project Name:	470m ² - L34 - Yateley

Product	Quantity	Unit	Unit Price	Net
WFT Wildflower Landscape Turf (WFT-Landscape-34)	470	m ²	£10.00	£4700.00
WFT-Finisher (20kg)	9	Each	£11.50	£103.50
Delivery	1	Each	£417.50	£417.50
If offload required + £100 Total 10 Pallets			Sub Total ex VAT:	£5,221.00
			Total VAT @20%:	£1,044.20
			Total Payable:	£6,265.20

Quotes are valid for 90 days. See www.wildflowerturf.co.uk/terms/ for terms and conditions.



Wildflower Turf Limited
Ashe Warren Farm
Overton
Basingstoke
Hampshire
RG25 3AW

Tel: 01256 771222

www.wildflowerturf.co.uk

Company reg no: 7724908. Reg address: Ashe Warren Farm, Hampshire, RG25 3AW
VAT Reg no: 117 7276 02. Bank: NatWest Bank plc. Bank Account No: 88382384. Sort Code: 55-81-26
Quote Ref: Q23090

Page 1 of 1

Please send all remittance advices to accounts@wildflowerturf.co.uk

Green Leaves Countryside Contractors

Quote: £5,867

From: Gary Lees <gary@greenleavescl.co.uk>
Sent: 24 August 2021 16:39
To: Alison Blanchard <alison.blanchard@yateley-tc.gov.uk>
Subject: Wildflower areas, Yateley

Dear Alison

Further to your enquiry please find below my price for undertaking the creation of 2no wildflower turf areas, totaling 470 square meters.

Firstly a herbicide application of the proposed wildflower areas would take place. This would be undertaken using knapsack sprayers with a glyphosate based herbicide. The herbicide would be applied at the recommended manufacturers rates and would be administered in suitable conditions. After 10-14 days the areas would then be rotovated. This would be undertaken down to a depth of 75mm-100mm. The turf would then be laid and lightly compacted manually.

Wildflower turf areas, (470 square meters)

The two areas, (totaling 470 square meters), would be turfed. The turf to which I am proposing to use would be the "Native Enriched" supplied by Wildflower Turf in Overton. My price below includes not only the cost of the turf, but also the haulage cost of the turf to site.

Price including all materials, machinery and labour = £8,812 subject to vat@20%, (of this price **£5,867 is for the supply of the turf only**).

If successful with my price, then before the commencement of works I would supply you with my RAMs and aftercare instructions on the wildflower turf.

Thank you for the opportunity to quote for this work.

In the meantime should you require any further information, then please do not hesitate to get in contact.

Kind regards
Gary

Gary Lees
Managing Director

Green Leaves Countryside Contractors Ltd
Tel No: 01252 871208
Mobile No: 07774797572



CONTRACTORS HEALTH & SAFETY ASSESSMENT SCHEME

The Lawn Store

Quote: £7,957.50

info@thelawnstore.co.uk




Register My Account 470 Items

home shop best sellers thelawnstore.co.uk advice about contact

Basket

Basket updated.

Product	Price	Quantity	Subtotal
 The Native - Wildflower Turf	£23.10 £19.50	470	£9,165.00 (incl. VAT)

Coupon code

Delivery Date: 11 November, 2021

Please select a delivery date for turf products with a minimum of 2 working days' notice. Lay turf on the same day it arrives. Products such as soil and fertiliser are likely to be delivered separately on 3-5 day dispatch. Always plan ahead and have soil preparation completed prior to your turf delivery date.

You may be interested in...



Basket totals

Subtotal	£9,165.00 (incl. VAT)
Shipping	Premium 2-5 days: £384.00 (incl. VAT) Shipping to Yateley Town Council, Council Offices, Reading Road, Yateley, Hampshire, GU46 7RP. Change address
Total	£9,549.00 (includes £1,591.50 VAT)

4. Heavy Duty Gazebo

The Gazebo Shop (preferred quote)



Quote: £1,221.92



Talk to our friendly staff:

01295 258922

sales@gazeboshop.co.uk

View Basket 6

[Home](#) [All Gazebos](#) [Printed Gazebos](#) [Gazebo Accessories](#) [Resources](#) [Gallery](#) [Contact Us](#)

Fast shipping worldwide

Free design visuals

Market leading warranties

Checkout

Returning customer? [Click here to login](#)

Express checkout now

Your details

First name *

Rochelle

Last name *

Holiday

Find Address

Enter Address Manually

Start with post/zip code or street

Street address *

Yateley Town Council, Council Offices

Town / City *

Yateley

Postcode *

GU46 7RP

Phone *

01252872198

Your order

3m x 6m Classic Steel 30 Series Gazebo × 2

Canopy colour: Green

Walls: Supply walled

£1,178.00

Leg Weights: 12.5kg Steel Stacking (Pair) × 4

£259.80

Subtotal

£1,437.80

Shipping

UK Mainland: **£28.50**


Total

£1,466.30 (includes £244.38 Tax)

Gazebos Galore



Quote: £1,272.16



Salesline: 01621 928187
0333 050 7008



SHOP DEPARTMENTS ▾ HOME MILITARY PRINTING GALLERY INFORMATION ▾ SALE MY BASKET CONTACT

Cart Delete All

All deliveries to a business address in Northern Ireland will require an EORI number beginning XI. Please provide this information in the notes section before completing the checkout process.


If you use a VPN your country may not match the card registration and cause the payment to fail

✓ 2 x "Metal Gazebo Weights 25kg per pair" have been added to your basket. CONTINUE SHOPPING

Product	Price	Quantity	Subtotal
 3m x 6m Easifold HD Commercial 46/380 Colour: Green Wallset (Sides): With Walls	£688.92	- 2 +	£1,377.84 (incl. VAT)
 Metal Gazebo Weights 25kg per pair	£74.38	- 2 +	£148.75 (incl. VAT)

Coupon code Apply coupon Continue Shopping > Update basket

YOU MAY BE INTERESTED IN...




BASKET TOTALS	
Subtotal	£1,526.59 (incl. VAT)
TOTAL	£1,526.59 (includes £254.43 VAT)

Gala Tent




Quote: £1,215.95



4.8 / 5 from 8890 reviews

Login | Register




3 items: £1519.94 [Checkout](#)




01709 242454 [Email](#)

Search for a product name or code...

[ALL PRODUCTS](#) | [SHOP](#) | [SALE](#) | [SECTORS](#) | [ADVICE](#) | [WHY GALA?](#) | [GALA TV](#) | [MOTORSPORT](#) | [EMERGENCY](#) | [CONTACT](#)

Home



 Shopping Basket

Quantity	Description		Price
Quantity: <input type="text" value="2"/>	 <p>09224 - 3m x 6m Gala Shade Pro 40 Gazebo (Green)</p> <p style="text-align: center;">£499.99 each</p>	✕	<p>£999.98</p> <p style="color: green;">In Stock</p>
Quantity: <input type="text" value="2"/>	 <p>09152 - 3m x 6m Gala Shade Pro Gazebo Green Sidewalls</p> <p style="text-align: center;">£189.99 each</p>	✕	<p>£379.98</p> <p style="color: green;">In Stock</p>
Quantity: <input type="text" value="2"/>	 <p>07290 - Set of 2 - 13kg Cast Iron Leg Gazebo Weights</p> <p style="text-align: center;">£69.99 each</p>	✕	<p>£139.98</p> <p style="color: green;">In Stock</p>
<p>UK DELIVERY POSTCODE <small>Not UK? Click here.</small></p> <p><input type="text" value="gu46 7rp"/> <input checked="" type="checkbox"/></p>			
<p>EXPRESS DELIVERY <input type="text" value="48HR (17 Sep - 20 Sep) - £0.00"/></p>			<p>£0.00</p>

30 Day Money Back Guarantee

ORDER SUMMARY

Sub Total	£1519.94
Delivery (?)	£0.00
GRAND TOTAL (inc VAT)	£1519.94

 BUY NOW >> 

5. Larger Capacity Litter Bins

KBS Depot (preferred quote)



Quote: £3,265



[Home](#) | [Products](#) | [Online Store](#) | [Policies](#) | [T&C's + Returns](#) | [Contact Us](#) | [About us](#) | [Search products](#)

Purchasing on account?

If you are a public sector organisation (such as Council, School or NHS), you automatically qualify for 30 day terms on account (from despatch of order), when providing a PO number or authorised clerks name (for Parish or Community councils).

To process an order on this basis, please complete the full checkout process for the goods you require and then select the 'Purchase Order' option when you get to the Payment Information screen. Or, alternatively, contact us by phone or email.

Shopping cart

[Store](#) / [Shopping cart](#)



Coastal 196lt Litter and recycling bins (DOUBLE UNIT) ×

Bin surface and size: Textured
slat options for front of bin: Recycled plastic slats
Main body colour: Dark green
Aperture - Unit 1: standard
Aperture -Unit 2: London Underground
Artwork Options - we will contact you for which design after placing order;
Tidyman x 1
Smoking Options: None
Waste Stream Dividers: Not needed
Rat Modification: Not Needed
Bird Flaps: Bird flap

Qty: 5 ∨ £3,265.00

Subtotal	£3,265.00
Shipping	Free
VAT	£653.00
TOTAL	£3,918.00

Looking for more? [Continue shopping](#)

Checkout

Enter your email address. This address will be used to send you order status updates.

- I agree with Terms & Conditions
- Keep me up to date on news and exclusive offers

Checkout

All data is transmitted encrypted via a secure TLS connection

Next

Delivery options

Select how you'll be receiving your order.

Payment information

Choose a payment method and enter your payment details.

Order confirmation

Place your order and receive a confirmation email.

Bin Shop



Quote: £3,308.10



For Sales & Advice [01777 802358](tel:01777 802358)
Our sales team are available **Mon - Fri: 8:30 am - 5 pm**

Search for products...



About Us



Contact Us



Account




5 items

[Litter Bins](#) [Recycling Bins](#) [Office Bins](#) [Industrial Bins](#) [Street Furniture](#) [Trucks & Trolleys](#) [PPE](#) [Industrial Safety](#) [Bin Accessories](#)

[Special Offers](#)

[Home](#) / [Shopping Basket](#)

Shopping Basket

Remove	Image	Product Name	Model	Quantity	Unit Price (ex. VAT)	Total (ex. VAT)
✕		TwinBin Litter Bin - 170 Litre - Bin Colour: Dark Green - Liner Choice: Plastic Liner - Optional Ground Fixing Bolts: Add Delivery: 3-4 weeks	LE81498	- <input type="text" value="5"/> +	£661.62	£3,308.10

Please note: Our products are stored in multiple warehouses across the country, and may arrive separately to any accessories, parts or additional components ordered.

[Apply Discount Code](#)

Sub-Total (ex. VAT): £3,308.10
UK Mainland Delivery - Excludes Northern Ireland, Scottish Highlands & Islands:: £0.00
VAT (20%): £661.62
Total: **£3,969.72**

[Checkout Securely](#)

Glasdon



Quote: £3,833.65



Quote

Customer Address

Rochelle Halliday
 Yateley Town Council
 Council Offices
 Reading Road
 Yateley
 GU46 7RP
 UNITED KINGDOM
Telephone: 01252872198
Email: rochelle.halliday@yateley-tc.gov.uk

Delivery Address

Rochelle Halliday
 Yateley Town Council
 Council Offices
 Reading Road
 Yateley
 GU46 7RP
 UNITED KINGDOM
 01252872198

05 August 2021
RC24884540

Telephone: 01253 600410
Email: enquiries@glasdon-uk.co.uk

Thank you for your quote request which we have pleasure in detailing below.

If you would like to place an order then please click the green bar below. Alternatively, or for any other queries, please email enquiries@glasdon-uk.co.uk detailing your quote request number.

Mailing Preferences

Updates via Email : **No** Updates via Post : **No**

	Qty	Unit Price	Total Price
Nexus® 200 Litter Bin (Liner: 2 x moulded plastic liners, Fixing Options: Concrete-in Anchors (Adjustable Depth) x 6 (C), Nexus® 200 Base Cover Plate (kit of 2))	5	£766.73	£3,833.65

All details remain firm until 30 days from the issuance of this quote.

Delivery to be confirmed upon receipt of order.

Please refer to the [Conditions of Sale](#).

Sub Total	£3,833.65
Carriage	£0.00
Total Tax	£766.73
Total	£4,600.38

Click here to proceed with this quote using a credit card or by paying on account

Follow us on:



www.glasdon.com

Glasdon UK Limited, Preston New Road, Blackpool, Lancashire, FY4 4UL

CABINET

DATE OF MEETING: THURSDAY 7 OCTOBER 2021

TITLE OF REPORT: REFRESHMENTS CONCESSION OPPORTUNITIES AT EDENBROOK AND BRAMSHOT FARM COUNTRY PARKS

Report of: Head of Environment & Technical

Cabinet Portfolio: Leader and Strategic Direction and Partnerships

Key Decision Yes

Confidentiality Non-Exempt

1 PURPOSE OF REPORT

1.1 The purpose of this report is to seek approval for the Head of Environment & Technical Services to market the opportunity to secure a refreshment facility at Edenbrook and Bramshot Farm Country Parks.

1.2 At this point no funding is requested for this project; however, depending on response from the market; funding may be requested through the annual budget cycle for 2022-23 on an invest to save basis to develop temporary or permanent trading facilities subject to approval and permissions.

2 OFFICER RECOMMENDATION

2.1 That the Council, subject to its rules on procurement and Contract Standing Orders, markets the opportunity for the delivery of modest refreshment facilities at both Edenbrook and Bramshot Country Parks.

2.2 That the Head of Service for Environment and Technical Services procures a lease of no longer than one year with suitable providers.

2.3 That the lease is granted on a commercial basis with the contribution from the lease contributing to savings required as part of the budget setting process.

2.4 That any capital or revenue funding associated with this goes through the standard budget setting process and is approved as part of the 2022-23 budget setting process.

2.5 That a future report is produced for Cabinet to determine whether the leases are extended beyond the first year of operation.

3 BACKGROUND

3.1 Edenbrook and Bramshot Country Parks are successful and popular Suitable Alternative Natural Greenspace Space (SANGs). SANG is the name given to

greenspace that is of a quality and type suitable to be used as mitigation to offset the impact of new development on the Thames Basins Heaths Special Protection Area (SPA). The purpose of SANGs is to provide alternative greenspace to attract visitors away from the SPA.

- 3.2 The Covid-19 pandemic has had a substantial and potentially sustainable impact with Department for Transport figures reported on 8th October showing that following the initial impact of the pandemic, 39% of people reported to walk more and 38% reported to cycle more than before.
- 3.3 The Council has been approached by visitors and prospective operators who would like to see a refreshments concession at the park. It is anticipated that, initially, this would most likely take the form of a trailer or converted vehicle (with no associated seating area) serving limited refreshments such as teas and coffees.
- 3.4 This report was considered by Overview and Scrutiny Committee at its meeting on the 28 September. The committee asked that a number of issues are considered when preparing the specification for the concession, these included
 - Whether there was a the need for toilet facilities,
 - operating hours and
 - the potential for an increase in litter.

Having debated the proposal, the committee supported the initiative and the recommendations to Cabinet.

4 MAIN ISSUES

- 4.1 SANGs are focussed on providing a countryside experience that is attractive to walkers, dog walkers and families. It is recognised that the provision of enhanced facilities in both locations will support the attractiveness of these locations.
- 4.2 If refreshments facilities are provided, they should be modest with all impacts carefully reviewed. It should be recognised that the purpose of the SANGs as habitat migration should not be compromised by additional uses to the country park.
- 4.3 To preserve the character of the country parks and ensure that any refreshment facility is incidental to a visit the following parameters should be used:
 - a) Modest refreshment facility
 - b) Sited in an agreed position around the country park car park
 - c) Initial lease of no more than one year
 - d) Cabinet decision on whether to enter a subsequent lease in future.
- 4.4 Examples of facilities that are being considered for both sites together with plans showing the suggested locations are attached at Appendix A.

- 4.5 An initial lease period of up to one year is proposed. Before any additional term is agreed the impact of introducing refreshments facilities will be reviewed by Cabinet
- 4.6 Factors influencing any future decision are likely to include trends in the number of visitors to the country park, feedback from visitors to the parks, levels of litter and advice from the staff that manage the country parks.

5 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 5.1 The alternative to entering a contract with a supplier was to develop and run the concessions in-house, which may have delivered a higher return to our investment. However, at this stage we do not have the relevant experience to provide this service and would prove to be too risky at this stage.
- 5.2 Fleet Pond was also considered for this provision but was rejected because:
 - 1. Fleet Pond is a Site Special Scientific Interest and so would require special legal consents.
 - 2. Work on construction of the green corridor linking Fleet Station to Hartland Park is due to commence shortly making the site unsuitable for a concession facility for the next two years.

6.0 CORPORATE GOVERNANCE CONSIDERATIONS

6.1 Service Plan

Is the proposal identified in the Service Plan?	NO
Is the proposal being funded from current budgets?	NO
Have staffing resources already been identified and set aside for this proposal?	YES

6.2 Legal and Constitutional Issues

Implementation of this reports recommendations will be subject to planning permission being granted for the facilities at both sites.

6.3 Financial and Resource Implications

Implementation of this reports recommendations will be subject to any capital or revenue funding being approved as part of the standard budget setting process and is approved as part of the 2022-23 budget setting process. The Council has minimum yield requirements for any commercial investments.

The estimated cost of installing the infrastructure for refreshment facilities at both sites, (inc, the provision of a purpose made unit, construction of hardstanding, water and electricity connections) is £80k.

