

SEMLEP

South East Midlands
Local Enterprise Partnership



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Local Enterprise Partnership
Infrastructure Investment Plan

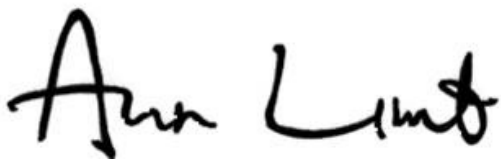
Foreword

I very much welcome this document, which for the first time sets out for all 11 SEMLEP local authorities, the strategic infrastructure requirements that are necessary to unlock the potential to grow homes and jobs in the area and improve the quality of life for those living, working, studying and visiting the area.

I am most grateful to colleagues in Central Bedfordshire for taking the lead in undertaking this valuable work on behalf of us all.

This document provides us with a great platform on which to develop our Strategic Economic Plan to enable us to bid for £2 billion Growth Funds post 2015.

It will be essential that this is a *living* document that is updated on a regular basis so that we are always ready to make use of any new funding opportunities as they become available.



[Dr Ann Limb OBE DL, Chair of SEMLEP]

Executive Summary

This Investment Plan (The Plan) seeks to explain the linkages between employment and housing growth and the strategic infrastructure required to facilitate this. The Plan sets out the overall quantum of residential and business development in the SEMLEP area as set out in adopted and emerging Core Strategies and Local Plans. It explains what infrastructure is required where and when to facilitate these local plans.

The Plan includes the case for investment in infrastructure and the requirements for the schemes to facilitate the growth plans. It explains the parameters for the inclusion of projects and lists all the key strategic infrastructure projects in the SEMLEP area. The case for investment is set out and the funding mechanisms are included.

The major housing and employment sites are mapped and the appendix includes a number of templates elaborating on each of the specific projects. They include information on the status of the project, its spatial extent, costs, funding gaps, planning status and governance arrangements.

The Plan is not of itself a bidding document but it is hoped that the SEMLEP Board will be able to use the information contained within it for this purpose to secure funding for these necessary items to accompany and ensure sustainable growth.

Purpose

The rationale for the Infrastructure Plan is the amalgamation at a strategic level of current Local Investment Plans (LIP's), Economic Development Plans and Infrastructure Delivery Plans (IDPs) supporting statutory plans across the SEMLEP area. The work identifies cross boundary infrastructure needs and incorporates key transport schemes which are currently an acknowledged priority for the area. The delivery of some of these infrastructure requirements may depend, in part, on the outcome of housing and employment allocations in the Local Plans of adjacent planning authorities outside the SEMLEP area.

The output of this Plan is a list of strategic infrastructure needs for the SEMLEP area that can subsequently be turned into an 'advocacy document' to assist in bidding rounds and support the new Local Transport Bodies (LTBs). This document is a practical exercise that pulls together existing work, identifies gaps in knowledge and provides a better understanding for SEMLEP stakeholders of the true strategic infrastructure needs of the SEMLEP area.

One key aspect of the document is its cross-cutting nature which will be of assistance to SEMLEP partner Councils and their public and private sector partners in undertaking their duty to co-operate in line with the requirements of the Localism Act. It will also be a vehicle for engagement with Government, key agencies and investors to aid investment across the SEMLEP area. It will also provide a context to SEMLEP area partner Councils and other public sector partner organisations working with private sector partners to further the coordination of future capital programming.

Critically, the Plan will demonstrate the role of SEMLEP in coordinating cross-border infrastructure delivery and will act as a vehicle for collaborative working with local authorities and other key partners. It is intended that the document will build confidence and certainty to promote investment and will galvanise support for key projects, specifically cross-border sub-regional ones. It will provide building blocks to support good project and programme management for the infrastructure investment and will direct efforts to identify, apply for and secure new funding. The Plan will have a broader audience than SEMLEP and become a tool to communicate the aspirations of SEMLEP for infrastructure investment to a wider audience.

The Case for Infrastructure

There is a clear case for investment in infrastructure across the SEMLEP area and at the SEMLEP spatial scale in order to support the economic growth of the area. A positive appetite for development exists in the area and infrastructure investment will unlock the latent potential of the area. Physical, environmental and social infrastructure

is not only necessary to facilitate sustainable development but also improves the quality of life that the SEMLEP area needs to meet the aspirations of Local Authorities/Government together with the local communities. One key aspect is the need to balance homes and jobs in the SEMLEP area, to decrease the potential for out commuting and to provide local employment opportunities. This is recognised in many of the plans for the area. Many of the infrastructure projects set out in this document will help create an attractive area for employers to locate through improved highway and internet links, alongside a supply of skilled workers that enjoy living and working in the area.

The provision of infrastructure is recognised in all of the adopted and proposed Plans in the area. They can be viewed at the following websites:-

Aylesbury Vale – <http://www.aylesburyvaledc.gov.uk/GetAsset>

Bedford – Bedford Development Framework

Central Bedfordshire – Development Strategy | Central Bedfordshire Council

Cherwell – <http://www.cherwell.gov.uk/index.cfm?articleid=1730>

Luton – <http://www.luton.gov.uk/Environment/Planning/Regional%20and%20local%20planning/Pages/Local%20Plan%202011%20-%202031.aspx>

Milton Keynes – <http://www.milton-keynes.gov.uk/planning-policy>

North Northamptonshire – <http://www.nnjpu.org.uk/plans>

West Northamptonshire – <http://www.westnorthamptonshirejpu.org>

Homes

The delivery of an adequate supply of homes to meet a range of needs is perhaps the biggest challenge in the SEMLEP area, given the historic levels of employment growth and aspirations for future expansion. Local Plans across the SEMLEP area that are either already in place or currently emerging contain ambitious levels of future residential development. Current plans generally seek to continue this trend. In the current economic climate delivery of new homes has been frustrated by issues of economic viability, the availability of mortgage finance and the need for associated infrastructure. This highlights the need to think positively and innovatively in partnership with developers in order to stimulate housing development and grow the sub-national and national economy.