There is specific VAT rulings in place for trading concessions; a kiosk, stand or concession in a specific site is exempt from VAT if it is non-ambulatory (cannot be moved from place to place). It is standard rated if it has wheels.

6.4 Risk Management

The following risks have been identified should this reports recommendations be approved:

1. Facilities may not prove to be financially viable.
2. An operator may not be identified.

The following risks have been identified should this reports recommendations **not** be approved:

1. A source of potential income for the authority could be missed.
2. An opportunity to enhance the SANG sites would not be realised.

7 EQUALITIES

- 7.1 The facilities provided will be in located at sites that are accessible to people with impaired mobility and will be equally available for anyone within the protected characteristic groups as identified in the Equalities Act 2010.

8 CLIMATE CHANGE IMPLICATIONS

- 8.1 It is believed that the provision of refreshment facilities at the Edenbrook and Bramshot Farm Country Park Sites will make the sites more attractive as a local destination for dog walkers and people looking to enjoy the countryside. It is hoped that his will reduce pressure on local SPAs and avoid unnecessary car journeys.

9 CONCLUSION

- 9.1 Approval of the recommendations within this report provides the authority for the Head of Environmental & Technical to market the opportunity for refreshment concessions in line with the conditions noted in this report.

Contact Details: Adam Green, Countryside Manager.

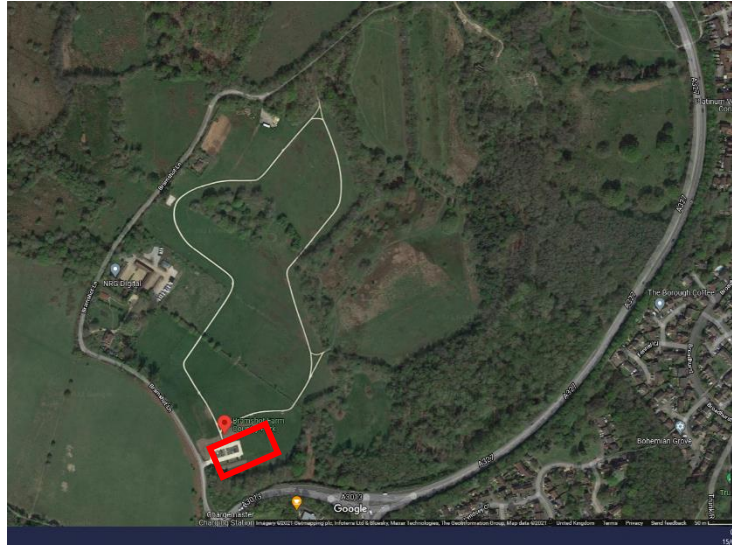
Appendices

Ref.	Title of Appendix	Exemption Paragraph Number						
		1	2	3	4	5	6	7
A	Example facility and site location plans							

Background papers: None

Bramshot Farm County Park

It is suggested that a concessions unit could be placed adjacent to the existing car park approximately within the area outlined in red on the aerial photograph below.



Example of the type of refreshments facility which subject to planning permission could be installed at Bramshot Farm Country Park.

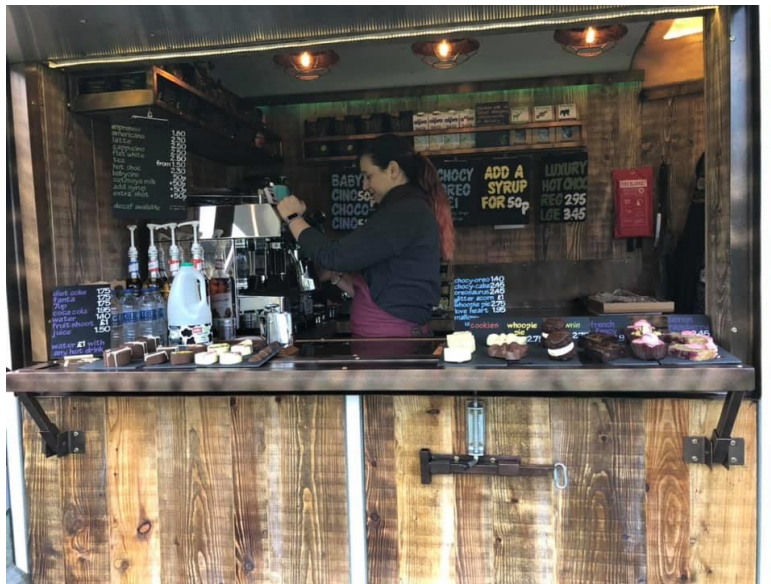
Edenbrook Country Park

It is suggested that a mobile concessions unit could be placed in the area marked 'Site Compound' on the map below, with access being provided from Pale Lane.





Photos showing the type of mobile refreshments facility that subject to planning permission could be installed at Edenbrook Country Park.



CABINET

DATE OF MEETING: 7 OCTOBER 2020

TITLE OF REPORT: NORTH HAMPSHIRE NARRATIVE

Report of: Joint Chief Executive

Cabinet Member: Cllr Graham Cockarill, Place

I PURPOSE OF REPORT

- 1.1 The Council along with three other Hampshire local authorities have produced a North Hampshire Narrative document (Appendix 1) to provide a combined narrative for north Hampshire, which includes the north of Test Valley (Andover), Basingstoke and Deane, Hart and Rushmoor council areas.
- 1.2 The document articulates what North Hampshire has to offer, its aspirations for development, what is needed to address housing, economic and infrastructure challenges and how to put each authority in a stronger position to deliver the growth required.
- 1.3 The document will also be used to help inform conversations with key stakeholders such as Homes England, Enterprise M3 Local Enterprise Partnership, Hampshire County Council and infrastructure providers and as a supporting document for funding bids demonstrating the opportunities in the Boroughs in a wider strategic context. The document will help the north Hampshire authorities articulate the strategic case for the area in the context of any potential "County Deal". It is not intended as a strategy document and has no statutory status.

2 RECOMMENDATIONS

- 2.1 That Cabinet endorses the North Hampshire Narrative Document (Appendix1).

3 BACKGROUND

- 3.1 Funding and investment opportunities particularly for infrastructure improvements are essential to the successful realisation of the growth ambitions of the four authorities in the north of Hampshire. In order to promote the opportunities and needs of the Boroughs/Districts and secure funding, it is important to be able to articulate the wider strategic context. Being able to articulate the case for the area often at short notice and on a competitive basis is vital. Assessment criteria frequently consider the wider strategic context and demonstrating a joined up understanding and partnership is often a key element. The four authorities recognised that providing a high level narrative identifying the shared opportunities of this wider geography would be beneficial to promote their areas to key stakeholders and, in some cases, businesses as well as when bidding for available funding streams.

- 3.2 Joint working between local authorities within County areas is nothing new, with the established Partnership for South Hampshire (PUSH) operating in the South of Hampshire in a more formalised structure. The ongoing focus of central government on devolution continues to evolve and the emerging Devolution White Paper is expected to provide some clarity on this topic moving forward. The ability for the northern part of Hampshire to articulate the strategic case for development and investment can only be positive in this context.
- 3.3 It is important to note that the endorsement of the North Hampshire Narrative and any future joint working between the partner authorities will not impact our existing relationships with other adjoining planning authorities or other partners.

4 NORTH HAMPSHIRE NARRATIVE

- 4.1 The Council along with three other Hampshire local authorities have produced a North Hampshire Narrative (Appendix 1) to provide a combined narrative for north Hampshire, which includes the north of Test Valley (Andover), Basingstoke and Deane, Hart and Rushmoor Council areas.
- 4.2 The document articulates what North Hampshire has to offer, its aspirations for development, what is needed to address housing, economic and infrastructure challenges and how to put each authority in a stronger position to deliver the growth required.
- 4.3 The document is split into five chapters, with Chapter 2 providing context on the growth across North Hampshire including the level of housing growth planned in addition to some shared opportunities and constraints.
- 4.4 Chapter 3 details the 'Spatial context and potential of North Hampshire' and identifies that the area acts as a gateway between the south coast and London, the Midlands and the North and also between London, Surrey and the Thames Valley and the Southwest. An overview of each authority is also provided.
- 4.5 Chapter 4 explores what is needed to unlock growth in North Hampshire. It explores the challenges and opportunities that will impact on whether the growth that is delivered is of high quality and can be considered as 'good growth' or even 'green growth'.
- 4.6 Chapter 5 identifies the main themes for achieving good growth:
- Place Making and Design, including the opportunity to collaborate on the preparation of design codes;
 - Town Centre Regeneration;
 - Economic Initiatives including investment in skills;
 - Transport;
 - Green Infrastructure;
 - Diversification of the Housing Market

- 4.7 The document could also be used to help inform conversations with key stakeholders such as Homes England, Highways England, Enterprise M3 Local Enterprise Partnership, Hampshire County Council and infrastructure providers. It is not intended as a strategy document and has no status as a statutory document.

5 NEXT STEPS

- 5.1 The document, once adopted, will assist the Council and its partner authorities in promoting North Hampshire as an area for growth and investment and in bidding for external funding to deliver the priorities detailed in paragraph 3.6 above, including town centre regeneration, sustainable transport infrastructure and the delivery of green infrastructure all of which are crucial to deliver green growth.

6 FINANCIAL AND RESOURCING IMPACT

- 6.1 There are not considered to be any financial implications arising from the decision.

7 CLIMATE CHANGE IMPLICATIONS

- 7.1 There are no direct impact to climate from this report. Any infrastructure of other activity would be subject to their own reports and impact assessments

8 LEGAL AND EQUALITIES IMPACT

- 8.1 There are not considered to be any legal issues to consider in adopting the North Hampshire Narrative.

9 ACTION

- 9.1 Subject to the decision by Cabinet, Council adopts the North Hampshire Narrative (Appendix 1) which will also be adopted by the partner local authorities through their processes.

CONTACT:

EXTENSION:

4492

Daryl Phillips – Joint Chief Executive

EMAIL:

daryl.phillips@hart.gov.uk

APPENDICES

Appendix 1: North Hampshire Narrative



Basingstoke
and Deane

Hart
DISTRICT COUNCIL

RUSHMOOR
BOROUGH COUNCIL

Test Valley
Borough Council 

51
**NORTH
HAMPSHIRE
NARRATIVE**

NORTH HAMPSHIRE NARRATIVE

1. INTRODUCTION	03
2. GROWTH IN NORTH HAMPSHIRE	06
3. SPATIAL CONTEXT AND POTENTIAL OF NORTH HAMPSHIRE	10
4. UNLOCKING GROWTH	23
5. IDENTIFICATION OF KEY THEMES WITH PROJECTS FOR FUTURE FUNDING STREAMS	26

1.

INTRODUCTION

1.1 This narrative articulates what North Hampshire has to offer, its aspirations for development, what is needed to address housing, economic and infrastructure challenges and how to put each authority in a stronger position to deliver the growth required. This shared narrative by Basingstoke and Deane Borough Council, Hart District Council, Rushmoor Borough Council and Test Valley Borough Council provides a framework for considering cross boundary issues which are central to the growth objectives of the boroughs.

1.2 This narrative provides the context for joint working for North Hampshire that builds upon a history of considering cross border issues through the duty to co-operate and other mechanisms. This approach strengthens the position, improving sub regional governance and establishing a shared planning framework. The mutual benefits of setting out a North

Hampshire Narrative are recognised by the authorities who have their own aspirations for growth to meet the needs of their communities. By reconfirming the willingness to co-operate, each authority believes it can help unlock complex challenges and strengthen opportunities for future joint working resulting in delivering greater benefits for our communities.

1.3 This document does not stand on its own. It draws from, and works in combination with, each authority's Corporate Plan, Local Plan and other strategies. It places those documents in the wider strategic context of the Local Industrial Strategy; Hampshire Vision 2050 and the Government's commitment to growth. The document could also be used to help inform conversations with key stakeholders such as Homes England, Enterprise M3 LEP, Hampshire County Council and infrastructure providers. It is not intended to influence future strategy for growth. This is the responsibility of each authority through the planning process.



Bombay Sapphire Laverstoke

THE NORTH HAMPSHIRE CONTEXT

1.4 The authorities all fall within Hampshire County Council's administrative area and are all part of the same Local Enterprise Partnership area. The authorities are located on and linked by the key transport corridors between London and the Southwest, in particular the London Waterloo to Southampton/Salisbury railway and the M3/A303 motorway and trunk road.

The combined area is elongated and whilst the towns of Andover and Aldershot may not have many functional links, the residents of North Hampshire's towns and villages look across boundaries to adjacent towns in their day to day lives, creating a relationship or synergy which covers all four of the authorities. With respect to the Test Valley Borough Council area, this narrative is focused on Andover, rather than southern or rural Test Valley.

1.6 The North Hampshire area experiences many similar issues that affect growth and development. The proximity to and economic relationship with London has

Fig 2.2 of Transport Strategy For The South East



significant economic benefits for residents in the area, both in terms of the positive impact on the local economy, but also the benefits of easy access to London for the economic opportunities available in the capital.

1.7 One of the most significant social issues is the cost and availability of housing to meet the needs of local residents. Accessibility to the London job market significantly increases house prices, beyond the reach of many reliant on the local economy.

1.8 North Hampshire benefits from an outstanding natural environment. The main towns are set within attractive countryside with a rural settlement pattern of villages and notable larger settlements, such as Tadley and Hook. In terms of nationally designated landscapes, Andover and Basingstoke are in close proximity to the North Wessex Downs Area of Outstanding Natural Beauty (AONB) and Aldershot, Farnborough and Fleet are close to the South Downs National Park and the Surrey Hills AONB. There are a number of sites protected for

their nature conservation characteristics. The Thames Basin Heaths Special Protection Area (SPA) has required the affected local authorities to develop an innovative bespoke scheme of mitigation to allow development to continue.

1.9 North Hampshire was an almost entirely rural area until the 20th century. Significant growth has occurred from Aldershot and Farnborough, through to Fleet, Basingstoke and Andover. Basingstoke and Andover have latterly become locations where overspill from London has been accommodated. This growth has taken place through the expansion of urban areas into countryside, where there are sensitivities in terms of protected landscapes and habitats.

1.10 There is also pressure for growth in locations close to North Hampshire with notable growth planned in West Berkshire and Wokingham to meet their needs. Other proposed growth is for 2,800 dwellings at Farnham (in Waverley Borough Council area) close to the border with Hart and Rushmoor.

1.11 The Surrey local authorities and their strategic partners have agreed 'Surrey's 2050 Place Ambition' which sets out their approach to place leadership, infrastructure and good growth. Whilst this document is relatively general, it

is notable that it identifies a strategic opportunity area for the Blackwater Valley. This includes Camberley and Farnham, but also extends beyond the Surrey border to encompass Farnborough and Aldershot and land to the west. The document has no status outside of Surrey but is an indication of how neighbouring authorities perceive the direction of future growth in this area.

1.12 The North Hampshire authorities all currently have up to date local plans, setting out the strategy and detailed site allocations for growth in their areas. The Basingstoke and Test Valley local plans run to 2029 (reviews have been commenced) and the Hart and Rushmoor local plans run to 2032. However, the need to accommodate and plan for growth continues and the pressure for development is likely to increase as a result of government proposals for a revised standard method to calculate local housing need and the potential for this to be further revised and become a binding housing requirement to be delivered through the Local Plan.

1.13 Furthermore, the need to provide for growth whilst protecting the environment has now gone beyond traditional considerations of the impact on the built and natural environment with the national declaration of a climate emergency in May

2019 and subsequent local declarations or agreement of the need for climate change strategies. The challenges to provide for further growth whilst meeting increasing environmental standards mean that the North Hampshire authorities will need to consider how the approach to planning for new development, both strategically and within major development sites, will ensure that the standards can be met. Development that meets zero net carbon and a biodiversity net gain of 10% targets will be particularly challenging. Development is also currently constrained in the catchments of the River Test and Itchen, where the associated release of nitrates is affecting protected European wildlife sites in the Solent.

1.14 In addition to the need to address climate change, the implications of the Coronavirus pandemic, alongside the deregulation of some traditional areas of planning control (retail and employment uses), will require authorities to consider new and innovative approaches to ensure that growth creates high quality development to meet local needs. There will be a need to ensure that town centres are rejuvenated, and new development contains attractive open spaces and sustainable transport options.

2.

GROWTH IN NORTH HAMPSHIRE

e 54



Hartland Village, Fleet

2.1 The North Hampshire Authorities' local plans make provision for residential development of nearly 2,100 dwellings per annum. This is a significant quantum of development that will need supporting infrastructure and mitigation of potential environmental impacts. Housing delivery has been good in recent years with local plan targets exceeded over North Hampshire as a whole. However, the rate of growth has increased, which makes ensuring adequate infrastructure provision more difficult.

2.2 There is less pressure to identify land for employment development, although there are pressures to secure good quality office space and for storage and distribution uses. There are some older employment sites where investment to enable them to meet occupier requirements is needed. The impact of the loss of employment uses to residential through permitted development rights is still uncertain, given the recent extension of those rights. The impact of the recent changes to the Use Classes Order is also uncertain and may lead to the loss of employment uses to other uses within new Use Class E.

2.3 A significant element of the growth in housing is planned to take place in large new urban extensions or renewal areas. In particular, there are proposals for major new communities at Manydown (Basingstoke), sites southwest of Basingstoke, Hartland Village (east of Fleet), Wellesley (Aldershot) and Picket Piece and Picket Twenty (Andover). The development at Wellesley is well underway with a number of phases now complete.

2.4 Basingstoke and Deane Borough Council has adopted a Vision for Land north of the M3 at Junction 7. The Vision sets out the council's ambitions for the area and forms the basis for discussions with key infrastructure providers. It will also form a building block in setting out key principles for the area and help shape the review of the Local Plan.



The main towns of Aldershot, Andover, Basingstoke, Farnborough and Fleet all have plans or programmes for town centre renewal and regeneration. Expansion of those town centres during the 1960s and 70s has resulted in dated layouts and buildings that now need updating to meet modern requirements. Whilst there are challenges in retaining economic uses in buildings with permitted development rights for conversion or redevelopment for residential uses, the creation of high quality public spaces and buildings can help these centres to provide for a mix of uses to attract residents to spend time and money in those centres, rather than further afield.

The North Hampshire Authorities have all developed green infrastructure policies or strategies to help deliver growth that protects the environment and where possible provides positive enhancement. These cover the multifunctional uses of green infrastructure which range from providing connectivity between sites for wildlife and promoting opportunities for walking and cycling, whether for leisure or more functional journeys. Given the outstanding natural environment surrounding the main towns, green links within and between the towns and connecting to the countryside can provide significant quality of life benefits

2.7

Environmental mitigation is a fundamental requirement of new development. The North Hampshire authorities (other than Test Valley) have been at the forefront of developing a coordinated strategic approach to address the issue of recreational disturbance of ground nesting birds in the protected Thames Basin Heaths. The issue of declining water quality in rivers in relation to both ecological and chemical deterioration (including the impact of nitrates on the Solent), linked to new development, is a shared challenge with wide impact. The North Hampshire authorities will need to address this issue to ensure that protected habitats are not harmed and development is not constrained.

2.8

Infrastructure Delivery Plans supporting the adopted Local Plans show that mitigation of highways impacts will be required as new development comes forward. Whilst high level costs have been estimated, the detailed schemes will need to be established as part of the planning application process and funded by the developer. There has been some recent investment by Hampshire County Council to improve capacity at various junctions in North Hampshire, particularly in Basingstoke.

for the residential population. Proposals for the Hart Green Grid will substantially improve connections between Fleet and Farnborough.



Watership Down near Kingsclere

2.9

Car ownership and use is generally very high within North Hampshire and modal shift towards more sustainable methods of travel (walking, cycling and public transport) is relatively low. It is likely that, even without development, the background growth in traffic will mean that further investment is needed in local roads and junctions if congestion is not to increase. The capacity improvements on the M3 resulting from the recent smart motorway improvements may increase pressure on local roads accessing the M3. The heavy reliance on car-based commuting will require investment in public transport, walking and cycling to bring about a modal shift in transport as climate change considerations become more important in planning for new development.

2.10

Hampshire County Council has produced 'Planning for Broadband' guides for local planning authorities and developers. Councils are encouraged to include policies in local plans that support the provision of broadband but the policy position in the National Planning Policy Framework means that authorities cannot compel developers to install high speed broadband to new development. However, given the scale of new development in major new communities, local planning authorities can ensure

the provision of suitable infrastructure within the sites through development management processes.

2.11

Electronic communications investment is generally reliant on decisions by the private sector companies that provide the service. LEPs and local authorities can influence these decisions with contributions to investment and prioritisation of schemes. The planned 5G Living Lab in the Basing View Enterprise Zone, to be connected to the University of Surrey in Guildford, is a local example. A multi-million pound programme to deploy gigabit-capable fibre between Guildford and Basingstoke will enable a step change in the area's digital connectivity. It is notable that the highest maximum speeds for broadband in the EM3 LEP area are found in Aldershot, Andover and Basingstoke. Whilst these urban areas benefit from excellent connections, there are some issues with the speed of connection in rural areas.

3.

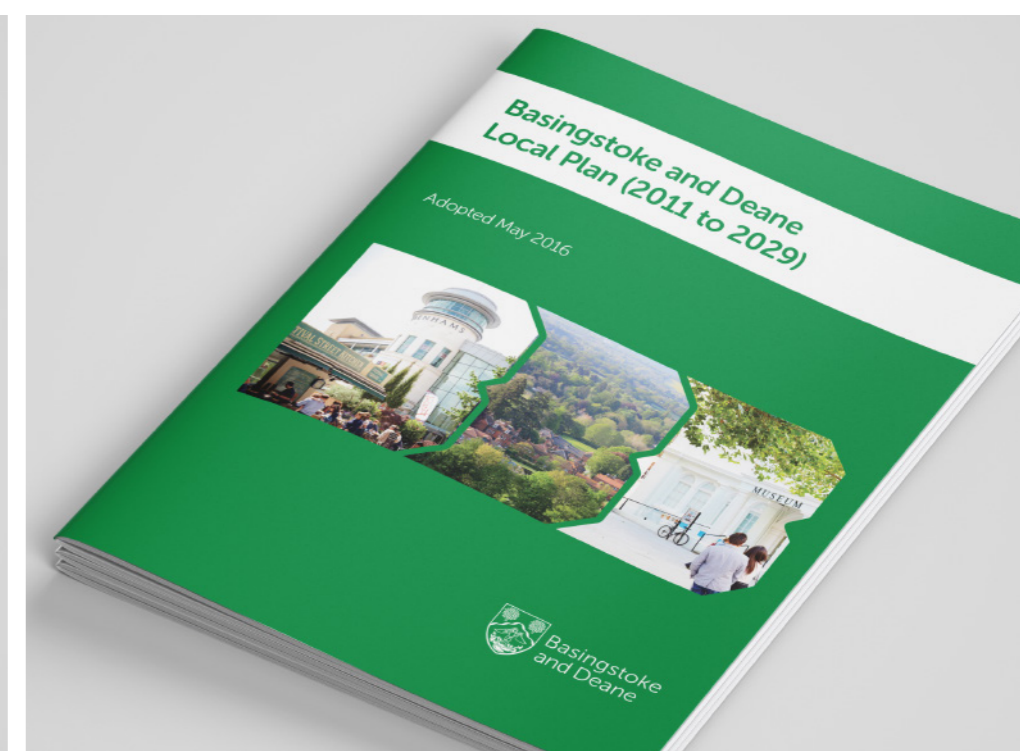
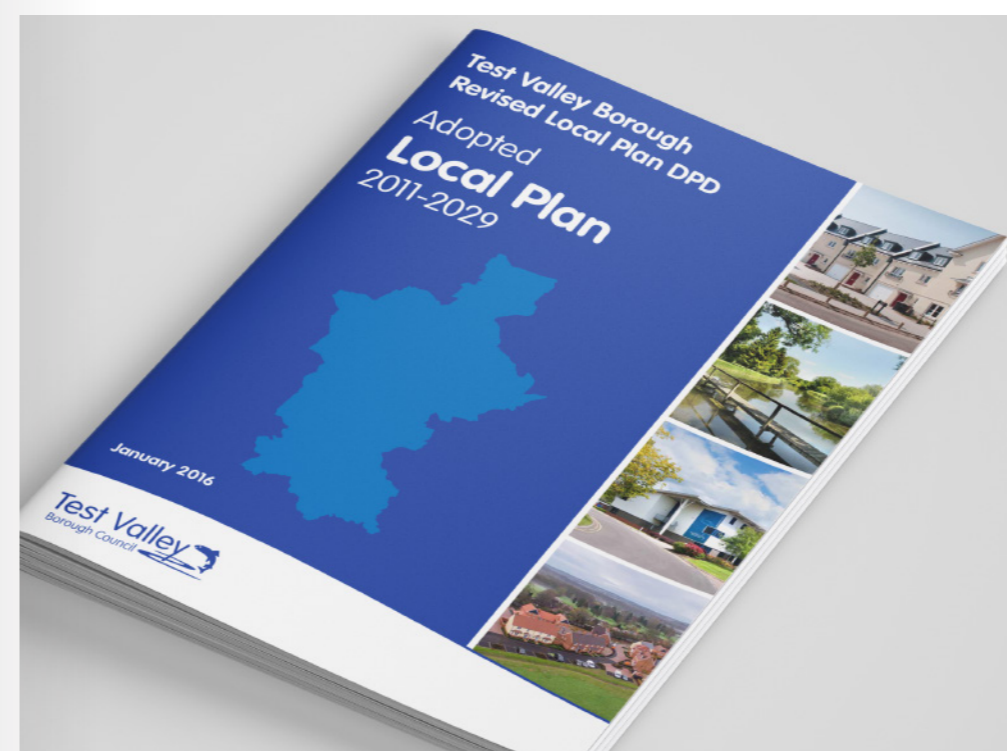
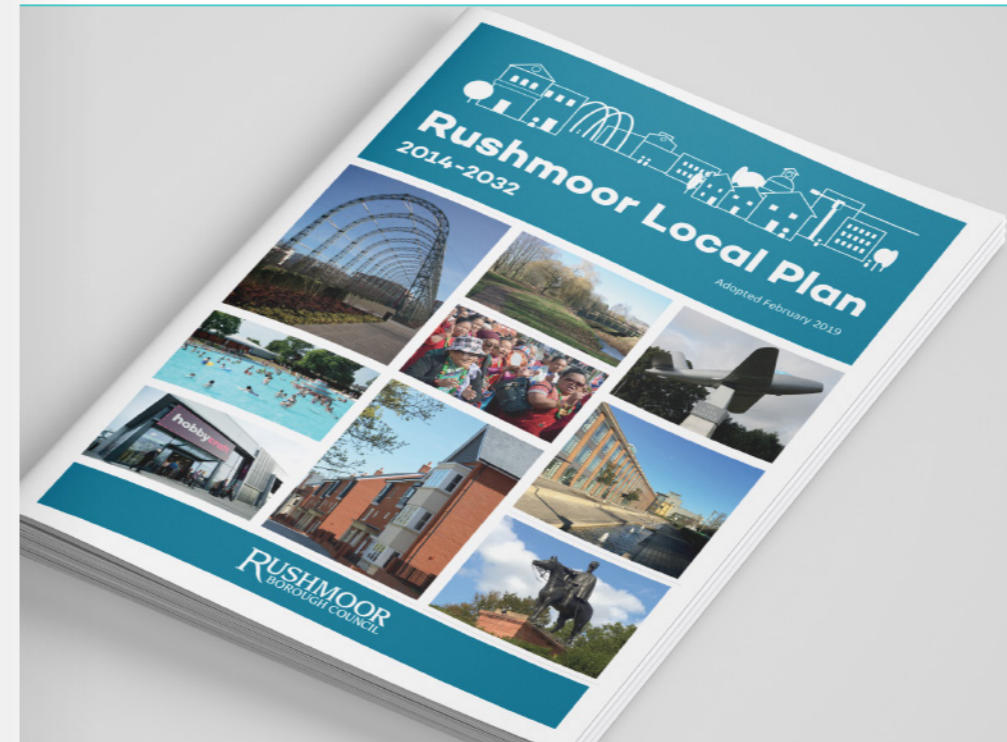
SPATIAL CONTEXT AND POTENTIAL OF NORTH HAMPSHIRE



Picket Twenty housing development, Andover

3.1 The North Hampshire Authorities all have relatively up to date local plans, adopted between 2016 and 2020. However, pressure for development is continuing and likely to increase. Government has published proposals to revise the standard method for calculating local housing need. Whilst this is still a consultation and likely to change, the current proposals would increase housing need by approximately 20% in North Hampshire. Basingstoke and Test Valley have commenced work to review and update their local plans.

3.2 North Hampshire is accessible and very well connected to buoyant local economies, notably London, the Thames Valley and the South Coast. Rail connections between North Hampshire and London and the South Coast are excellent, albeit there are congestion and capacity issues on routes accessing London. North Hampshire has relatively good rail connections to the Midlands and the North from Basingstoke via Reading. North Hampshire is joined together by the M3/A303 which, along with the A34 running north/south through the area, provide connections to the national Strategic Road Network. In terms of rail and road networks, North Hampshire acts as a gateway between the south coast and London, the Midlands and the North and also between London, Surrey and the Thames Valley and the South West.



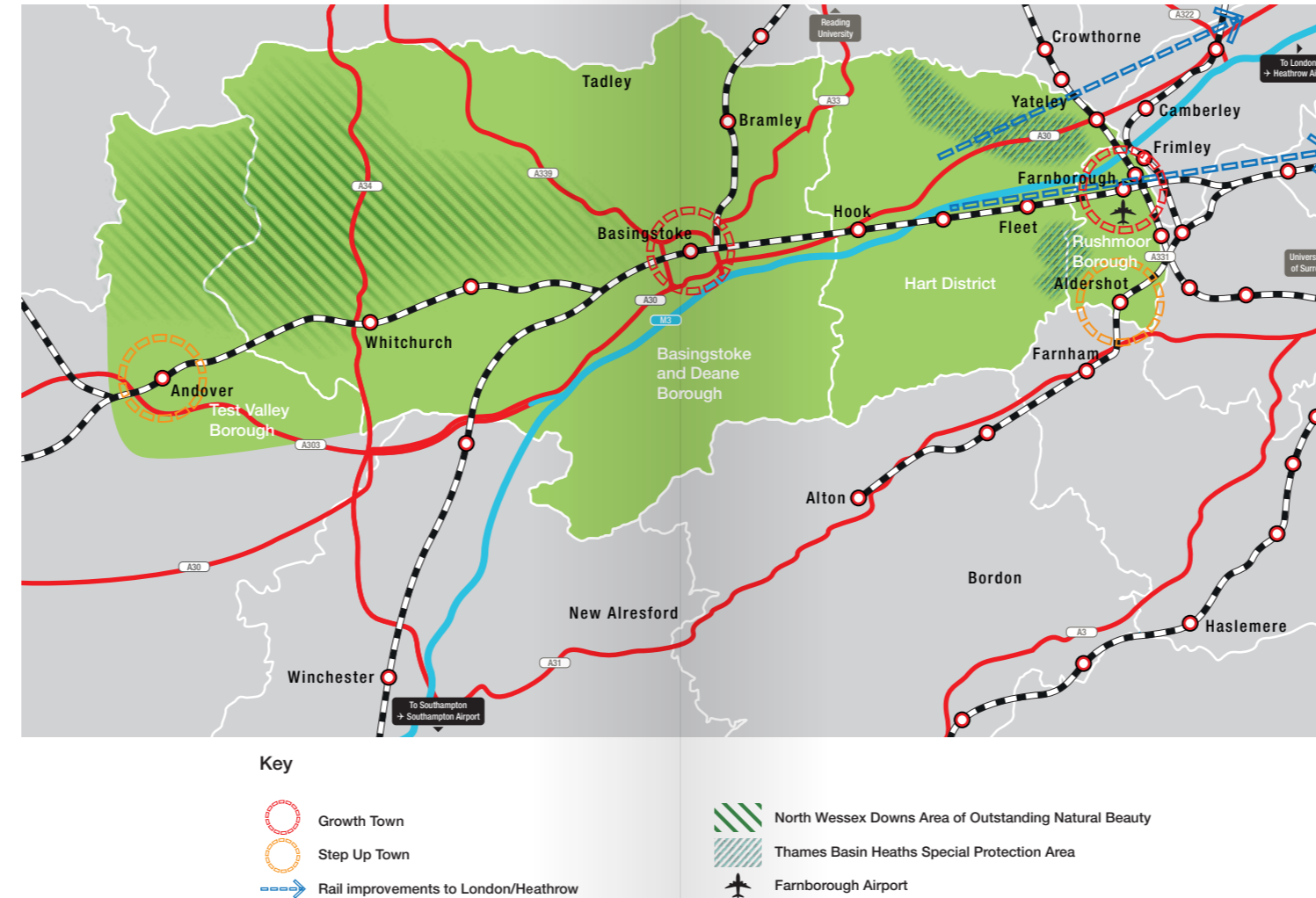
Investment in rail and the strategic road network relies on funding decisions outside of the control of the North Hampshire Authorities. At present, one of the key rail constraints is associated with capacity at Woking, where the Portsmouth line meets the Wessex mainline, and where there are proposals to introduce a flyover, allowing an additional two train paths per hour towards London. This is currently subject to funding bids via Network Rail and the Department for Transport. Other improvements beyond North Hampshire will provide significant benefits to easing congestion and connectivity issues that impact on the North Hampshire towns. This includes a southern access to Heathrow, in addition to more advanced proposals for a western access from the Great Western mainline.

North Hampshire generally benefits from a thriving economy and has access to a highly skilled and qualified workforce. However, within the area, notably Andover and Rushmoor, there are areas with where skills/qualification levels are lower than the average for the Southeast. The local authorities should prioritise interventions to improve the educational and skills attainment within these areas, with a focus on those required in forecast growth sectors. Reduced out commuting

could help alleviate any skills shortages through the retention of some highly skilled residents working within the area. It is notable that there is no university within North Hampshire. However, the area benefits from being in close proximity to major universities in Reading, Guildford, Southampton, Winchester and Portsmouth, all within easy commuting distance and accessible by public transport and there is an on-going local aspiration for a branch of an established university to locate in Basingstoke. The University for the Creative Arts is located just outside the area in Farnham and within North Hampshire the Farnborough College of Technology offers degrees supported by the University of Surrey at Guildford.

There has been considerable discussion and promotion of a green recovery to lead the economic recovery from the Coronavirus pandemic. Concerns over reliance on public transport for commuting to work have led to calls for increases in walking and cycling to avoid significant increases in highway congestion if trips that were made by public transport are subsequently made by private car. Furthermore, people have become more aware of the facilities available to them locally through the

North Hampshire Narrative Map



lockdown and there is greater recognition of the importance of accessible green spaces, particularly for flats without gardens and those living alone. Government has been keen to promote laying the foundations for a green economic recovery through its 'Getting Building Fund'. It has provided £1.3 billion investment to combined authorities and LEPs to deliver upgrades to local infrastructure and boost skills to help fuel a green economic recovery.