The majority of new homes will be delivered through key sustainable urban extensions throughout the SEMLEP area. These sites of several thousand homes often have significant infrastructure requirements that need to be in place during the early phases of construction, or in some cases before properties are even built. There are issues around delivery alongside the financing of these projects that need to be overcome for the area to meet its desire as a growth area.

Affordable housing is a key issue to promote economic growth. Funding from the Homes and Communities Agency has fallen in the last few years and Registered Providers face a major challenge in the provision of affordable dwellings and need to find increasingly innovative ways to meet the need and demand for social rented, shared ownership and other types and tenures of affordable accommodation.

As viability considerations are brought forward and developments are shown to be increasingly marginal the pressure to reduce the level of affordable housing in schemes is increasing. This seems currently to be the only factor that can be adjusted to encourage implementation of housing schemes but short term wins are at the cost of the long term sustainability of communities.

Affordable housing provision is a key part in delivering sustainable communities and will remain a challenge for all areas moving forward. This document doesn't deal with how to ensure affordable housing is provided as part of essential infrastructure, as these issues will be considered through local strategies and within other documents, but is highlighted here as another infrastructure issue for the SEMLEP area. Specifically, innovative ways of providing homes at less than market cost will need to be developed in the face of reduced HCA funding, this may take the form of new mechanisms to provide finance and better use of public sector assets.

Overall, approximately 112,000 dwellings are being brought forward in large allocations across the SEMLEP area. This figure is based on adopted and emerging Local Plans. The map appended to this Plan (Appendix 4) illustrates the key housing sites of two hundred and above dwellings and these are listed on a geographical basis in Appendix 1.

Employment

The SEMLEP area is a key economic driver for the nation as a whole. It has a diverse range of employment opportunities with aspirations to instigate a plan-led, step-change improvement in the employment offer of the area in both quantitative and qualitative terms.

The present challenge is to provide the right sites in the right locations supported by appropriate infrastructure. The difficult economic circumstances make this a challenge for partner Councils, other public sector partners and private sector partners, funding bodies and employers alike. The importance attached to economic growth is a key consideration for SEMLEP evidenced by the designation of Northampton's Waterside as an Enterprise Zone.

Similarly there are examples such as the improvement of M1 Junction 10a where the Highways Agency issued Holding Directions on a number of employment and mixed use sites in the south and east of Luton until a funding package was secured for a comprehensive improvement of this junction.

Employment opportunities are also centred on several key strategic sites throughout the SEMLEP area, some of

these sites are focussing on specific industries, e.g. the motorsport sector and associated industry. The highways and internet connections for these strategic sites will be essential in attracting business to the area.

The major employment sites proposed and coming forward through Local Plans and Core Strategies is illustrated on the map and at Appendix 2. In total it is estimated that approximately 3,000 hectares of business floor space is proposed in major business allocations in the SEMLEP area in the next 20 or so years.

Infrastructure Included In The Investment Plan

It is important to achieve an appropriate balance between capturing the most significant infrastructure projects and focusing on what is achievable and will deliver maximum impact in regards to economic growth. There is no set criteria for the inclusion of a specific project, they are identified by SEMLEP area partner Councils and then agreed for inclusion through a moderation process by the Project Board leading the preparation of this draft SEMLEP Infrastructure Plan.

The following list is not exhaustive but captures the main types of infrastructure that are included in the Plan:-

- Transport improvements which deliver a significant quantum of housing/new employment or as part of town centre renewal and related environmental enhancements;
- Major rail or rail station projects;
- Utility projects (i.e. power supply, storm and foul water treatment, flood mitigation and waste recycling plants of a sub-regional nature);
- Key education projects (i.e. University, new further education establishments/expansion and new secondary schools);
- Major hospital expansion projects;
- Sub-regional leisure projects (e.g. rowing lake and international sporting city initiative);
- Sub-regional Green Infrastructure projects;
- Major improvements/links for the National Cycleway Network;
- Enhancements and interpretation initiatives relating to features of cultural and heritage importance for the SEMLEP area e.g. the Historic Cardington Aircraft Hangers in Bedfordshire.

The full list of infrastructure projects categorised by type of scheme is set out in the table at Appendix 3.

There are some projects which cross-cut SEMLEP partner Council boundaries, notably East to West Rail, the Milton Keynes-Bedford Waterway, improvements to the A421, the Nene Valley Nature Improvement Area and strategic infrastructure around the Northampton Related Development Area (NRDA) as defined in the West Northamptonshire Joint Core Strategy.

Given that a key purpose of the brief is to provide clarity on the priorities for investment over the next five years in order to deliver the economic growth of the area, the infrastructure list includes some schemes that are currently under construction or at advanced stages of development and do not require funding contributions. These are described in the next section of this report.

The full list of SEMLEP wide infrastructure projects, submitted by partner Councils and categorised by type of scheme are listed in Appendix 3 and on the map. However there are some strategic infrastructure projects, in particular Broadband and electricity supply, which cross boundaries but do not have completed templates. These are described further below.

The provision of Next Generation Access (NGA) Broadband infrastructure is a priority for SEMLEP. SEMLEP partner Councils have formed Local Bodies that aim to attract private sector partners through a number of mechanisms, but mainly through the Broadband Delivery UK (BDUK) programme. This programme aims to support the provision of NGA infrastructure to 90% of residential and commercial premises, and will ensure coverage to all of a guaranteed standard of basic broadband (download speeds of at least 2 megabits per second). Local Bodies in the SEMLEP area are providing significant funding towards meeting these objectives and in some cases are seeking higher level of coverage, for example Milton Keynes is seeking more than 95% NGA coverage.

SEMLEP partners have already identified a goal of 100% NGA coverage. The exact costs of achieving this are not currently known, but are likely to be significant and will be in addition to multi-million pound investments that partner Councils and BDUK have already committed.