The need to address climate change, both through adaptation and mitigation, is one of the most significant and influential policy changes that will need to be reflected in development that takes place at the local level. The location of development and the uses within an area can have a huge influence on the need to travel and the mode of transport used.

Health and wellbeing has risen up the agenda as an issue to be taken into account in planning new development. Active transport opportunities that do not rely on the use of the private car can have a significant impact on improving health outcomes. The way development is planned can influence how successful communities can be created. The experience of the Coronavirus pandemic lockdown has heightened appreciation

of close-knit communities where mutual support amongst residents can help reduce adverse outcomes for mental health in particular. Similarly, there is a greater appreciation of the benefits of accessible green spaces for improved physical and mental health outcomes. The implications of the Coronavirus pandemic have introduced a new factor to considerations of where businesses wish to locate. A reliance on workers accessing offices in central London that generally require the use of one or more modes of public transport is now perceived as less attractive than before the pandemic. Opportunities may exist to attract firms relocating from London to North Hampshire.



Hart District Council's Leisure Centre



3.11 Transport for the South East has produced a draft Transport Strategy for the South East which was the subject of public consultation from October 2019 to January 2020. Whilst the consultation responses may result in changes to the strategy, unless there are radical changes, the strategy is clear that catering for forecast road traffic growth in the long term is not sustainable and that the focus will be on large-scale investment in public transport. The draft Transport Strategy presents a shift away from traditional approaches of transport planning (based on planning for a future based on recent trends and forecasts) to an approach of actively choosing a preferred future and setting out a plan of how to get there.

3.12 The draft strategy includes a clear distinction of where fast movement will be the priority and where the priority will be to ensure that 'places' are protected and even enhanced. The strategy states that areas with high 'place' functions, such as town and city centres, should prioritise 'active' modes, such as walking and cycling, over faster modes of transport. It further states that this should help preserve the environmental quality of these places, ultimately ensuring that they fulfil their role as the focus of their communities.

3.13 The Enterprise M3 Local Enterprise Partnership (LEP) has published its Strategic Economic Plan (SEP) for 2018 – 2030. This provides a locally specific response to the government's National Industrial Strategy, published in November 2017, provides the foundations for the emerging Local Industrial Strategy (LIS) and sets an ambitious target for growth of 4% gross value added (GVA) per annum up to 2030. The SEP identifies Basingstoke and Farnborough as 'growth towns' and Aldershot and Andover as a 'step up town', amongst others in the LEP area. As part of the development of its Local Industrial Strategy, the LEP recognises the importance of towns not only as engines of growth but also as essential components of a diverse offer to enhance the profile of the region as attractive and vibrant places to live and visit.

3.14 As part of the evidence base for the emerging LIS, the LEP has published a report on the Enterprise M3 Towns Analysis; Part 1 provides the data analysis and town classification and Part 2 sets out the future growth opportunities. The conclusions of the report are set out in the table below.

Table 1 – Summary of Enterprise M3 LEP Towns Analysis for the North Hampshire towns

	CONTRIBUTION TO FUTURE GROWTH	CONTRIBUTION TO SEP & LIS	INFRASTRUCTURE NEEDED TO ACHIEVE GROWTH POTENTIAL
ALDERSHOT	Major regeneration of town centre. Potential growth in digital and gaming sector and development of football ground including hotel development.	Potential growth in digital and gaming sector. Potential redevelopment of Aldershot FC including hotel which will support Borough conference offer.	M3 junctions. Walking and cycling links from Hart to Rushmoor.
ANDOVER	Potential regeneration of town centre, and cultural quarter and housing/employment growth.	Vision for growth of a cultural quarter as part of the master planning and regeneration of the town centre. Longer term growth of housing/population and employment.	Water supply and wastewater treatment. Highways improvement. Improvements to public realm, especially around the railway station.
BASINGSTOKE	Employment in high value sectors. Enterprise and innovation in digital and 5G.	Employment growth in high value sectors targeted in SEP. Supporting enterprise and innovation in digital and 5G. Training to deliver high skills. Improved connectivity. Regeneration of the town centre, leisure park and Enterprise Zone.	Road improvements including the strategic highway network, Mass Rapid Transit, rail to Heathrow, health infrastructure, digital connectivity, enhanced public realm.
BLACKWATER/YATELEY	Potential benefit from Crossrail 2. Potential regeneration of town centre.	Blackwater is located on the Reading-Guildford line, which will be improved under Crossrail Two. Potential for significant positive impact on the desirability of the Blackwater/Yateley area both in terms of living (and commuting) and working. There is therefore an opportunity to regenerate the centre.	Enhanced pedestrian and cycle access from the station to the two centres. Enhanced public realm along London Road, Blackwater.
FARNBOROUGH	Major regeneration of town centre. Potential growth in aerospace, digital, ICT and conferences.	High quality office-based activities, aerospace, digital, ICT, potential for conferences.	M3 junctions. Walking and cycling links from Hart to Rushmoor. Town centre infrastructure. A331 connection to Guildford. Hotels: additional hotel capacity at 3*/+ is important to the growth of Farnborough International Conference Centre.
FLEET	Opportunity to regenerate parts of the town centre, but no major change in the town. New garden settlement will look to Fleet for services.	Opportunity to regenerate parts of the town centre. New Garden Village settlement which will look to Fleet for services.	Enhanced pedestrian and cycle access from the station to the town centre and the leisure centre. Enhanced public realm along the high street.

3.15 Further analysis of the growth planned for the settlements of Andover, Aldershot/Farnborough, Basingstoke and Fleet is set out below.

ANDOVER

3.16 Andover has seen significant growth and expansion in recent decades, having been previously identified as one of the towns to accommodate development from London in 1960. Rapid population growth saw the development of housing, industry and shopping facilities, beyond the historic town centre.

3.17 A distinctive feature is its high degree of self-containment, with 70% of its residents living and working in the town. In sustainability terms, this is very positive and it will be important to ensure that retail and cultural facilities continue to attract expenditure from within the town and its wider catchment area and where possible to retain more expenditure in the town.

3.18 The town benefits from several major employers including the Headquarters of Army Land Command but there is a legacy of lower skilled employment in manufacturing and warehousing operations. There is a need to improve education and skills attainment in Andover, focussing on those required in forecast growth sectors. However, the presence of significant employment opportunities for those with lower skills is a positive benefit for the town.

3.19 Andover will continue to grow at a rate of approximately 358 dwellings per annum, notably through the development of the new communities at, East Anton, Picket Piece and Picket Twenty to the east of the town. The employment allocation at Walworth has planning permission but remains to be developed and there is a rejuvenation project for the Walworth Business Park in partnership with Kier.

3.20 Whilst a large number of trips are made by walking, only a small proportion are made by public transport and cycling. Cycle routes exist from residential development on the east of the town, linking though the town centre to employment sites to the west of the town. There is a mobility scooter route from Enham Alamein to the town centre. Test Valley Borough Council has adopted the Andover Town Access Plan (2015) as a supplementary planning document. This strategy sets out a shared vision for how access to facilities and services in the town, particularly the town centre, will be improved. It also develops a schedule of transport schemes that can be used to direct funding from developer contributions from either planning obligations or the community infrastructure levy. Test Valley Borough Council and Hampshire County Council have recently commenced work on a Local Cycling and Walking Infrastructure Plan for Andover.



Andover Masterplan

3.21 A key priority for Test Valley Borough Council is the redevelopment of Andover town centre. The Council has made significant land purchases to aid delivery and is working with other landowners including Andover College to realise that vision. A Masterplan for Andover town centre has also recently been adopted to stimulate investment and guide development in terms of locations, designs and uses. The Masterplan will help create a better-connected town centre, a riverside walk in a new well-being quarter and a new home for The Lights theatre and complement plans for bringing town centre living into Andover.

3.22 Test Valley has an adopted Green Infrastructure Strategy (2014) which draws together a range of initiatives which aim to retain and enhance existing provision and promote new provision and public access to it. Significant environmental concerns affect future wastewater treatment provision. The Fullerton WWTW drains to the River Test and ultimately the Solent, where the current condition of protected habitats means that all new development must be nutrient neutral. This is likely to be a constraint on future development until improvements can be made to the wastewater treatment works, or schemes to achieve nutrient neutrality can be delivered.



Andover Masterplan



Wellesley, Aldershot

ALDERSHOT AND FARNBOROUGH

3.23 Aldershot and Farnborough are located in close proximity to each other and combined with the settlements of Fleet and Sandhurst, Camberley and Farnham in Surrey form a significant centre of population, known as the Blackwater Valley. The area forms a natural economic geography and shares a housing market area. Aldershot and Farnborough have both experienced rapid growth and make an important contribution to the wider North Hampshire economy. Historically employment has been linked to aerospace and defence and more recently Rushmoor has also seen growth in digital, gaming and advanced engineering sectors which are priority growth areas for the borough's economy.

3.24 In addition to these sectors the Army is the major employer in Aldershot and Farnborough is home to a number of significant employers across these sectors including Farnborough Airport, Fluor, BMW, nDreams and more recently Gulfstream.

3.25 Despite having two excellent colleges Rushmoor needs to drive up the proportion of residents with the highest level qualifications and improve the level of secondary attainment in our schools to make sure we can better meet the current and future needs of our employers from local talent and help ensure sustainable business growth.

3.26 The borough's population will continue to expand and housing is planned increase by around 436 dwellings per annum. Wellesley, a major expansion to Aldershot is creating a new neighbourhood to the north of the town centre through the redevelopment of land previously occupied by the military. This is complemented by substantial regeneration of the town centre including around 600 new homes. The main focus for development in Farnborough is the mixed use site at the Civic Quarter. This development of over 1000 homes sits alongside the wider town centre regeneration and employment development on strategic employment sites adjoining Farnborough Airport. Ensuring that this place shaping is both well connected and delivered in line with the Council's environmental and carbon reduction commitments will be key. usage until the Coronavirus pandemic.

3.27 The towns in the Blackwater Valley are well connected by bus routes combining to form the 'Blackwater Valley Gold Grid' which has a 24 hour service operating at 10 minute intervals in peak times and has seen substantial growth in usage until the Coronavirus pandemic. The continuation and development of this and similar services is important particularly for Aldershot which is on a different railway line and connects less well with the rest of North Hampshire. In Aldershot walking and bus use are higher than average, although cycle facilities are poor and a priority for investment and support for behaviour change. Much of the employment development around Farnborough Airport is poorly served by public transport and, though close by, has poor links to the town centre driving reliance on the car. To address some of these issues Rushmoor Borough Council and Hampshire County Council have recently commenced work on a Local Cycling and Walking Infrastructure Plan for Aldershot and Farnborough and Rushmoor Borough Council will prepare a green infrastructure strategy to support the wider implementation of its local plan policies.



Farnborough Airport



Wellesley, Aldershot



Aerial view of Basingstoke

BASINGSTOKE

3.28 Basingstoke town is the largest settlement in North Hampshire and developed rapidly from the 1960s to accommodate part of London's overspill as an 'expanded town'. The regeneration of post-1960s housing stock is now an important issue in some parts of the borough.

3.29 Basingstoke has a strong and diverse economy with a good balance of business across a range of centres. It also benefits from a highly skilled workforce with access to an even wider pool of highly qualified people within its travel to work area. Employment floorspace is concentrated in Basingstoke town centre and a number of designated strategic employment areas. The town centre is a regional shopping centre. The neighbouring Basing View is a prime business location benefitting from Enterprise Zone status and current regeneration proposals. It is likely to be the focus for the provision of new grade A office space.



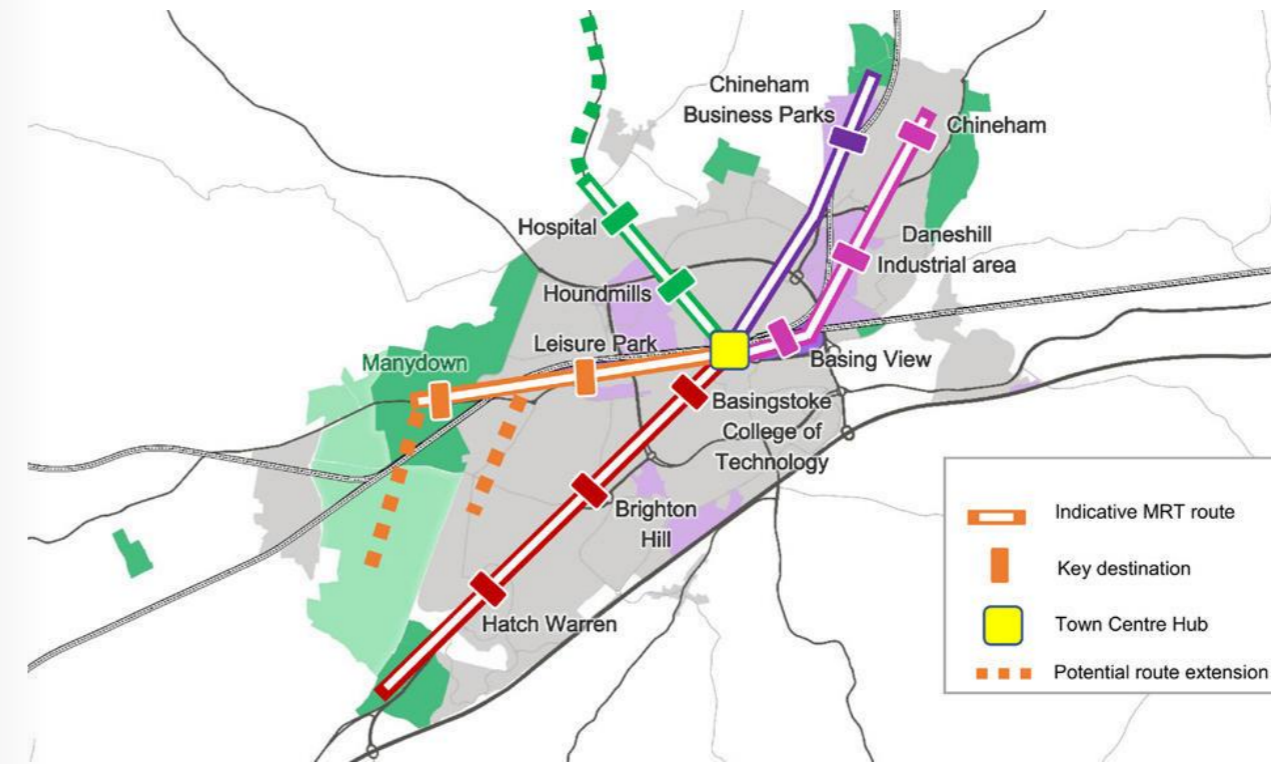
Florence Building, Basingstoke

3.30 The borough will continue to grow at a rate of approximately 850 dwellings and 450-750 jobs per annum. Basingstoke will expand with significant allocations for development to the southwest and west of the town. In particular, the Manydown development will provide a new neighbourhood and Garden Community of approximately 3,400 dwellings.

3.31 The Borough Council has developed a long term vision for major development to the west of the town, north of junction 7 of the M3. This sets out principles for growth which would ensure any development links well with existing uses including through the provision of suitable infrastructure, whilst the assets of the area are protected and enhanced. Growth could include a new hospital and health campus, in addition to new logistics and distribution floorspace. Development in this location would need to be well coordinated bringing with it the necessary investment in infrastructure to meet needs.

3.32 The development of Basingstoke town has relied on high capacity road systems and extensive parking provision and public transport use is relatively low. There is pressure on the capacity of the highway network through background traffic growth and as a result of new development.

Fig 10 of Basingstoke Transport Strategy – indicative mass rapid transit network



3.33 Basingstoke has an adopted Transport Strategy which aims to provide a step change in the quality of local public transport through the development of a bus-based Mass Rapid Transit system for the town. This will enable improved public transport opportunities for existing residents, as well as linking directly into the new communities being developed.

3.34 There are proposals to improve walking and cycling access to Basingstoke town centre through a Local Cycling and Walking Infrastructure Plan and also, to improve links to the wider countryside access network. The Transport Strategy includes the proposed development of priority strategic walking and cycling corridors, which will also link directly into the new communities.

3.35 Basingstoke also has an adopted Green Infrastructure Strategy which sets out that development should proceed on a 'net gain' principle and that development can contribute to the continuing management of existing assets as well as the creation of new assets. The development of new communities allows the Council to secure the provision of green infrastructure, both on and off site, that will enable future residents to benefit from a quality of environment that meets current expectations. There is the potential in Basingstoke to reinstate more of the Basingstoke Canal and to reinforce the borough's green infrastructure through potentially extending the North Wessex Downs AONB.



Willis Museum, Basingstoke

FLEET

3.36 Aldershot, Farnborough and Fleet are located in close proximity to each other and combined with the settlements of Sandhurst, Camberley and Farnham in Surrey form a significant centre of population, known as the Blackwater Valley. Fleet has experienced rapid growth in recent decades (in combination with Aldershot and Farnborough at a comparable scale to Basingstoke). The Blackwater Valley towns are within the same housing market area and functional economic area (except for Farnham).

Fleet is the focus for employment in Hart District, although it is also significant residential area with out-commuting to surroundings areas and London. Hart District has a highly skilled and qualified workforce.

3.38 Hart will continue to grow by approximately 423 dwellings per annum with a new settlement at Hartland Village to the east of Fleet providing approximately 1,500 dwellings. Hart will look to explore all options for delivering future growth including seeking efficient use of underused land along with the opportunities created by the appropriate intensification of growth within the urban areas.

3.39 Hart experiences very high levels of car ownership. There are three main line stations providing direct access into London as well as the North Downs line at Blackwater providing direct access to Reading, Guildford and Gatwick, but there is no formal cycle network and bus use is very limited. The towns in the Blackwater Valley are connected by bus routes combining to form the 'Blackwater Valley

Blackwater Valley and Fleet Stagecoach network



Gold Grid', which has a 24 hour service operating at 10 minute intervals in peak times and has seen substantial growth in usage until the Corona virus pandemic

3.40 Hart District Council is preparing a strategy to deliver the Hart Green Grid, which will encourage cycling and walking as well as creating wider opportunities for active recreation and leisure.

4.

UNLOCKING GROWTH

Manydown development, Basingstoke

4.1 This section of the report explores what is needed to unlock growth in North Hampshire. It explores the challenges and opportunities that will impact on whether the growth that is delivered is of high quality and can be considered as 'good growth' or even 'green growth'.

4.2 The scale of growth in North Hampshire and the use of urban extensions and new communities can provide opportunities to address the policy challenges presented by climate change and a changing society. Some of the trends, such as on-line shopping and increased remote working using digital technology, have accelerated rapidly and it is not certain whether they will revert to previous levels or whether there has been a permanent step change in how people live.

4.3 Trends for increased home working and the use of digital technology to reduce the need for a physical presence in the office have been accelerated by the Coronavirus pandemic. Whilst the extreme situation encountered through full lockdown is expected to ease during 2021, it remains unclear whether the demand for city centre office space may have reduced on a long term basis and is perhaps unlikely to return to the pre-pandemic levels. However, there will be local variations to how this affects demand and the area may

benefit from increased demand for office space from companies wanting to move out of London. North Hampshire benefits from an exceptionally high quality of environment and could be in prime position to attract companies who wish to relocate but want quick and direct access to London when needed.

4.4 The North Hampshire Authorities have a critical role to ensure that their town centres remain attractive and economically sustainable commercial areas that can provide for the needs of the population without requiring travel to other centres to meet their basic needs. Whilst the introduction of permitted development rights for office and retail uses to convert or redevelop for residential uses will remove the ability for authorities to resist the loss of commercial uses, clear guidance on the strategy for town centres and investment in the public realm can help reinforce their commercial and community hub roles.

4.5 The pandemic appears to have resulted in some expenditure being clawed back into local areas, that would have been previously spent further afield, through a reduction in commuting and appetite to travel further to larger centres. Moving forward, an attractive commercial and cultural environment will be important to encourage employers

to relocate into the area. The North Hampshire towns contain existing arts and cultural facilities and it will be important to ensure that they not only survive the initial loss of business due to the pandemic but are able to enhance the local offer to take advantage of local residents potentially working closer to home in the future. Diversifying the offer in town centres, making them places where people want to spend time and socialise and creating experiential environments will be key to their long-term resilience and sustainability.

Similarly, the quality of design and placemaking in the urban extensions and new communities will be essential to their success as places and their contribution to improving the sustainability of the area. The design of major residential development should ensure that clear and easy to use walking, cycling and public transport opportunities are all available to reduce reliance on the private car. The Coronavirus pandemic has given fresh impetus to the concept of the '15 or 20-minute neighbourhood', where everyone can meet their basic needs without having to use a car. Given the influence that design and layout can have on health and wellbeing, connections to nearby centres by active travel modes can be as important as the provision of sufficient attractive and functional open space.

4.7 North Hampshire experiences high rates of private car ownership and use which will make mode shift to sustainable modes challenging. However, it is clear in the Transport for the South East Regional Transport Strategy that investment in transport will become increasingly focused on sustainable modes and demand will be accommodated through these rather than increasing highway capacity. Notwithstanding the potential for zero emission vehicles and new technologies, this will require changes to people's behaviours, including encouraging more active travel and the use of public transport, which need to be made more attractive options.

4.8 In order to ensure that congestion levels do not increase, the North Hampshire authorities will need to ensure that the design and layout of new development facilitates an increasing mode share for sustainable modes of transport. Whilst internal layouts and masterplanning are important to facilitate sustainable travel, equally important are walking and cycling routes beyond the development site and connections to the public transport network, providing access to other centres within North Hampshire and beyond.



Basingstoke bus station

4.9 Given the different characteristics of the North Hampshire towns, there will be differing priorities for sustainable transport improvements.

- **Andover** – focus on walking and cycling – in particular to connect the new communities to the east of the town with the town centre.
- **Aldershot/Farnborough** – focus on buses, in particular to enhance the existing Blackwater Valley Gold Grid network, and improving walking and cycling infrastructure.
- **Basingstoke** – focus on implementation of Mass Rapid Transport proposals through the provision of dedicated routes and, in particular, to connect new communities being developed to the town centre. Cycling and walking connections to the new communities will also be important. Exploring how micromobility can support a modal shift will also be part of the town's considerations.
- **Fleet** – focus on improving cycling and walking access to and within the town centre as well as between the town and neighbouring towns/villages. There is the potential to increase bus use through the new development at Hartland Village, which can enhance service provision between Fleet and Farnborough.

4.10 In North Hampshire there are opportunities to improve bus, cycle and pedestrian access to railway stations. The North Hampshire rail network will benefit from investment in the network beyond North Hampshire. In particular, the North Hampshire authorities strongly support proposals to reduce congestion on the line to London Waterloo and provide a new link from the south to Heathrow Airport..

4.11 Whilst the main North Hampshire towns are well connected to each other by the rail network, there are opportunities to better connect residential areas to the rail network by bus. However, the frequency and reliability of services will be fundamental to influencing travel behaviour and encouraging a modal shift from the private car.

4.12 Given the privatised rail and bus services and their regulatory context, local authorities can find it difficult to encourage and prioritise investment in appropriate infrastructure improvements. They can ensure that when new development is planned, accessibility by sustainable modes is prioritised. However, significant improvements to mass rapid transit, rail or bus, infrastructure are likely to rely on funding decisions by other bodies where the local authorities are more likely to have a lobbying or influencing role.

4.13 Given the rural nature of North Hampshire, there will be a need to continue to make provision for the private car as a mode of transport. Technological advances in electric and autonomous vehicles will potentially reduce emissions and enhance the ability to better manage limited highway capacity. However, infrastructure will be needed to deliver these new technologies, in particular electricity transmission and 5G coverage.



Fleet railway station

5.

IDENTIFICATION OF KEY THEMES WITH PROJECTS FOR FUTURE FUNDING STREAMS



5.1 The North Hampshire authorities have considered some of the priorities for achieving good growth through the implementation of their local plans. The main themes are set out below.

PLACE MAKING AND DESIGN

5.2 The design and layout of new development will be imperative to ensure high quality development that meets a broad definition of 'good growth'. Similarly, some of the mechanisms that planning can employ to deliver 'green growth' will be through the design and layout of large development sites. Depending on the outcome of government consultation on changes to the planning system, the North Hampshire Authorities, together with neighbouring districts, may wish to collaborate on producing design codes to guide and improve the quality of development locally. Whilst the precise detail of these are likely to differ, given the local context of major development sites, the principles to be addressed and structure of design guides could benefit from a common approach amongst the North Hampshire Authorities.

5.3 As referenced earlier in this document there are a range of planning and infrastructure interventions that relate to climate change considerations and could be categorised as contributing to a green recovery or green growth. The North Hampshire Authorities should be prepared for opportunities to bid for funding streams that could help to deliver these.

TOWN CENTRE REGENERATION

5.4 The continued regeneration and renewal of town centres to ensure that they meet the changing needs of residents is an important theme for new development in North Hampshire. Given the threats to high street retailing, consideration of measures to improve the public realm and secure commercially viable uses will be important to ensure that the town centres can evolve and remain as focal points for local communities. Leading on town centre regeneration is an important role for local authorities. The North Hampshire authorities should ensure that they have schemes and proposals ready to bid for any available public funding for public realm and sustainable transport improvements that may become available, e.g. Future High Streets Fund.

ECONOMIC INITIATIVES

5.5 The North Hampshire authorities all promote employment and skills plans for major development, through the planning process. Specific initiatives to enhance employment and skills are promoted by the LEP, but the North Hampshire authorities will influence the direction of these schemes and provide links to local employers.

5.6 Digital connectivity will be essential to the future economic success of the area. Whilst there is welcome investment to deploy gigabit capable fibre between Guildford and Basingstoke, it is suggested that the potential to extend this to Andover and to enhance the core scheme with additional spurs should be explored.

5.7 The local authorities could encourage local firms to generate links with the universities surrounding North Hampshire in Reading, Guildford, Southampton, Winchester and Portsmouth for both research and development and training. Whilst the absence of a university may seem to be a disadvantage, encouraging

identity with the wide range of surrounding universities could be seen as a distinct economic advantage given the variety of specialisms and the lack of reliance on a single institution. Access to a wide range of universities could be used in any promotional material used to attract external investment by the North Hampshire authorities.

5.8 With the current growth in the logistics sector, North Hampshire has the potential to become an important distribution location due to its good connectivity, including proximity to ports and the M3, A303 and A34 which connect it to the rest of the South East, the South West and the Midlands.

5.9 North Hampshire has some key sector strengths such as aerospace and defence, life sciences, professional and financial services, advanced manufacturing and digital tech. It is home to global companies and a growing start up community. To ensure the longer-term economic resilience of the area it will be important to support the establishment of a robust supply chain and create thriving ecosystems where businesses of all sizes can collaborate and innovate. Investment in skills to ensure businesses have access to a suitably qualified workforce will also be key.



TRANSPORT

5.10 Transport is perhaps the most significant issue when considering how to address issues such as climate change and health and wellbeing. It will be critical to ensure attractive residential environments that facilitate walking, cycling and public transport as the mode of choice. However, this needs to be coordinated with action to ensure that the routes to access destinations, particularly town centres and employment locations, are safe and easy to use, particularly for more vulnerable children and the elderly.

5.11 The North Hampshire authorities are considering a range of improvements to the wider transport system, although their influence on spending decisions is relatively limited. The authorities could perhaps consider coordinating their responses to consultations on rail franchises, Highways England's Road Investment Strategies, or investment plans by Transport for the South East or Hampshire County Council as a cross-boundary agreed approach can be more persuasive to those considering responses.

5.12 The North Hampshire authorities, along with Hampshire County Council, should

be prepared to bid for funding that may become available for small scale schemes that can help facilitate sustainable transport. There may be opportunities to provide new bus links from Aldershot, Farnborough and/or Fleet to Reading which will generate a significant demand for public transport. The North Hampshire authorities may wish to explore this with Wokingham Borough Council.

5.13 The single biggest proposed public transport improvement in North Hampshire is the development of bus-based Mass Rapid Transit (MRT) in Basingstoke. The development of significant new communities can contribute to the necessary infrastructure being provided alongside. There will be a transition before the full MRT can be implemented. A significant increase in other sustainable forms of transport such as electric cars, car sharing through car clubs, will be encouraged.

5.14 The North Hampshire Authorities should lobby for the improvement of transport connections to London which are needed to enhance the area's competitiveness. Key infrastructure improvements include:

- Ensuring a rail connection between North Hampshire to Heathrow airport.
- Unlocking the Woking rail bottle neck so that frequency and capacity

of rail services can bring about economic uplift to North Hampshire's towns through service and speed of connection

5.15 Alongside this, there may be opportunities for improvements in transport through the provision of new stations in the longer-term to serve new communities.

GREEN INFRASTRUCTURE

5.16 The North Hampshire authorities all have emerging or adopted green infrastructure plans or strategies. These contain detailed proposals to improve links between urban areas and the countryside. Green infrastructure provision within large development sites can be secured by the authorities as part of the planning process. However, whilst some off-site improvements may be secured through planning obligations, the authorities should have schemes, costed and prepared, ready to bid for any public funds that become available or that may need to be funded from community infrastructure levy receipts. For example, green infrastructure projects that help protect and enhance the physical environment, as well as facilitate safe and attractive active travel opportunities, e.g. Hart's green grid,

could be well placed to secure funding. Hart District Council is developing a strategy to deliver a green grid which will encourage cycling and walking, as well as creating wider opportunities for active recreation and leisure, and provide links to adjoining towns and countryside.

WASTEWATER TREATMENT

5.17 The impact of wastewater treatment on protected habitats due to increased nutrient deposition is becoming a significant planning issue that can block development. In North Hampshire capacity issues and the lack of nitrogen stripping at the Fullerton WTW mean that the impact of nitrates on the environment has become a significant constraint to development in Basingstoke and Test Valley. Nitrogen levels in wastewater from Basingstoke and Andover are therefore not reduced as part of the sewage treatment process and nitrate levels are some 3.3 times higher than wastewater treatment works elsewhere. This can act as a constraint on development that can be difficult to resolve as part of the development process and investment in nitrogen stripping by Southern Water is strongly advocated.





DIVERSIFICATION OF THE HOUSING MARKET

5.18 The North Hampshire authorities share challenges around the housing market, needing to ensure that it is diversified and able to facilitate small and medium enterprise (SME) house builders to help deliver the high housing numbers across the area through smaller sites. Challenges around being attractive to SME operators include supply of labour and training, development and apprenticeships in the construction sector and adoption of modern methods of construction and green technologies. Through a collective approach the authorities provide an attractive offer to this market sector.

FUNDING STREAMS

5.19 Funding opportunities are often available at short notice and on a competitive basis. The themes identified in this report give an indication of the areas where the North Hampshire authorities should be in a position to bid for funding, should it become available.

5.20 One of the most significant funding pots that has been available in recent years is the Housing Infrastructure Fund. Substantial funds were made available to unlock the provision of new housing through the provision of infrastructure that could not be made available through another route. Whilst this programme closed in 2017, the North Hampshire should remain alive to any future similar programmes, particularly in relation to major housing developments.

5.21 The recent 'Getting Building Fund' allocated funds to the EM3 LEP has helped to fund infrastructure in North Hampshire, notably through funding for the gigabit capable fibre between Basingstoke and Guildford. There may be further funding opportunities that could expand on this initial provision and extend connections to other parts of North Hampshire.

5.22 The North Hampshire authorities will continue to secure on and off-site infrastructure through S106 planning obligations, unless the proposals in the Planning for the Future White Paper are implemented. Furthermore, funds secured

through the community infrastructure levy are available to the North Hampshire authorities to spend on infrastructure that facilitates the growth of the area. The local authorities can prioritise the type of infrastructure through the allocation of funds to specific projects.

5.23 The Future High Streets Fund and Towns Fund are examples of recent competitive funding opportunities. The Future High Streets Fund is seeking to apply expertise to deliver the rejuvenation of town centres. Allowing them to adapt and evolve while remaining vibrant places for the community. The Towns Fund looked to achieve investment priorities and project proposals set out in a Town Investment Plan, governed through the establishment of a Town Deal Board.

5.24 The North Hampshire authorities will continue to influence the priorities for transport funding streams, largely as a consultee for programmes, plans and strategies produced by Hampshire County Council, South East England Regional Transport Board and Highways England. Where possible the local authorities will seek to influence improvements to the rail network as consultees.

5.25 The North Hampshire authorities will remain alive to potential funding opportunities to ensure that the infrastructure needed to support development can be provided. Given recent experience of the implications of the Coronavirus pandemic the priorities to achieve 'green growth' are for:

- Green infrastructure
- Sustainable transport infrastructure
- Town centre regeneration.

NORTH HAMPSHIRE NARRATIVE

5.26 This narrative demonstrates the shared themes across the authorities of North Hampshire. Occupying a key location between London, the Thames Valley and the South Coast, the area benefits from excellent transport connections, an outstanding natural environment and a strong and diverse economy with a good balance of businesses across a range of sectors. This narrative provides the context within which the Authorities can present their aspirations for the future of the area to enable them to deliver the growth required.



**BASINGSTOKE AND
DEANE COUNCIL**

Civic Offices
London Road
Basingstoke
RG21 4AH

**HART DISTRICT
COUNCIL**

Harlington Way
Fleet
GU51 4AE

**RUSHMOOR
BOROUGH COUNCIL**

Farnborough Road
Farnborough
Hampshire
GU14 7JU

**TEST VALLEY
BOROUGH COUNCIL**

Beech Hurst
Weyhill Road
Andover
SP10 3AJ

Cabinet

DATE OF MEETING: 7th October 2021

TITLE OF REPORT: Food Recovery Plan 2021/22

Report of: Environmental Health Manager

Cabinet Member: Cllr Sara Kinnell, Regulatory

1 PURPOSE OF REPORT

1.1 To consider the Food Recovery Plan 2021/22 as set out in Appendix 1.

2 OFFICER RECOMMENDATION

2.1 That Cabinet approves the draft Food Recovery Plan 2021/24.

3 BACKGROUND

3.1 The Council is currently responsible for enforcing food safety in 783 food premises, including: restaurants, hotels, pubs, schools and shops in Hart district.

3.2 As a result of the Covid-19 pandemic Local Authority Environmental Health services have been put under significant strain to maintain regulatory functions; including those of Food and Health and Safety inspection. Similarly food businesses have experienced extensive periods of closure, restricted trading, and Covid-19 related impositions on their core business activities. As a consequence there has been a significant turn over; with existing food businesses closing, new starts up within the district, and new food business models emerging across the industry. In many cases pre-pandemic inspection plans have not been deliverable, are out of date, or may not reflect the emerging priorities that have arisen.