SEMLEP is committed to working with partners and infrastructure providers to accelerate delivery of NGA throughout the area. It is also committed to supporting the rollout of ultra-fast services (speeds over 100 megabits per second) to: support thousands of new jobs; increased business start-up and retention rates; significant increases in productivity and Gross Value Added; and increasing access to services for SEMLEP residents, including access to new forms of training and development opportunities.

Northamptonshire announced its BDUK superfast broadband partner, BT Openreach, in December 2011; this is only the 5th area in the UK to use the BDUK procurement framework to deploy fibre access infrastructure to areas of the county which would otherwise not be provided for commercially. The project will provide superfast broadband speeds to 53,000 Northamptonshire homes and businesses. BT will invest £3.2m capital in addition to the £8.16m public subsidy. This will meet the core target to reaching 90% superfast coverage by September 2015.

The Bucks-Herts Broadband Project is a combination of public and private sector capital funding. In February, the

Project was awarded an additional £1.08m of BDUK funding – £860k Bucks and £220k Herts. In essence there is over £7million allocated, plus funding to come from the contractor when they are appointed to make improvements across the county and 60% of this will be in the Vale because of the existing poor coverage. Superfast broadband penetration based on market intervention (by 2014) will extend to circa 48% premises - focused on exchanges in Aylesbury, Wendover and Buckingham. This is predicated to be capable of download speeds up to 80Mbps.

Central Bedfordshire Milton Keynes and Bedford has formed a partnership, 'Central Superfast', which will procure a supplier of broadband infrastructure under the auspices of the BDUK framework. To that end Central Bedfordshire and Bedford aim to deliver superfast broadband to 90% of premises in their area and Milton Keynes aims to deliver at least 95%. A combined total of over £6 million has been allocated by the three authorities and BDUK to achieve these targets. A significant level of private sector funding is expected and the partnership is hopeful that it will award the contract by the end of August 2013.

One of the critical barriers to growth is the capacity of the utility providers. Some of the key projects identified in Appendix 3 and detailed in the templates relate to power, water and sewerage facilities. It is imperative that early and ongoing dialogue is maintained with the statutory undertakers so that they understand the scale of growth proposed and the contribution they can make towards it.

With regards to Electricity supply, certainly in Northamptonshire, there are no specific issues with importing energy. However there is limited capacity to feed locally generated renewable energy into the grid. This may well require improvements to the grid and new power lines between some locations. Ongoing discussion with the local energy provider will help to understand the complexities of the issue and identify the key infrastructure requirements in order that policy requirements around climate change can be achieved.

The local energy network operator for Milton Keynes, Western Power Distribution, is trialling 'Smart Grid' technology across the city. This includes monitoring electricity usage by residential and commercial customers and exploring enhancements to network resilience in the context of increasing demand. This will provide an improved knowledge of use patterns and help providers to balance the energy demand and supply more efficiently and cost effectively. The information gained from these trials can, in time, inform similar approaches elsewhere.

Key Successes

Several projects within the SEMLEP area have already benefited from secured funding either directly through Government or via other funding schemes. These schemes have been successful due to their inclusion in Core Strategies and partnership working with external partners to secure delivery. All of these projects will allow development to take place and strategic sites to be delivered for jobs and housing. An example of this is the Woodside Link, which received £5m through pinch point funding will provide a new road that will connect Houghton Regis and the industrial estates in Dunstable to the planned new junction 11a (between existing junctions 11 and 12) on the M1 north of the town.

Funding Sources

The landscape of funding opportunities for infrastructure has changed over the past 3 years. This means that it is now more difficult than ever to plan for delivery of infrastructure ahead of developments.

Local authorities need to plan to use a combination of the various funding possibilities in a flexible way. These include New Homes Bonus, Local Growth Fund, Community Infrastructure Levy, Business Rates retention as well as individual initiatives. Sources of Government Funding are now often available as a loan to be repaid rather than a grant. This will make it essential for authorities to work across service areas – planning, transport, housing and finance – and have a clear plan of future infrastructure requirements, in order to coordinate the delivery of infrastructure at the right time to unlock developments.

With reductions in public expenditure mainstream funding for transport schemes has been significantly reduced. In October 2010 the Department for Transport published a document setting out planned expenditure on the strategic road network up to 2015. A similar document was published in February 2011 looking at investment in local major transport schemes up to 2014/15.

From 2015 onwards, expenditure on local major transport schemes will be devolved to new Local Transport Boards (LTB). In the SEMLEP area there is an LTB covering the four unitaries of Milton Keynes, Bedford, Central Bedfordshire and Luton. There are three further LTBs for Bucks, Northamptonshire and Oxfordshire, that cover parts of the SEMLEP area with an allocation of £14.7m.

Previous sources of funding, such as Community Infrastructure Fund (which was operated jointly by DCLG and DfT) and the Growth Area Fund (which was shortened to Growth Fund in the last 3 years of its operation) disappeared in 2010.

Planning Obligations through Section 106 are still in place, but these will be partly replaced by the Community Infrastructure Levy (CIL) but will be adjusted to accommodate the CIL schedule, which is intended to generate revenue to be used for cross boundary infrastructure of a strategic nature. However, this is unlikely to generate sufficient income to fund all of infrastructure required to support development. Other new sources of funding such as the New Homes Bonus, which started in 2011 and Business Rates Retention have just started to operate in April 2013 however this needs to be explored fully.

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) came into force in April 2010. It allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development. The levy is intended to fill the funding gaps that remain once existing sources have been taken into account. This means that authorities need to look across the full range of funding possibilities and decide how best to meet their infrastructure requirements.

Charging authorities have to produce charging schedules, which set out the proposed levy rates in their area. The levy will be charged in pounds per square metre on the net additional increase in floor space of any given development. In setting the proposed rate they have to take into account the economic viability of development across their area and strike a balance between the desirability of funding infrastructure from the levy and the viability of development. There are a variety of models available for assessing viability.

Most charging authorities are in the process of consulting local communities and stakeholders on their proposed rates for the levy in a preliminary draft. This is subject to an examination in public by an independent person appointed by the charging authority.

The levy is intended to provide infrastructure to support the development of an area rather than to make individual applications acceptable in planning terms. There will still be a role for development specific planning obligations. However, regulations are in place to ensure that the same piece of infrastructure is not charged for by the levy and a specific planning obligation.

An authority may publish on its website a list of infrastructure projects that may be wholly or partly funded by the levy. However, it may update this as priorities change over time. Local authorities are not obliged to spend the CIL on items in the schedule, but on the local adoption of the levy, the regulations restrict the local use of planning obligations for pooled contributions towards infrastructure items that may be funded via the levy. CIL cannot be used as a supplement to general local authority expenditure.

CIL was due to be introduced from April 2014. However, as many authorities have experienced difficulty in meeting this timetable the Government has responded by consulting on the possibility of putting back the start date to April 2015.

This means that many of the planned developments will be subject to S106 agreements, which will provide a contribution to the funding of infrastructure. In the case of Milton Keynes, tariff arrangements will remain in place for those developments that signed up to the Tariff. If CIL is introduced in Milton Keynes then it will apply to those developments for which planning consent is given after the date of its introduction.

New Homes Bonus

The New Homes Bonus was introduced in 2011. It is designed to encourage local authorities to facilitate housing growth. New Homes Bonus, equal to the national average for the council tax band on each additional property, will be paid for the following six years as a non-ring fenced grant. The Bonus sits alongside the existing planning system and is intended to help with issues around service provision and infrastructure delivery.

Growing Places Fund

The Government announced in September 2011 that there was to be a new fund, initially of £500m but this was subsequently increased. The aim was to kick start developments that are currently stalled, deliver key infrastructure and create jobs.

SEMLEP received an allocation of £18.7m in February 2012, which is held by Luton Borough Council as the accountable body. The majority of the funding available is for capital expenditure. The fund has three objectives: firstly, to generate economic activity in the short term by addressing immediate infrastructure and site constraints and promote the delivery of jobs and housing; secondly, to allow LEPs to prioritise the infrastructure they need so they can deliver their economic strategies; and thirdly, to establish sustainable revolving funds so that funding can be reinvested to unlock further development and lever private investment.

There was a bidding process for Growing Places Fund (GPF) resources with the first round of bids received in January 2012 and the second round a year later. Bids were assessed against criteria set by the Board. These were to match with SEMLEP strategic priorities; speed of delivery; impact on jobs and homes; and certainty and speed of recoupment of funds.

Projects that were approved in principle were then subject to due diligence. The Board has provisionally allocated all but £1.35m of the funds to infrastructure projects including the extension to the Bedford bypass, Kettering Green Energy Park – bringing forward the construction of up to 5,500 new homes east of Kettering and delivering investment in electricity capacity to enable the delivery of the Silverstone Master Plan. A ring fenced amount of £7m has been allocated to the Enterprise Zone in Northampton.

Local Infrastructure Fund

The HCA launched a new Local Infrastructure Fund (LIF) in February of this year consisting of £474m. This was designed to help with forward funding of infrastructure needed to enable development. Bids were submitted in April and an announcement of those accepted on a provisional basis was made in May. There will then follow a process of due diligence. The LIF process has moved on but due diligence is still in progress for some projects.

Other Funding

In addition to S106 developer contributions, CIL and New Homes Bonus there are other ways of funding infrastructure open to local authorities. These include; prudential borrowing by local authorities. This requires adequate funding arrangements to be in place to repay debt and interest; third party grants and contributions such as the Heritage Lottery Fund and; utilities infrastructure providers where they have a statutory obligation to provide basic services, such as water and telecommunications.

Additionally there are funding initiatives from Government which are run from time to time, which may be available to fund infrastructure following a competitive bidding process. Currently the Growing Places Fund is operated by LEPs. There has also been some funding made available from the Department for Transport and the Highways Agency for small transport schemes designed to reduce congestion and unlock developments. This is known as pinch point funding and has now all been allocated.

Monitoring and Review

The infrastructure requirements, together with the significant housing and employment proposals will be reviewed on a six monthly basis by the dedicated project management group. This document will be updated electronically on the recommendation of that group.

Appendices

- 1. Key housing sites of two hundred and above dwellings;**
- 2. Major employment sites of five and more hectares proposed and coming forward through Local Plans and Core Strategies;**
- 3. Full list of infrastructure projects categorised by type of scheme;**
- 4. Maps (separate attachments) illustrating major housing, employment and infrastructure.**

SEMLEP Infrastructure Planning Major Housing Sites – Appendix 1

Authority	Housing Sites	Dwellings
Aylesbury Vale	Aylesbury East Broughton Bierton	2450
	Weedon Hill	1037
	Berryfields	3235
	London Road, Buckingham	700
Bedford	Biddenham Loop/Gt Denham	1500
	West of Kempston	1250
	Land North of Bromham Rd	1300
	Land at Shortstown and adjacent sites with permission	1471
	Stewartby – also part in Central Bedfordshire	610
	Wixams - - also part in Central Bedfordshire	2250
	Wootton, Fields Rd, North	610
	Wootton, Fields Rd South	500
	Wixams expansion	1050
Central Bedfordshire	East of Leighton Linlade	2500
	North of Houghton Regis	7000
	North of Luton	2900
	Wixams	2250
	Wixams Southern Extension	500
Cherwell	Bankside, Banbury	1092
	South West Bicester (Kingsmere)	1631
	Former RAF Upper Heyford	761
	North West Bicester Eco-Town	5000
	Graven Hill, Bicester	1900
	South West Bicester (Kingsmere) Phase 2	650
	Canalside, Banbury	950
	East and West of Southam Road, Banbury	600
	North of Hanwell Fields Banbury	500