3.3 The Food Standard Agency (FSA) has set out a plan for recovery of local authority delivery of official food controls and related activities. Their plan has two phases and runs from 1 July 2021 to 30th September 2021; and 1st October 2021 to April 2023 and beyond. It focusses on re-starting the regulatory delivery system in line with the Food Law Codes of Practice for the highest risk establishments while providing greater flexibility for lower risk establishments.

3.4 When the Food Recovery Plan 2021/22 was reported to Overview & Scrutiny it was confirmed that of the 76 businesses which were planned to be visited by the 30th September 2021, 70 had already been inspected, and therefore it was expected to complete all inspections by the deadline.

3.5 The FSA Food Recovery Plan seeks to provide the basis for Council's food safety inspection programme.

3.6 This Food Recovery Plan, which replaces the annual Food Safety Plan, is produced in accordance with the requirements of the FSA. It reflects on the achievements and performance of the service for the year 2020/21, and identifies the work currently being undertaken and planned for 2021/22, in partnership with businesses, to promote and enhance food safety in Hart district.

3.7 The aims of the Food Recovery Plan are:

- to ensure that food and drink intended for sale for human consumption, which is produced, stored, distributed, handled or consumed within Hart is without risk to the health or safety of the consumer;
- to investigate suspected and confirmed food poisoning incidents, to locate the source of contamination and to prevent it spreading to protect the health of the public; and

to provide information and advice on food safety matters for business and members of the public.

3.8 The Food Safety team works with the food businesses to ensure they comply with legislation and adopting best practice to control the risks to health that may be associated with food storage, preparation, processing, and handling. In so doing, this helps promote a high level of public confidence in the safety of food prepared, handled and sold in Hart district, including by participating in the national food hygiene rating scheme (www.food.gov.uk/ratings).

3.9 The Council's Overview & Scrutiny Committee considered the Food Safety Plan 2021/22 at its meeting on 21st October 2021, and agreed the approach for consideration by Cabinet subject to the following recommendations:

- Some consideration (if possible) on any potential risks there may be to the delivery phase.
- Detail on the publicity and smaller campaigns that may be used to highlight the plan.

4 POLICY IMPLICATIONS

4.1 This Service Recovery Plan and the Service Planning process form part of the Council's existing performance management framework.

5 FINANCIAL AND RESOURCE IMPLICATIONS

5.1 The Food Safety Recovery Plan sits under the Service Plan for Place and is consistent with the agreed budget for 2021/22. Should Members wish to introduce new or expanded work streams then additional resources will first need to be identified.

6 MANAGEMENT OF RISK

- 6.1** If the Council does not adopt a Service Recovery Plan with clear targets and tasks that are aligned with its budget, there is a risk that it could fail to deliver its objectives and priorities.

7 CLIMATE CHANGE IMPLICATIONS

- 7.1** There are no significant carbon/environmental impacts arising from the recommendations. The inspection regime for our food businesses does necessitate travel from Officers, which mainly involves travel by car. However, the implications of this Food Recovery Plan 2021/22 would not increase the number of visits to a significant effect, therefore the Climate Change implications of this report is neutral.

8 EQUALITIES IMPACT

- 8.1** There are no direct equalities implications arising from the recommendations.

9 ACTION

- 9.1** Cabinet is requested to approve the Food Recovery Plan 2021/22.

CONTACT: Neil Hince, Ext 4280, neil.hince@hart.gov.uk

APPENDICES:

Appendix 1 – Food Safety Recovery Plan 2021/22

Food Recovery Plan 2021/22



Contents

Executive Summary

1.0 Introduction

2.0 How did we perform in 2020/21

3.0 Plan for 2021/22

Appendices:

Food Safety Action Plan 2020/21 Review

Food Recovery Action Plan 2021/22

Executive Summary

Hart District Council is currently responsible for enforcing food safety in 783 food premises, including: restaurants, hotels, pubs, schools, and shops in Hart district

As a result of the Covid-19 pandemic Local Authority Environmental Health services have been put under significant strain to maintain regulatory functions, including those of Food and Health and Safety inspection. Similarly, food businesses have experienced extensive periods of closure, restricted trading, and Covid-19 related impositions on their core business activities. As a consequence, there has been a significant turn over; with existing food businesses closing, new starts up within the district, and new food business models emerging across the industry. In many cases pre-pandemic inspection plans have not been deliverable, are out of date, or may not reflect the emerging priorities that have arisen.

The Food Standard Agency (FSA) has set out a plan for recovery of local authority delivery of official food controls and related activities. Their plan has two phases and runs from 1 July 2021 to 30th September 2021; and 1st October 2021 to April 2023 and beyond. It focusses on re-starting the regulatory delivery system in line with the Food Law Codes of Practice for the highest risk establishments while providing greater flexibility for lower risk establishments. The FSA Food Recovery Plan seeks to provide the basis for Council's food safety inspection programme.

Hart District Council has a major role to play in promoting food safety and protecting consumers from food poisoning and food related allergic reactions. This Food Recovery Plan, which replaces the annual Food Safety Plan, is produced in accordance with the requirements of the Food Standards Agency. It reflects on the achievements and performance of the Team for the year 2020/21, and identifies the work currently being undertaken and planned for 2021/22, in partnership with businesses, to promote and enhance food safety in Hart district, including:

- ✓ Inspection of food businesses based on risk
- ✓ Promotion of the FSA's Food Hygiene Rating Scheme (FHRS)
- ✓ Investigating complaints and concerns regarding food safety
- ✓ Investigating allegations of food poisoning or allergic reactions
- ✓ Providing information, advice, and training

The aims of the Food Recovery Plan are:

- to ensure that food and drink intended for sale for human consumption, which is produced, stored, distributed, handled or consumed within Hart is without risk to the health or safety of the consumer;
- to investigate suspected and confirmed food poisoning incidents, to locate the source of contamination and to prevent it spreading to protect the health of the public;

- to provide information and advice on food safety matters for business and members of the public.

The Food Safety team works with the food businesses to ensure they comply with legislation and adopting best practice to control the risks to health that may be associated with food storage, preparation, processing, and handling. In so doing, this helps promote a high level of public confidence in the safety of food prepared, handled, and sold in Hart district, including by participating in the national food hygiene rating scheme (www.food.gov.uk/ratings).

If you would like further information regarding our Service, or would like to speak to an officer for advice on food safety matters, please contact us at:

Email: EH@hart.gov.uk

Tel. 01252 774421

1.0 Introduction

Hart District Council's Food Recovery Plan, which replaces the annual Food Safety Plan, covers the work of the Food Safety team for 2021/22. The Food Recovery Plan's change in emphasis reflects the change in emphasis from the Food Standards Agency (FSA) to set new priorities as the Country moves out of the Covid-19 lockdowns. The Environmental Health team is currently responsible for enforcing food safety in 783 food premises in Hart district, including: restaurants, hotels, pubs, schools, and shops.

The Food Standards Agency (FSA), which regulates the enforcement of food legislation, expects service plans to be submitted to a relevant Member forum for approval. The standard of work carried out is in accordance with national legislation, Food Law Code of Practice and guidance issued by the Food Standards Agency.

1.1 Aims and Objectives

The aims of the Food Safety service are:

- to ensure that food and drink intended for sale for human consumption, which is produced, stored, distributed, handled or consumed within Hart is without risk to the health or safety of the consumer;
- to investigate suspected and confirmed food poisoning incidents, to locate the source of contamination and to prevent it spreading to protect the health of the public; and
- to provide information and advice on food safety matters for business and members of the public.

The Food Safety team works with food businesses to ensure they comply with legislation and adopting best practice to control the risks to health that may be associated with food storage, preparation, processing, and handling. In so doing, this helps promote a high level of public confidence in the safety of food prepared, handled, and sold in Hart. The Council participates in the national food hygiene rating scheme (www.food.gov.uk/ratings) and encourages businesses to display their rating.

The key objectives of the Food and Safety team in relation to food safety enforcement during 2021/22 are:

- to carry out programmed food hygiene inspections, in accordance with the statutory code of practice and guidance;
- to approve, register and license relevant premises in accordance with relevant legislation, statutory code of practice and guidance;

- to investigate food complaints in accordance with the Service's food complaint procedure, and to respond to complaints;
- to provide advice to businesses and members of the public in Hart with respect to food hygiene and allergens;
- Promotion of the FSA's Food Hygiene Rating Scheme (FHRS)
- to promote a range of food hygiene training courses;
- to promote national food safety campaigns which aim to raise awareness of food issues among catering businesses and the public;
- to produce and implement a sampling programme based on national priorities and local needs;
- to investigate all food poisoning notifications (except campylobacter) and outbreaks in collaboration with Public Health England (PHE);
- to respond to all food alerts in accordance with the relevant instructions and where necessary notify food incidents to the relevant national body in accordance with the statutory code of practice;
- to ensure that the Service's authorised officers adhere to the Council's enforcement policy when making enforcement decisions; and
- to continue to ensure the Service's authorised officers are suitably qualified, experienced, and competent to carry out the range of tasks and duties they are required to perform, including providing additional training where required.

1.2 Profile of Hart district

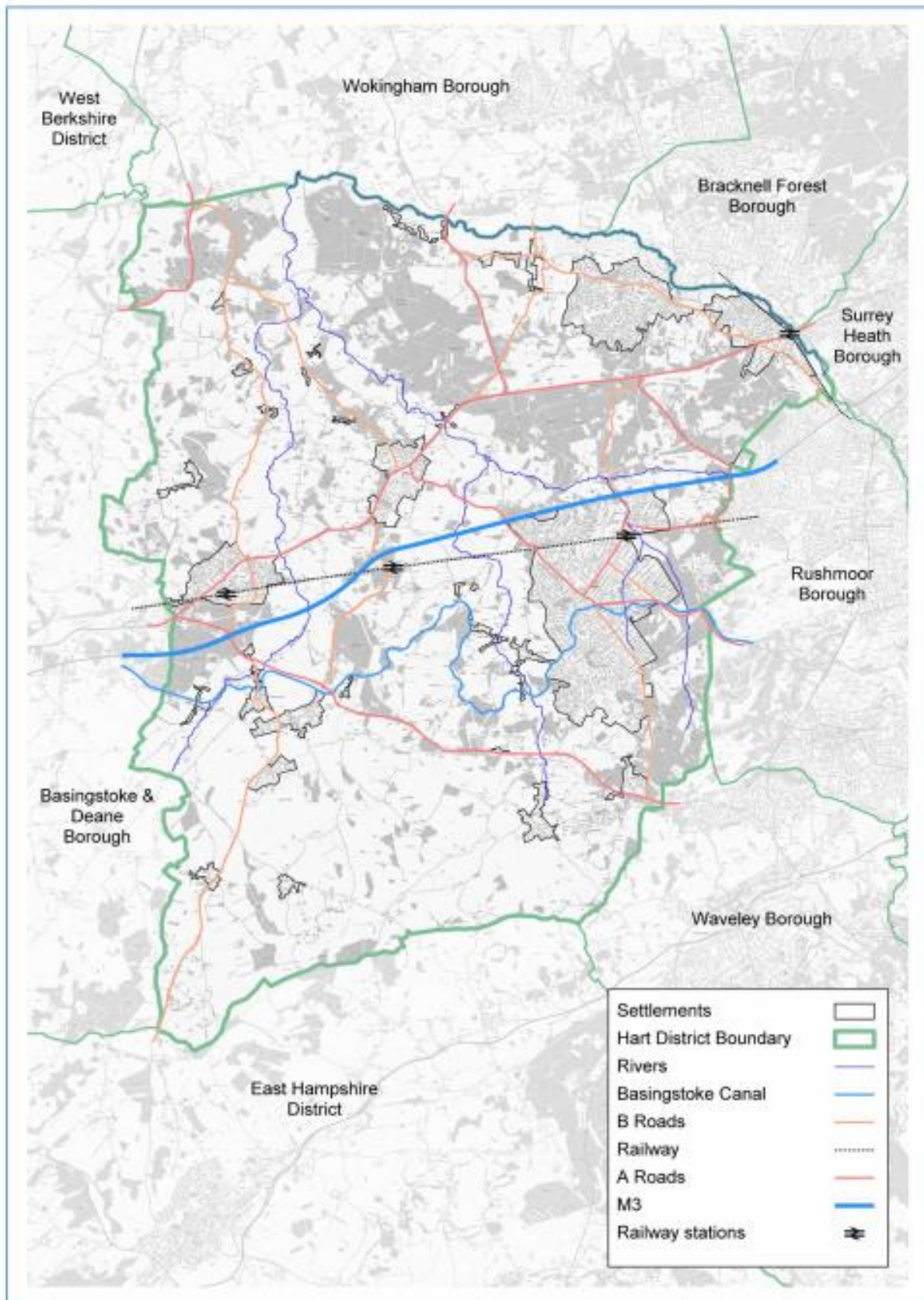
Hart district is primarily rural, covers some 21,500 hectares (83 sq. miles) and is situated in north-east Hampshire, bordering both Surrey and Berkshire.

The main towns are Fleet (comprising Elvetham Heath, Fleet and Church Crookham), Yateley, Blackwater and Hawley. Hook, Odiham, and Hartley Wintney are the larger villages in the district whilst other settlements are mainly small, dispersed villages and hamlets.

The district is bisected by the main line railway from Waterloo to Southampton and east to west by the M3. These enable good access to London, Southampton and other key employment areas such as Basingstoke, Camberley and Farnborough. However, movement patterns are complex and vary with the purpose of the journey. Some key services such as main hospitals and larger shopping centres are provided outside the district, particularly in Basingstoke, Guildford, Reading and Camberley.

The district is a popular place to live as it benefits from low unemployment, low crime rates and good schools. It has a healthy, active population with high participation in sports and leisure.

There are approximately 95,000 residents in the district with an ageing population. The district has a complex geography comprising a collection of diverse and distinct settlements. The larger settlements are suburban in character and have grown significantly in the last 30 years. There are an estimated 35,500 homes in the district with 30% of the population living in rural areas.



1.3 Link to the Corporate Plan, Vision and Objectives

Vision for Hart

Hart District Council published its Vision for 2040 in 2019. The Vision is for Hart:

“To become the best Place, Community and Environment to live work and enjoy”

The Council’s Vision provides a clear direction for Hart and will help to improve the use of resources and align our strategies to reach the outcomes our community deserves. The Vision informs our future work programme across four themes:

- Theme One: To become the best Place to live, work and enjoy by creating a connected environment
- Theme Two: Design the Community to live in, work with and enjoy by helping our community to thrive
- Theme Three: Enhance the Environment to live in, work in and enjoy enhancing our environment
- Theme Four: Develop the Organisation which can deliver working in partnership

1.4 Delivering the Council’s Vision for Hart through Environmental Health

The primary objective of the Environmental Health service is to protect the health, safety and welfare of the community through education and effective regulation.

The service links to each of the four Corporate Themes as follows:

To become the best place to live, work and enjoy by creating a connected environment

The Service promotes a level playing field through its Enforcement Policy, which takes a graduated approach to enforcement based on risk. We carry out our duties in an open, fair and consistent manner that promotes economic development.

We recognise that most businesses want to comply with the law, therefore, we want to support and enable businesses to meet their duties without unnecessary cost. We aim to deliver a healthy regulatory environment where good businesses thrive by using risk-based, proportionate and targeted enforcement. Firm action will be taken, however, where there is a blatant and/or persistent disregard for the law.

The Environmental Health Team routinely help new and developing businesses by providing advice based on best practice and signposting businesses to other agencies and resources. The team also provide training events, newsletters and advisory visits.

Design the Community to live in, work with and enjoy by helping our community to thrive

The Environmental Health team responds to a wide range of enquiries and complaints received from the community including: issues relating to statutory nuisance; licensed premises; food complaints and reports of alleged food poisoning.

The Food Hygiene Rating Scheme provides an open and transparent platform for all food businesses, giving the public the opportunity to view the hygiene rating of businesses at: ratings.food.gov.uk/. The public can then choose whether to visit those food premises based on how well they comply with food law.

Enhance the Environment to live in, work in and enjoy enhancing our environment

The service also tackles filthy and verminous premises, unsecured buildings and land attracting vermin. This can also positively impact the likelihood of crime and the perception of crime in these areas.

Develop the Organisation which can deliver working in partnership

The Environmental Health Service works with several partners including:

1. working closing with the Shared Licensing Service in partnership with Basingstoke & Dean Borough Council
2. working closely with Public Health (England) in relation to infectious disease notifications and outbreak investigations.
3. chairing the Council's Safety Advisory Group (SAG), which ensures public events are well managed and safe in consultation with partner organisations such as the emergency services, Highways and the Licensing Authority

The Environmental Health Service continues to provide cost efficiency by ensuring Environmental Health staff are competent and multi-skilled, which improves resilience within a small team. The flexible skills of the Environmental Health team have been particularly demonstrated during the current Covid-19 pandemic where they have:

- supported diversification of food businesses;
- enforced business closures legislation;
- supported the re-opening of businesses by advising on social distancing and risk assessment;
- Supported the Food Hub in getting food and pet food donations;

1.5 Demands of the Service

On 1 July 2021, there were 783 food premises in Hart district. The number of food premises has remained relatively stable since 2018 at approximately 800 premises.