Authority	Housing Sites	Dwellings
Luton	Napier Park/Stirling Place	625
	Luton Station Quarter	375
	Power Court	600
	Hightown Village East	220
Milton Keynes	Western Expansion Area area 10	4330
	Western Expansion Area area 11	2220
	Oxley Park	284
	Kingsmead South	410
	Tattenhoe Park	1263
	Newton Leys	1274
	Strategic Land Allocation incl Church Farm 330	2900
	Eastern Expansion Area	2713
	Oakgrove	1100
	Northern Expansion Area	209
	CMK	2200
	Campbell Park	2200
	Bletchley Leisure Centre	211
Nampak, Woburn Sands	200	
North Northants	R8 Land West of Stanion	794
	Oakley Vale	548
	Priors Hall	735
	Priors Hall	4278
	Weldon Park	1000
	West Corby	3950
	Desborough North	700
	Kettering East	4365
	Rothwell North	1000

Authority	Housing Sites	Dwellings
West Northants	Dallington Grange, Northampton	3500
	Northampton North SUE, Northampton Related	2000
	Upton Lodge (excluding Norwood Farm), Northampton	1784
	Northampton South	1000
	Northampton Wootton Extension (South of Brackmills SUE)	1000
	North of Whitehills, Northampton Related	979
	Upton Park (Upton Park SUE), Northampton	950
	Nunn Mills, Northampton	800
	Ransome Road, Northampton	781
	Upton Lodge (Norwood Farm), Northampton Related	646
	Pineham, Northampton	550
	Princess Marina Hospital, Northampton	2750
	Towcester South	210
	Towcester South - Wood Burcote	1,000
	Radstone Fields, Brackley	350
	Turweston Road South, Brackley	327
	Land at former Pianoforte site, Road	
	Daventry North East	4000
	Monksmoor, Daventry	1000
	Saxon Avenue Grange Park, Northampton Related	450
Wootton Fields, Northampton Related	300	
Middlemore, Daventry	278	

SEMLEP Infrastructure Planning - Major Employment Sites – Appendix 2

Authority	Employment sites	size in hectares
Aylesbury Vale	Westcott Employment Area	40
	Berryfields MDA	19
	Aston Clinton Road MDA	29
	Land at College Road	18
	Plot C, Westfield Road, Pitstone	6
	Buckingham Road/Furze Lane, Winslow	5
	London Road, Buckingham	20
	Bletchley Road	7
	Silverstone Motor Racing Circuit	66
Bedford	Stewartby Brickworks	57
	Land at Wootton Innovation Park, Phase 1	8
	MV Innovation Park, Phase 2	10
	Land at Bell Farm, Kempston	18
	Wixams committed development	5
	Medbury Farm, Elstow	31
	West of B530, Kempston	5
Central Bedfordshire	East of Leighton Linlade	16
	North of Houghton Regis	40
	North of Luton	13
	Sundon Rail Freight Interchange	40
	Stratton Farm, Biggleswade	22
	North East of Flitwick	18
	Cherwell	North West Bicester
Graven Hill, Bicester		26
Bicester Business Park		18
Bicester Gateway		15
North East Bicester Business Park		8
South East Bicester		18
Canalside, Banbury		TBC
Land West of M40, Banbury		25
Former SAPA site, Banbury		13
Former RAF Upper Heyford		TBC

Authority	Employment sites	size in hectares
Luton	Airport	237
	Land south of Stockwood Park	35
	Century Park	42
	Power Court	7
	Northern Gateway (Mall extension)	5
	Napier Park/Stirling Place	25
Milton Keynes	Parcel E3 Magna Park Site	11
	Parcel E2-2 Magna Park Site	14
	Parcel E4-2 Magna Park Site	15
	Eagle Farm North, site SR1	28
North Northants	Land at Stanion Lane Plantation	108
	Seymour Plantation, Rockingham Road	11
	Rockingham Motor Racing Circuit	281
	Corby Central Business Park	20
	Land at Cockerell Road, Corby	9
	Gefco, Geddington Road	21
	Land at Station Quarter	10
	Land at Cransley Park	13
	North Kettering	72
	A14/ Junction 10 Business Park	39
	Other Magna Park sites	19.6
	Bletchley (Brickfields)	5.9
	Kents Hill	5.2
	Knowlhill	7.4
	Linford Wood	5.1
	Shenley Wood	17.8
	Snelshall East and West	9.8
	Tower Gate	7.1
	Walton	9.5
	Western Expansion Area	17
Wolverton Mill	8.2	
Pineham	10.58	

Authority	Employment sites	size in hectares
West Northants	DIRFT III, Daventry District	345
	Silverstone Circuit, South Northamptonshire	125
	Brackmills South, Northampton	123
	Royal Oak Industrial Estate, Daventry	109
	Moulton Park, Northampton	105
	Swan Valley, Northampton	53
	DIRFT, Daventry District	53
	Lodge Farm Industrial Estate, Northampton	53
	DIRFT, Daventry District	52
	Brackmills North, Northampton	44
	Swan Valley, Northampton	41
	St James End, Northampton	36
	Brackmills South, Northampton	36
	Grange Park, Northampton	31
	St James End, Northampton	29
	Drayton Fields Industrial Estate, Daventry	29
	Heartlands, Daventry	27
	Riverside Park, Northampton	27
	Swan Valley, Northampton	27
	Swan Valley, Northampton	27
	Bridge Street, Northampton	26
	Brackmills South, Northampton	25
	Buckingham Road, Brackley	24
	Kings Heath Industrial Estate, Northampton	23
	Appletree Industrial Estate, South Northamptonshire	22
	DIRFT, Daventry District	22
	Long March Industrial Estate, Daventry	22
	Brackmills South, Northampton	20
	Heartlands, Daventry	18
	Ransome Road Industrial Estate, Northampton	18
	Former British Timken Site, Northampton	17
	Newport Pagnell Road, Northampton	17
	Westgate Industrial Estate, Northampton	16
	Long March Industrial Estate, Daventry	16
	Weedon Road, Daventry	14
	Rothersthorpe Industrial Estate, Northampton	14
	Dallington Grange Bedford Road,	14
	Cliftonville Road, Northampton	13
	Old Tiffield Road, South Northamptonshire	12
	Crow Lane Industrial Estate, Northampton	11
	Wootton Hall, Northampton	11
	Kettering Road North, Northampton	11
	Studland Road, Northampton	10
	Grange Park, Northampton	10
Towcester South	18	
Silverstone Circuit, South Northamptonshire District	40	
Brackley East – north of Turweston Road	10	