The hygiene rating of the food businesses in Hart, which determines how frequently they are inspected was as follows in July 2021:

Premises Risk Category	Frequency of Inspection	No. of Premises 2020	No. of Premises 2021
A	6 months	0	2
B	12 months	13	20
C	18 months	114	119
D	24 months	231	236
E	Alternative intervention and full inspection every 9 years	322	405
New/ Unrated		52	76
Total		732	782

Table 1. Number of Food Premises by Category of Risk in Hart

There are more unrated premises, as outlined in Table 1 above, than usual as we have not been able to carry out inspections of new businesses during Covid-19. All businesses, however, have been contacted by a Food Officer. The Food Hygiene Risk Ratings for food premises in August 2021, which are derived from the risk rating scores above, were:

Food Hygiene Rating	Meaning of Hygiene Rating	No. Premises 2020	No. Premises 2021
5	Very Good	406	460
4	Good	92	84
3	Generally Satisfactory	29	30
2	Some Improvement Necessary	10	3
1	Major Improvement Necessary	4	2
0	Urgent Improvement Necessary	0	2

Table 2 Number of Food Premises by Food Hygiene Rating in Hart

The figures in Table 2 do not include Childminders and other businesses excluded from the risk rating scheme, for example, military premises.

Premises that are rated 0 to 2 are always revisited as they are deemed to be failing to meet their legal obligations. The aim of the revisit is to determine whether improvements have been made within the business and to ensure that it is complying with the law. Revisits will be undertaken until such time as the business complies with the law. Should the business continue to fall short of their duties, our enforcement policy is followed in escalating enforcement action until such time that compliance is attained, or formal action is taken.

1.6 Imported Food Control

Hart is an inland Local Authority with no registered food brokers/importers and Blackbushe Airport is not used to import food. Therefore, the Authority does not have any imported food responsibilities at point of entry. However, the Food Team will respond to intelligence received from agencies including the Food Standards Agency.

2.0 How did we perform in 2020/21

Our Food Safety Plan is reviewed on an annual basis and provides the opportunity to record our achievements and identify those key issues that still may need to be redressed. A review of how we performed against the Food Safety Plan 2020/21 is included in Appendix 1.

It should be noted that the ability to conduct inspections was constrained by Covid-19 restrictions, loss of key staff, and prioritisations of Environmental Health resources.

In the meantime, the highest risk food premises have been contacted to offer advice and to enquire how they are managing food hygiene during the pandemic.

2.1 Food Hygiene Inspections

All Local Authorities have a duty to inspect the food premises in their area based on a frequency determined by a national risk rating scheme.

In 2020/21 we inspected 185 food premises.

2.2 Food Complaints & Enquiries

We continue to receive consumer enquiries and complaints about standards of hygiene in food premises and food contamination. We investigate all such complaints based on risk. 53 enquiries in relation to food premises were received in 2020/21.

The most common type of complaint that we receive as a Service is in relation to allegations of food poisoning. Many people associate an illness with the last meal that they have eaten, whereas food poisoning symptoms can take between 12 hours to 10 days to manifest.

2.3 Support for Local Businesses and the Community

We supported local businesses and the community through:

- ✓ Food Safety and Health and Safety newsletters
- ✓ Press releases and social media posts throughout the year in relation to key subjects
- ✓ Collating and distributing critical information to local businesses during Covid-19 pandemic
- ✓ Collating a “Businesses Open during Covid-19” spreadsheet, which was updated weekly to provide information to the local community and to support our local businesses
- ✓ Securing food donations from local food premises to support the local community during the pandemic
- ✓ A Primary Authority partnership agreement with British Car Auctions (BCA) providing specialist health and safety advice to improve standards in their sites throughout Great Britain. We recover full costs for providing this service to BCA

2.4 Food Enforcement Action

We adopt comprehensive measures to protect consumers and promote food safety. We actively work with businesses to meet these shared goals.

Any enforcement action taken will be graduated, proportionate and in line with Hart District Council’s Environment Health Local Enforcement Policy (adopted July 2021). A copy of the policy can be found at:

[Licensing and regulations | Hart District Council](#)

2.5 Health & Safety

Hart District Council is designated as an Enforcing Authority under the Health & Safety (Enforcement Authority) Regulations 1998. It is responsible for the enforcement of the Health and Safety at Work Act 1974 and its associated Regulations in Local Authority enforced premises, which include: retailers, wholesalers, offices, catering premises, hotels, residential care homes and leisure centres.

In line with the Health & Safety Executive's National Code, Local Authorities now adopt a risk-based intervention approach to health and safety enforcement, rather than undertaking proactive / routine inspections.

Gas safety and chemical safety have remained a priority when officers are undertaking routine food hygiene inspections. Compliance with gas safety is an on-going issue and, as a result, officers routinely request a copy of the business' current Gas Safe Certificate.

The safe use of chemicals and correct use and provision of personal protective equipment is also assessed during routine food inspections due to on-going concerns regarding unreported dermatitis and misuse of chemicals in food businesses.

Promotion of national guidance and good practice for minimizing Covid-19 risks will be an ongoing consideration for Environmental Health

2.6 Investigation of Workplace Accident, Ill-Health and Dangerous Occurrences

Businesses are responsible for reporting certain types of accidents, ill-health and dangerous occurrences that occur in association with their business.

When a notification is received, an assessment is carried out by the investigating officer to determine whether there:

- ✓ has been a serious breach of health and safety; or
- ✓ is a pattern of on-going accidents that may require attention.

If either of the above criteria are met, an accident investigation will be carried out.

2.7 Health & Safety Complaints

During the 2020/21 year the Service received 260 enquiries and complaints in relation to health, safety and welfare issues. This included:

- 14 x RIDDOR (Reporting of Injuries, Diseases, and Dangerous Occurrences Regulations 2013) reports; and
- 246 x Covid-19 related service requests or calls for investigations.

For comparison, within pre-pandemic financial year 2019/20, the service received 52 Health & Safety related service requests and 42 RIDDOR reports.

2.8 Health and Safety Enforcement Action

Last year, Hart was (assumed to be) the first Local Authority in the UK to serve a 'Covid-19 Improvement Notice'. The notice was served in respect of Covid-19 related offences at a food business.

A programme of targeted, and high visibility, Covid patrols was undertaken by Environment Health. This sought to provide direct covid advice to members of the public, and on-site enforcement /advice to local businesses.

A fatal accident prosecution is on-going.

3.0 Plan for 2021-22

3.1 Work for 2021/22

We always strive to move the Service forward. To achieve this, we set targets and identify areas for development during the coming year. Appendix 2 outlines the Action Plan for 2021/22 with proposed timeframes.

3.2 Staff Resourcing

The Food Service sits within the Environmental Health Team and currently employs 2 Full Time Equivalent (FTE) staff members.

Two authorised officers undertake a range of enforcement activities, including food hygiene inspections and food complaints. There are currently three officers authorised to undertake health and safety enforcement.

The authorised officers are directly managed by the Environmental Health Manager. The Environmental Health manager currently reports to the Head of Place Service

3.3 Quality Assurance

The Service will continue to oversee the work of its officers to ensure that it complies with its legal requirements, the Food Law Code of Practice and internal policies and procedures.

3.4 Staff Development

The Council is committed to ensuring that officers have the required qualifications, skills, experience and competencies commensurate with their work requirements. A range of training events were attended by staff to improve their competency in specific areas and to meet the Chartered Institute of Environmental Health's Continuing Professional Development requirements.

The Food Law Code of Practice Competency Framework (FSA 9th July 2021 Version 2) sets out the competencies required for local authority and port health authority officers undertaking official food controls, other official activities and other activities related to these. These are in addition to the required suitable qualifications detailed in the relevant statutory Food Law Code of Practice.

The framework sets out how local authority and port health authority officers must be assessed. Local authorities and port health authorities are required to follow the framework in line with the requirements of the relevant statutory Food Law Code of Practice and associated Practice Guidance.

Hart District Council commits that all designated inspecting Officers will review and complete the Competency Matrix by 31st March 2022.

3.5 Key Performance Indicators (KPIs)

A review of KPIs for the Food Safety and Health and Safety service will be undertaken, in 2021. The review will be conducted in consultation with the service portfolio holder.

The review will consider the fundamentals of customer service, response, and performance across the service. This will seek to include more focused performance monitoring measures, and determination of SMART based targets.

The review will look to ensure that KPIs best reflect the key milestones of the Food Recovery plan, the wider FSA objectives.

It is understood that new data reporting requirements are likely to be introduced by the FSA from October 2021 going forward.

A Food Hygiene Training programme did not take place due to Covid-19 restrictions and wider service priorities.

Appendix 1: Food Safety Action Plan 2020/21 Review

Hart Priority	Intervention	Target	Date	Outcome of Intervention	Performance Review 2021
Covid-19 emergency response then recovery Page 89	Delivery of the Council's response to Covid-19 pandemic	Ensure that the Council meets its statutory obligations under the Civil Contingencies Act. Support for our town and village centres Support the local economy	Ongoing	Staff have been redeployed from business as usual activities to assist with delivery of the following elements of the council emergency response: <ul style="list-style-type: none"> • Hart Response Hub • Introduction of social distancing measures in Hart's retail centres and submission of bids for government funding • Support for Business and Economy 	Achieved Ongoing
New Ways of Working	Working with the Council's operational recovery team to identify and implement opportunities for new ways of working	Green	Ongoing	Most staff have worked remotely during the lockdown period Facilities have managed the safe return to offices and reopening of the reception	Achieved Ongoing
The Place to Enjoy – enhancing our	Continue to Deliver Programme of Food Hygiene Inspections	100% inspection of all food hygiene inspections due in line	March 2021	All food businesses rated according to risk and appropriate enforcement	Covid-19 restricted

environment and health		with Food Hygiene Rating Scheme		action taken in line with enforcement policy	
	Produce seasonal food safety and health & safety newsletters for food business operators within Hart	To produce two food safety and health & safety newsletters per year for distribution to relevant commercial premises within Hart	March 2021	Improved knowledge and understanding of food safety and health and safety risks and how to control them in local businesses	Not achieved due to Covid-19 prioritisation of resources
	Undertake proactive health and safety interventions targeted at premises where local intelligence suggests that controls may not be sufficiently managed.	To target at least 20 warehouse / barn type premises that undertake high risk operations to improve health and safety standards in warehousing and barn-type premises	March 2021	Improved health and safety standards and greater protection of workers and customers in 20 premises in District.	Covid-19 focused enforcement prioritised
	Continue to focus on Gas Safety and Chemical Safety during routine inspections to Food Premises	Seek gas safety certificates from all food businesses inspected	On-going	Monitoring of maintenance of high risk catering equipment with a view to protecting health and safety of employees	Achieved Ongoing

	Continue to act as Primary Authority for BCA Marketplace Plc	Provide a designated health and safety officer to offer specialist advice and guidance and to liaise with other Local Authorities in relation to the business	On-going	Supporting growth of national business Income generation	Achieved Ongoing
Page 91 Create Efficient Council Services	Aim to become best Environmental Health Service in the UK	<p>Devise an Action Plan including:</p> <ol style="list-style-type: none"> 1. Review national statistics to determine current performance. 2. Learn from the best in class; 3. Improve resilience of Service through cross skilling and enhancing procedures; 4. Enhancing the information on our website to enable more effective self-service; 5. Consider how to improve customer engagement and feedback; 	<p>Overall Aim March 2025</p> <p>Objectives 1 to 6 Summer 2021</p>	Delivering a first class Environmental Health Service to the residents and businesses in Hart	Not achieved due to Covid-19 prioritisation of resources

Page 92		6. Review Customer Excellence Award criteria and devise Action Plan			
	Review all webpages relating to the Service to ensure they are helpful, up to date, relevant, easy to navigate and comply with the accessibility requirements	Helping our customers help themselves Part of a responsive and helpful council	September 2020	Helping our customers help themselves Part of a responsive and helpful council	Ongoing
	Produce seasonal food safety and health & safety newsletters for food business operators within Hart	To produce two food safety and health & safety newsletters per year for distribution to relevant commercial premises within Hart	March 2021	Helping our customers help themselves Part of a responsive and helpful council	Not achieved due to Covid-19 prioritisation of resources
	Review fees and charges across Environmental Health and Licensing	Review fees and charges to ensure they are set at a rate which is fair and reasonable, and reflects the real costs of providing the service	Autumn 2020	Ensure the fees and charges reflects the real costs of providing the service	Achieved

Appendix 2: Food Recovery Plan 2021/22

Background

The Food Standards Agency (FSA) looks to provide national direction to Local Authorities for achieving their statutory duties in respect of food safety inspection and enforcement. As a result of the Covid-19 pandemic Local Authority Environmental Health services have been put under great strain to maintain regulatory functions, including those of Food and Health and Safety inspection, as well as supporting the regulation of Covid-19 priorities. Similarly, food businesses have experienced extensive periods of closure, restricted trading, and Covid-19 related impositions on their core business activities. As a result, there has been a significant churn in existing food businesses closing, and new starts up within the district, and new /or temporary food business models developing across the industry.

In recognition of this the FSA has provided direct guidance to Local Authorities seeking to direct food safety inspections and resources to targeted Covid-19 recovery. The Local Authority Recovery Plan (LARP) has considered the risk around new, or unrated food business and sought develop a consider approach to re-establishing Local Authority food inspection programmes. In many cases pre-pandemic inspection plans have not been deliverable, are now out of date, and may not reflect the emerging priorities that have arisen. As a result of this the LARP has sought to provide a strong regulatory steer to Local Authorities, and to reset the existing arrangements, whilst providing a phased approach forward.

Hart District Council will adopt the FSA Local Authority Recovery Plan (LARP) as its basis for food safety inspections for the period 1st July 2021 and looking forward to 31st March 2024.

Aim

In adopting the LARP it is considered that a risk based programme for food inspections and regulatory interventions can be devised and maintained by Hart District Council. This will be in accordance with National FSA guidance and good practice. The LARP will run from 1st July 2021 to 31st March 2024.

Objectives

In adopting the LARP it is considered that the following considerations and objectives will be met:

- Clear priority towards identifying, and establishing risks from currently unrated or new food businesses;
- Timely programme for maintaining inspections of Higher risk (cat A) premises;
- Time based programme for maintaining inspections in relation to risk categories and recommend inspection frequencies;
- There will be the consider opportunity for LAs to effectively reset their existing inspection programmes following periods of significant distortion, from business closure periods and limited opportunities for on-site inspection by officers; and
- HDC resources will be targeted towards a manageable and resourced level of inspections.

Implementation:

1. The Recovery Plan sets out the Food Standards Agency's (FSA) guidance and advice to local authorities for the period from 1st July 2021 to 31st March 2024. The associated Covid-19 Local Authority Recovery [Q&A](#) supplements the Recovery Plan.
2. The guidance and advice aim to ensure that during the period of recovery from the impact of Covid-19, local authority resources are targeted where they add greatest value in providing safeguards for public health and consumer protection in relation to food. It also aims to safeguard the credibility of the Food Hygiene Rating Scheme (FHRS).
3. The Recovery Plan provides a framework for re-starting the delivery system in line with the Food Law Codes of Practice (for England, Wales and Northern Ireland) for new food establishments and for high-risk and/or non-compliant establishments while providing flexibility for lower risk establishments. This should be implemented alongside delivery of:
 - Official controls where the nature and frequency are prescribed in specific legislation and official controls recommended by FSA guidance that support trade and enable export;
 - Reactive work including enforcement in the case of non-compliance, managing food incidents and food hazards, and investigating and managing complaints;
 - Sampling; and
 - Ongoing proactive surveillance.

4. All local authorities are expected to have regard to the guidance and advice in the Recovery Plan. This will apply from 1 July 2021 at which time it will supersede the guidance and advice provided in response to the Covid-19 pandemic that applies to 30 June 2021.
5. It is recognised and acknowledged by the FSA that local authorities will be starting from different positions in terms of the impact that Covid-19 has had to date, the challenges they will face during the recovery period and the resources that they have available.
6. It is understood that Hart along with other Local Authorities can, move at a faster pace in realigning with the intervention frequencies and other provisions set out in the Food Law Codes of Practice.
7. Hart will commit to keeping national guidance and advice under close review and will amend and update it as necessary in response to changes in the Covid-19 situation.

Recovery Plan timeline

8. There are two phases to the Recovery Plan:

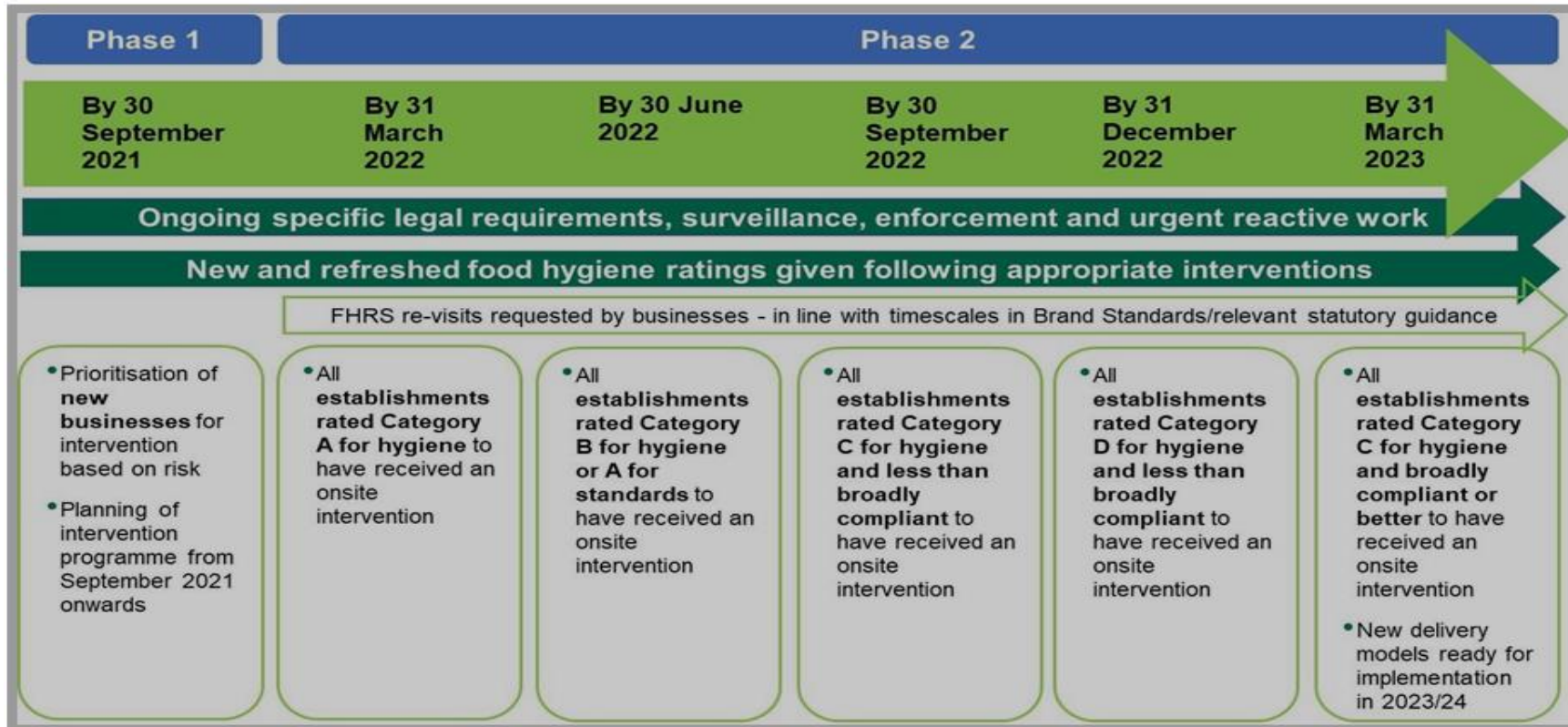
Phase 1 – 1st July 2021 to 30th September 2021

Phase 2 – 1st October 2021 to 31st March 2024

9. In essence, Phase 2 will continue until a new food standards delivery model and a revised food hygiene intervention rating scheme are in place. The new delivery model for food standards is being piloted in England and Northern Ireland until the end of December 2021. Subject to the findings of an evaluation of the pilot and stakeholder consultation, it is anticipated that the new model will be rolled out nationally from April 2023. Work to review and revise the food hygiene intervention rating scheme is planned to commence shortly with a view to implementation in 2023/24.

10. An outline of the recovery plan is provided at Figure 1.

Figure 1: Outline of the Recovery Plan



Notes:

The key milestone dates within the Recovery Plan for higher risk establishments are shown.

For lower risk establishments not shown in the figure, local authorities have the flexibility to defer planned interventions and only undertake intervention where information/intelligence suggests that risks have increased/standards have fallen or if the establishment is otherwise considered a priority for intervention due to the risk posed.

In the case of food standards, the impact on the business of the new requirements on allergen labelling for products prepacked for direct sale - that apply from 1 October 2021 - should also be taken into account.

Principles common to Phase 1 and Phase 2

11. Some important principles underpin both Phase 1 and Phase 2:

- When intelligence suggest risks have increased (irrespective of the risk category) local authorities should undertake interventions to assess and address those risks
- When an onsite intervention is undertaken, local authorities should programme subsequent interventions in line with the Codes of Practice
- Local authorities should give new food hygiene ratings where appropriate interventions are undertaken and the establishment falls within the scope of the FHRS
- Where non-compliance is found at any intervention, local authorities should take appropriate action to secure compliance including formal enforcement action where necessary.
- Remote assessment may be used in certain circumstances – this includes to facilitate the targeting of what to focus attention on at subsequent on-site visit, to help inform the need for onsite intervention at lower risk premises where an intelligence /information based approach is being used, and in England, in certain limited cases for FHRS requested re-visits.

12.

Phase 1 (1 July 2021 to 30 September 2021)

In Phase 1, local authorities are expected to deliver the following:

- Official controls where the nature and frequency are prescribed in specific legislation and official controls recommended by FSA guidance that are undertaken to support trade and enable export
- Reactive work including enforcement in the case of non-compliance, managing food incidents and food hazards, and investigating and managing complaints
- Sampling in accordance with the local authority sampling programme or as required in the context of assessing food business compliance, and any follow-up necessary in relation to the FSA Surveillance Sampling Programme
- Ongoing proactive surveillance to obtain an accurate picture of the local business landscape and to identify open/closed/recently re-opened/new businesses; as well as businesses where there has been a change of operation, activities, or Food Business Operator (FBO)
- For 'new businesses', consideration of registration information and intelligence with appropriate onsite interventions carried out where there are concerns around public health/consumer protection
- For 'new businesses' where consideration of registration information and intelligence indicates low risk, initial visits should be prioritised and undertaken in accordance with the Codes of Practice and Practice Guidance taking account of the flexibilities provided
- Planning for resumption of planned intervention programmes for high-risk category and non-compliant establishments in Phase 2

Phase 2 (1st October 2021 to 31st March 2024)

13. In Phase 2, local authorities are expected to deliver the following:

- official controls where the nature and frequency are prescribed in specific legislation and official controls recommended by FSA guidance that are undertaken to support trade and enable export
- reactive work including, enforcement in the case of non-compliance, managing food incidents and food hazards, and investigating and managing complaints
- sampling in accordance with the local authority sampling programme or as required in the context of assessing food business compliance, and any follow-up necessary in relation to the FSA Surveillance Sampling Programme
- ongoing proactive surveillance to obtain an accurate picture of the local business landscape and to identify open/closed/recently re-opened/new businesses; as well as businesses where there has been a change of operation, activities or FBO
- for 'new businesses', consideration of registration information and intelligence with appropriate onsite interventions carried out where there are concerns around public health/consumer protection
- for 'new businesses' where consideration of registration information and intelligence indicates lower risk, initial visits should be prioritised and undertaken in accordance with the Codes of Practice and Practice Guidance taking account of the flexibilities provided
- implementing planned intervention programmes for high-risk category and non-compliant establishments in accordance with the timeline in Table 2
- implementing an intelligence / information-based approach for lower risk category establishments
- responding to FHRS requested re-visits in line with the timelines specified in the FHRS Brand Standard for England or the statutory guidance in Wales and Northern Ireland

Table 1 - Sector specific official controls and official controls that must be undertaken to support trade and enable export

Activity	Requirements
Import controls at points of entry	Official controls in accordance with relevant legislation taking account of agreed temporary contingency measures to be taken at Border Control Posts (BCPs) during Covid-19
Granting of approval under Regulation (EC) No. 853/2004	Granting of approvals in accordance with the relevant legislation and the Food Law Code of Practice 'Distance communication' can be used in exceptional circumstances prior to physical visits to minimise time onsite

Table 2 – Detailed timeline for Phase 2 of the recovery plan (1st October 2021 to 31st March 2024)

Activity/Category	Timeline	Expectation
Food/feed import controls at points of entry	Ongoing	In accordance with relevant legislative requirements
Conditional and full approval visits	Ongoing	In accordance with relevant legislative requirements

Activity/Category	Timeline	Expectation
<p>Proactive surveillance to obtain an accurate picture of the local business landscape and to identify:</p> <p>Open/closed/recently re-opened/new businesses</p> <p>Change of operation, activities or FBO</p>	Ongoing	<p>Active review of registration information and intelligence on the food business establishment identified through surveillance</p> <p>Undertake appropriate onsite interventions where there are concerns around public health/consumer protection</p>
<p>New food business establishments where consideration of registration information/intelligence indicates low risk</p>	Ongoing	<p>Initial visits should be prioritised and undertaken in accordance with the Food Law Codes of Practice</p>
<p>Management of food incidents and hazards (including outbreaks of foodborne illness)</p>	Ongoing	<p>In accordance with the Food Law Codes of Practice</p>
<p>Investigation and management of complaints</p>	Ongoing	<p>In accordance with the Food Law Codes of Practice</p>

Enforcement action in case of non-compliance	Ongoing	In accordance with the Food Law Codes of Practice and the local authority's enforcement policy
FHRS requested re-visits	Ongoing	England – within three months of request if a charge is made and within six months if no charge but with use of remote assessment in place of onsite visit in limited circumstances on a trial basis
Sampling	Ongoing	In line with local authority sampling programme or as required in the context of assessing food business compliance, and any follow up necessary in relation to the FSA Surveillance Sampling Programme
Category A for hygiene	Over the period to 31 March 2022	All establishments should have received an onsite intervention and thereafter be back in the system for interventions in accordance with the Food Law Codes of Practice

Activity/Category	Timeline	Expectation
Category B for hygiene	Over the period to 30 June 2022	All establishments should have received an onsite intervention and thereafter be back in the system for interventions in accordance with the Food Law Codes of Practice
Category A for standards	Over the period to 30 June 2022	All establishments should have received an onsite intervention and thereafter be back in the system for interventions in accordance with the Food Law Codes of Practice
Category C for hygiene – less than broadly compliant (FHRS 0, 1 or 2)	Over the period to 30 September 2022	All establishments should have received an onsite intervention and thereafter be back in the system for interventions in accordance with the Food Law Codes of Practice
Category D for hygiene – less than broadly compliant (FHRS 0, 1 or 2)	Over the period to 31 December 2022	All establishments should have received an onsite intervention and thereafter be back in the system for interventions in accordance with the Food Law Codes of Practice

Category C for hygiene – broadly complaint or better (FHRS 3, 4 or 5)	Over the period to 31 March 2023	<p>For establishments with two consecutive food hygiene ratings of 5 (or equivalent standards if outside the scope of FHRS) one intervention may be missed and then the establishment put back in the system for interventions in accordance with the Codes of Practice (so the due intervention date would be moved forward by 18 months)</p> <p>For other establishments – those with hygiene ratings of 3 or 4 (or equivalent if outside the scope of FHRS) - should have received an onsite intervention and thereafter be back in the system for interventions in accordance with the Codes of Practice</p>
Category D for hygiene – broadly complaint or better (FHRS 3, 4 or 5)	Ongoing	No interventions will be required during the recovery period unless intelligence/information suggests that risks have increased/standards have fallen or if the establishment is otherwise considered a priority for intervention due to the risk posed

Activity/Category	Timeline	Expectation
Category E for hygiene	Ongoing	No interventions will be required during the recovery period unless intelligence/information suggests that risks have increased/standards have fallen or if the establishment is otherwise considered a priority for intervention due to the risk posed
Category B for standards	Ongoing	No interventions will be required during the recovery period unless intelligence/information suggests that risks have increased or if the establishment is otherwise considered a priority for intervention due to the risk posed or because of the impact on the establishment of the new requirements on allergen labelling for products prepacked for direct sale
Category C for standards	Ongoing	No interventions will be required during the recovery period unless intelligence/information suggests that risks have increased or if the establishment is otherwise considered a priority for intervention due to the risk posed or because of the impact on the establishment of the new requirements on allergen labelling for products prepacked for direct sale

Useful Websites:

Food Standards Agency (FSA)	www.food.gov.uk
Food Hygiene Ratings	https://ratings.food.gov.uk/
Safer Food, Better Business	https://www.food.gov.uk/business-guidance/safer-food-better-business
Allergen Guidance for Businesses	<u>www.food.gov.uk/business-guidance/allergen-guidance-for-food-businesses</u>
Free Allergen Training	https://allergytraining.food.gov.uk/
Health and Safety Executive (HSE)	www.hse.gov.uk
The Royal Society for the Prevention of Accidents (RoSPA)	www.rospace.com

CABINET

KEY DECISIONS/ WORK PROGRAMME, AND EXECUTIVE DECISIONS MADE

October 2021

Cabinet is required to publish its Key Decisions and forward work programme to inform the public of issues on which it intends to make policy or decisions. The Overview and Scrutiny Committee also notes the Programme, which is subject to regular revision.

Report Title	Date item agreed for report	Outline/Reason for Report/Comments	Original Due Date	Revised Due Date	Key Decision Y? Note 1	Cabinet Member (Note 2)	Service (Note 3)	* This item may contain Exempt Information
Welcome Back Fund	Oct 21	Updated progress to the next stage of the Welcome Back Fund	Oct 21			DN	ALL	
Country Park Concession	Oct 21	Post consideration by Overview & Scrutiny Committee, to consider a new Country Park Concession	Oct 21		Y	AO	TS	
Food Recovery Plan 2021/22	Annual	Recommend to Council that the annual Food Recovery Plan be adopted	Oct 21			SK	P	
The Harlington Lease	Oct 21	Approval of a new lease of the Harlington Centre with Fleet Town Council	Oct 21	Nov 21		JR	F	
Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule	Nov 21	Post consideration by Overview & Scrutiny Committee, to approve the Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule for consultation	Nov 21			GC	P	

Report Title	Date item agreed for report	Outline/Reason for Report/Comments	Original Due Date	Revised Due Date	Key Decision Y? Note 1	Cabinet Member (Note 2)	Service (Note 3)	* This item may contain Exempt Information
Climate Emergency Update	Nov 21	To provide an update on the current actions being taken by the Council to address the Climate Emergency and the plan to measure annual District wide progress	Nov 21			DN	ALL	
Consideration of savings options (Level 2) for the MTFS	Nov 21	Post consideration by Overview and Scrutiny Committee, to consider the opportunities presented by the Level 2 saving options for the MTFS	Nov 21	Dec 21	Y	JR	F	
Quarterly Budget Monitoring - Outturn	Quarterly	Post consideration by Overview & Scrutiny Committee, to consider a report on Quarterly Budget Monitoring	Dec 21 Mar 22 Jun 22			JR	F	
Draft Communications and Engagement Strategy	Dec 21	Post consideration by Overview & Scrutiny Committee, to consider a new Communications and Engagement Strategy	Dec 21			TC	CS	

Report Title	Date item agreed for report	Outline/Reason for Report/Comments	Original Due Date	Revised Due Date	Key Decision Y? Note 1	Cabinet Member (Note 2)	Service (Note 3)	* This item may contain Exempt Information
Treasury Management 2021/22 (Half Year Report)	Annual	Post consideration by Overview & Scrutiny Committee, to consider a Half Year review report on Treasury Management Strategy 2020/21	Dec 21			JR	F	
Budget and Medium-Term Financial Strategy	Annual	To give an early consideration of the emerging budget for 2021/22 and the MTFS	Dec 21			JR	F	
Mortgage Rescue Scheme	Dec 21	Post consideration by Overview and Scrutiny Committee, to consider funding and setting up a mortgage rescue scheme for Hart	Dec 21			SB	CSF	
Improving Energy Efficiency in New affordable Homes	Dec 21	Post consideration by Overview and Scrutiny Committee, to consider funding additional energy efficiency measures for new affordable housing on sites in Hart	Dec 21			SB	CSF	
Homelessness Strategy	Nov 21	Post consideration by Overview & Scrutiny Committee, to consider a new Homelessness Strategy 2022-2027	Nov 21	Feb 22		SB	CSF	

Report Title	Date item agreed for report	Outline/Reason for Report/Comments	Original Due Date	Revised Due Date	Key Decision Y? Note 1	Cabinet Member (Note 2)	Service (Note 3)	* This item may contain Exempt Information
Draft 2021/22 Revenue Budget, Capital Programme and Council Tax Proposals	Annual	Post consideration by Overview & Scrutiny Committee, to agree to recommend to Council the 2021/22 Revenue Budget, Capital Programme and Council Tax Proposals	Feb 22			JR	F	
Draft 2021/22 Capital Strategy, Treasury Management Strategy Statement and Asset Management Plan	Annual	Post consideration by Overview & Scrutiny Committee, to agree to recommend to Council the 2021/22 draft Capital Strategy, the 2021/22 Treasury Management Strategy Statement and Asset Management Plan	Feb 22			JR	F	
Service Plans	Annual	Post consideration by Overview & Scrutiny Committee, agree the 2021/22 Service Plans	Apr 22			DN	ALL	
Outside Bodies	Annual	To approve representation from the Council on identified outside bodies	Jun 22			DN	JCX	
Revenue and Capital Outturn 2021/2022	Annual	Post consideration by Overview & Scrutiny Committee, to consider the Annual report on outturn	Jul 22			JR	F	

Note 1

A “key decision” means an executive decision which, is likely to -

- a) result in Council incurring expenditure or the making of savings which amount to £30,000 or 25% (whichever is the larger) of the budget for the service or function to which the decision relates; or
- b) be significant in terms of its effects on communities living or working in an area comprising two or more wards within the area of the district of Hart.

Note 2

Cabinet Members

DN	Leader	TC	Digital	RQ	Commercialisation (Cn)	SB	Community (Cy)
SK	Regulatory	AO	Environment	JR	Finance and Corporate Services	GC	Place

Note 3

Service:

JCX	Joint Chief Executive	CS	Corporate Services	P	Place Services
CSF	Community Safety	PP	Planning Policy	TS	Environmental & Technical Services
F	Finance	H	Community Services		
SLS	Shared Legal Services	MO	Monitoring Officer		

Note 4

* **This item may contain Exempt Information** - Regulation 5 of the Local Authority (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012

EXECUTIVE DECISIONS

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Document is Exempt from Publication

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Exempt from Publication