List of Major Infrastructure Projects – Appendix 3

Transport improvements which deliver a significant quantum of housing/new employment or town centre renewal

Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
A418 East of Aylesbury to A4146 Linslade Bypass strategic road improvements	Proposal is for route improvements of the A418 from Aylesbury to north of Wing that secures journey time reliability which may include route realignments at both Rowsham and Wing.	2020	2025			
A421 Tingewick Bypass to Milton Keynes strategic road improvements	The A421 is a key corridor connecting North Buckinghamshire with Milton Keynes. It experiences high traffic flows and suffers from the perception of congestion.	2020				
Eastern Link Road Aylesbury completion (between Aylesbury Arm Of Grand Union Canal & A41 western end of Aston Clinton Bypass)	Part of new highway scheme linking A418 east of Berton to A41 east of Aylesbury, including new crossing of Aylesbury Arm of Grand Union Canal; Stocklake Link connecting Eastern Link Road (north of Canal) to A4157 Oakfield Road Aylesbury; and Stocklake Improvement connecting A4157 Oakfield Road to A418 Park Street.	2014	2019		2,450	(10 ha)
Silverstone access from A.43	Aylesbury and South Northants Councils, together with improved electricity supply to support strategic growth area.	-				
Aylesbury Western Link Road	Link between A41 Bicester Road & A413 Buckingham Road, developer funding in entirety.	2013	2014			
Bedford Western Bypass phase 2, northern section.	Provision of new single carriageway road, completing Bedford Western Bypass for north south traffic by linking the A421 – A6 and opening up land for development.	2014	2015		1,300	1,000

* Some development schemes are reliant on several items of infrastructure being provided, these dwelling numbers should not be seen as cumulative

Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
Batts Ford bridge, an additional road and pedestrian cycle bridge in Bedford Town Centre.	This bridge, connecting from the Kingsway across the river through to River Street, will improve vehicular and cycle movements in the town centre and will also have wider benefit in terms of facilitating economic regeneration of Bedford Town Centre.	-				
Signalisation of A6/A421 junction to facilitate development of major housing and employment sites to the south of Bedford.	Junction improvements are needed due to the new housing and employment sites immediately south of the A421 southern bypass. It will also facilitate the provision of cycle and pedestrian routes links between these sites and Bedford.			£834,000	1,000	3,100 (31 ha)
A428 improvements, A1 to Caxton Gibbet east of St Neots	Improvements to a strategic east west route.	-				
Colworth Science Park, Sharnbrook. Provision of a direct access to A6 to facilitate expansion.	This project seeks to support the potential expansion of the food and drink technology focused Colworth Science Park based around Unilever's major research facility at Sharnbrook, North West of Bedford.	2015	2016	<£10m	0	600 -700 (2ha)
A5 - M1 Link	Highways Agency Road scheme which will make possible the proposed future north Houghton Regis housing and employment development and remove congestion in the Luton/Dunstable/ Houghton Regis conurbation.	2014	2016	0	7,000	(40 ha)
A5 - M1 Link - Spur to Thorn Turn	Road scheme which will facilitate the proposed future north Houghton Regis housing and employment development.	2017	2018	£5 Million	1,500	(10 ha)
Woodside Link	Essential link road between Houghton Regis and the planned Junction 11A of the M1 needed to unlock substantial private sector funding for the A5-M1 link.	2014	2017	£10m	5,500	(32 ha)

Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
M1 - Sundon Park Road (over railway)	Highways proposal to enable the development of the Sundon Rail Freight Interchange and form the western section of the M1 – A6 link road to enable the north of Luton urban extension.	2017	2018	53m		(13 ha)
Sundon Park Road - A6	Link road to enable the delivery of the North of Luton urban extension.	2019	2020	47m	2,900	
East of Leighton Link Road	Highways scheme to enable the East Linslade urban extension and to relieve traffic congestion from Leighton Buzzard town centre.	2019		0	2,500	(16 ha)
Biggleswade South A1 Junction Improvements	Road infrastructure improvements to existing A1 Trunk Road to give local benefit to enable the continued development of Biggleswade.	2013	2014	0	2,468	(15 ha)
Improved Surface Access to London Luton Airport	Dualling of the airport approach road which will facilitate changes to Central Terminal Area/Drop Off Zone and provide for a new junction with the road link to Century Park.	Feb 2014	Feb 2016	£1m		5,050
Luton Dunstable Busway	The construction of a new 10km segregated busway, which will relieve traffic congestion and support future development plans for the Luton Dunstable and Houghton Regis area. The busway, which includes a new bus interchange at Luton station and a pedestrian/cycle route alongside, will provide a sustainable transport link between the three towns.	2010	2013		1,275	

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Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
Infrastructure for Century Park employment area	A strategic employment site on the north east side of Luton Airport requiring highway access and power. The new route starts at Airport Way and runs in a cut and cover tunnel under two airport taxiways to reach the Century Park site, and can accommodate power lines to supply the site. This new road also forms the first phase of the longer term East Luton Corridor improvements between Airport Way and the A505 east of the town.	Phase 1 – Feb 2016	Autumn 2018	£43-£46m	1,000	2,600
A421 Dual Carriageway Works and Associated Roundabouts	Monkston and Brinklow roundabout improvements provide additional support for access to the Eastern Expansion Area and provide capacity for the local strategic network. The improvements continue to promote the V11 (A4146) as a locally strategic route to Central Milton Keynes (CMK) from the expansion areas.	2014/15	2016/17	£12m	3,000	
A422 Corridor Improvements	Improvements to the A422 link from the Newport Pagnell Bypass to V8 Marlborough way. Improvements along this link are essential to maintain access to Milton Keynes from Bedford and North Northants. The route offers an alternative route to CMK avoiding M1 J14, which has been improved to cater for 4000 homes within the Eastern Expansion Area.	2015	2017	£10m	4,000	
Central Milton Keynes Passenger Transport Infrastructure	CMK acts as a hub for local and regional public transport services. An improved interchange with associated priority measures is required to support this function and encourage substantial growth in passenger transport journeys required to maintain significant development planned within the city centre.	2015	2016	£6m		20-30,000

Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
Inter Regional Bus Services	Development of inter regional bus services through the provision of a range of measures (including Junction priority measures, RTPI, and improved interchanges link to P&R facilities) will support cross SEMLEP movements. The network would include improvements which connect major towns with key settlements (including MK acting as an interchange point).	2015	2019	£2.5m		
Broughton Brook Bridge	Bridge to support access to industrial area and link to housing development. Without the bridge a large employment site cannot be developed and connectivity for public transport routes to the Eastern Expansion Area (4,000 homes) cannot be delivered.	2017	2018	£3m	4,000	
Corby Northern Orbital Road	Phase 2 of a strategic highway scheme to complete the link to the north of Corby, this will allow significant expansion of employment provision at Rockingham, and also facilitate improved links to Priors Hall sustainable urban extension.			£7.5m- 11.5m	14,800	21,757
Corby Walk	Direct link between the town centre and the train station, this will help unlock further commercial investment in the area around the station and improve ease of access to the town centre.	2014	2015	£1,635,000		
A14 junctions 10 and 10A and supporting road network	Alterations to the existing junction and creation of a new all movement grade separated junction at 10A, this will allow Kettering East development to progress beyond 1,750 houses.			£30m	5,500	1,840 (39 ha)

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Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
Highway and junction improvements to Kettering Town Centre	Reconfiguration to reduce traffic congestion and support travel demands of the existing and new residents including changes for pedestrians and cyclists, this will improve accessibility to all residents and create a more attractive centre, supporting major expansion of the town.			£18m		
Weekley and Warkton Avenue	Provides one of the main access points to the strategic highway network for Kettering East urban extension, and also bypass the historic conservation villages of Weekley and Warkton.			£30m	3,750	(54 ha)
A14 Junctions 8 and 9	Junction improvements that will be needed in conjunction with development proposals, and comprise of localised widening on approaches and signalisation.	-				
Northamptonshire Arc Transit	Provides a step change in the provision of inter-urban transport, focussing on bus transport, between all the major towns in Northamptonshire, to deliver improved connectivity, reduce the impacts of travel on climate change and facilitate economic and housing growth.	-			32,000	19,000
A43 Corridor improvements – phase 1 and 2	This scheme of improvements will improve traffic congestion and facilitate an urban extension of 2,000 homes to the north of Northampton.	Phase 1 – 2014 Phase 2 – Not yet known	Phase 1 – 2020 Phase 2 - Not yet known	Phase 1 £15.5m Phase 2 - £111m	Phase 1 -2,000 Phase 2 – (19,000)	18,000

Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
A14 widening between Junctions 7 and 9	Funding was confirmed through the Budget announcement in March 2012, to widen the A14 to three lanes in each direction between junctions 7 and 9, the project will support the growth of Kettering in addition to the A14 being part of the Trans-European freight network.	2013/14	2016			
Corby Link Road	Major highway scheme to improve transport links between Corby and the A14; support the growth of Corby; relieve through traffic in Geddington and reduce the number and severity of road traffic accidents.	June 2012	Spring 2014			
Sandy Lane Relief Road	Opens up strategic Sustainable Urban Extension (SUE) development sites allocated in the West Northamptonshire Joint Core Strategy on the west side of Northampton.	2013	2014	£5.42 m	5,500	
Towcester Southern Relief Road	Enables a strategic Sustainable Urban Extension (SUE) development site allocated in the West Northamptonshire Joint Core Strategy to the south of Towcester.	2015	2017	£31 m	3,000	(15.5ha)
A43 Northampton Northern Approaches	To tackle congestion and improve journey times at four principal junctions on the A43 at its northern approaches to Northampton and to enable the development of 2000 new homes with local employment opportunities in a strategic Sustainable Urban Extension allocated in the West Northamptonshire Joint Core Strategy.	2014	2020	£15.5 m	2,000	8,000
Daventry Development Link Road	Enables the development, regeneration and growth at Daventry Town, whilst also securing the much need bypasses for the villages of Flore, Weedon and Upper Heyford which suffer from high volumes of heavy through traffic.	2015	2017	£6 m - £14 m	4,000	5,300

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Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
Northampton Growth Management Scheme (NGMS)	Enables the safe, efficient and reliable operation of the A45 strategic trunk road around Northampton between M1 Junction 15 and the Great Billing Interchange during and after the delivery of growth, development and regeneration within and around Northampton.	2013	2016	£12.24	22,000	8,000
Northampton Inner Ring Road Junction Improvements	Road improvement scheme around the centre of Northampton to directly support the regeneration of Northampton Town Centre set out in the adopted Northampton Central Area Action Plan and enable the accelerated delivery of the SEMLEP Northampton Waterside Enterprise Zone.	2012	2015	£11.72	22,000	9,000
Northampton North West Bypass	Opens up strategic Sustainable Urban Extension (SUE) development sites allocated in the West Northamptonshire Joint Core Strategy to the north and west of Northampton.	2016	2021	£25 m	6,000	(10ha)
Ransome Road – Nunn Mills Link	Enables the accelerated delivery of the SEMLEP Northampton Waterside Enterprise Zone: a major mainly brownfield regeneration of Northampton's central area; to enable the marketability and connectivity of parts of the Enterprise Zone site, as set out in the 'Delivering Ambition' EZ Plan.	2014	2016	£10m	800	(20 ha)
East West Rail (western section)	Part of the wider East West Railway which will connect East Anglia with Central, Southern and Western England, the construction of the western section from Oxford to the Midland Main Line near the Bedford area is being promoted by Network Rail but requires a local contribution.	2014	2019	0		

Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
East West Rail project (central section)	Development of route and business case for the provision of rail line between the Midland Main Line and Cambridge, complementing the western section route between Oxford and Bedford reopening in 2017.	2019	2024	Unknown		
East West Rail Bletchley Station improvements	Redeveloping Bletchley Station to accommodate East West linking the station to the town centre and an improved bus station. The works would entail creating an access on the east side of the station with an extended bridge link to the E-W rail platform.					
Wixams railway station and associated car park to serve the new settlement	Provision of a four platform railway station, access road, station building, surface car park providing up to 500 spaces and cycle parking to provide the new settlement with direct access to the Midlands Mainline railway giving easy access to Bedford and London.	2013	2015		7,000 - 7,500	
Northern entrance to Luton Airport Parkway	New northern station entrance including a walkway through to Kimpton Road, and a new bus-only link between Kimpton Road and the existing station entrance utilising an existing tunnel under the railway.	2011	2013	£6m	600	2,800
Luton Central Station Redevelopment	A new railway station to serve planned development north of Luton and Houghton Regis. The station would be in the vicinity of M1 Junction 11a north of Houghton Regis, and could therefore also serve as a rail based park and ride site for journeys into the centre of Luton.	Late 2014	Early 2016	£17m	1,275	(1.6 ha) mixed retail
North Luton Station		2018	2019	£60m	9000	

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Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
Electrification of the Midland Mainline	Funding was announced in July 2012 as part of a £9bn+ investment in the rail network, with electrification taking place between Bedford and Sheffield that takes in Wellingborough to Kettering and includes the spur to Corby.		December 2021			
Anglian Water Bedford Sewage Treatment Works upgrade	Upgrading of the sewage treatment works, equipment and provision of additional tanks, is required as a result of an increasing population due to development in order to provide a greater capacity for sewage treatment.		2015	0		
Leighton Buzzard/South Central Bedfordshire Power Supply	Planning applications have been submitted for significant growth to the East of Leighton Buzzard including both residential and employment, and this growth will require upgrading works to the electricity supply network. The proposed development to the north of Houghton Regis will also require improvements to the network, including substation upgrade work and cabling improvements.				2,500	2,400 (16 ha)
Marston Vale (including Cranfield University) Power Supply	In the Marston Vale area, making connections to the substation, cabling and smaller substations are required.				4,394	(29 ha)
Biggleswade/A1 Corridor Power Supply	Biggleswade is due to see significant growth (over 2,000 houses and the expansion of Stratton Business Park at Phases 4 and 5), reinforcements are required.				2,213	(40 ha)
Anaerobic Digestion Plant	To process food and garden waste collected from households and businesses in Milton Keynes and potentially from neighbouring areas and to create usable by-product fuel. This project uses pioneering technology.		2014	0		

Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
Residual Waste Treatment Plant	This plant is to treat non-recyclable waste arising from households in Milton Keynes so that waste to landfill is minimised, as it is becoming more and more expensive to send waste to landfill. This facility has been commissioned and will be developed in the Council's Colossus Building in Wolverton.	2016	2017			45
Corby Culvert	Improvements to the capacity of the culvert to ensure the clean water outfall meets environmental safety requirements and will allow housing and commercial development in Corby to proceed.	2013		181,000	6,100	20,000 (300 ha)
Enlargement of Weldon Flood Reservoir	Enlargement of this reservoir will enable an increase in flood storage water, once the culvert is increased, this will enable the long term growth in Corby to take place.	2013	2017	£4,256,000	6,100	8,898
Slade Brook Strategic Flood Storage Reservoir	A flood storage reservoir in this location will prevent flooding in Kettering, allow development to take place in Kettering town centre and also stop the railway embankment being the only barrier to floodwater.			£2.3m	1,000	
Kettering Fire Station	A strategic location for the Fire and Rescue service to address the changing pattern of community risk, locally and countywide. The new location will maintain the service standard response times as the area experiences major growth.	2016	2021	£2-3m	7,380	

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Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
North Northamptonshire Strategic Sewer	Works relating to sewage treatment, water supply and foul flooding. The Strategic Sewer that is required for development in Kettering will end at the Broadholme Sewage Treatment Works near Irthlingborough, were an increase capacity will also be funded.					
132kv Cable from Grendon to Nunn Mills	Increases electricity power supply distribution to the central area of Northampton.	2016	2026	£30m	2,500	15,000 (40 ha)

Key education projects (i.E. University, new further education establishments/expansion and new secondary schools)

Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
Aylesbury East Development Area - New Secondary School	Site reserved for a potential secondary school dependent on the precise number of homes anticipated from the wider area as part of a review of the Aylesbury Vale Local Plan.	2020			2,450	
Wixams new secondary school	Provision of a new six form entry secondary school to serve the new settlement south of Bedford which will eventually comprise some 7000 houses, straddling the boundary between Bedford and Central Bedfordshire Council.			£24m		

Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
Additional secondary school places in Bedford Borough to support development	Extensions to existing upper/secondary schools to provide additional secondary school capacity for the major strategic housing sites around Bedford and address other pressures due to growth.			£4m		
Milton Keynes University Campus Phase 1	Development of first phase of teaching and research facilities in Central Milton Keynes, mostly as a conversion of existing buildings.	2013	2016			40
Milton Keynes University Campus Future Build	Further development of the university with the creation of a number of bespoke learning environments across Central Milton Keynes. This will increase the student numbers, the research functions and the international reputation of the university campus.	2020	2027	£108m		
Milton Keynes College Technology and Innovation Centre	A project to complete the Innovation and Technology Centre - which houses the college's engineering, manufacturing and construction students. This will increase capacity of the centre and improve quality of learning.	2013	2015	£2.495m		
Milton Keynes College Centre for Mathematics, Computing & Science	Development of a major mathematics, computer and science centre to support the delivery of further education to students from Milton Keynes and neighbouring areas.	2015	2017	£3.5m		
Milton Keynes Eastern Expansion Area Secondary School	1500 place secondary school in Brooklands to support of the development of community of 4000 homes.	2013	2020	0	4,000	
Milton Keynes Western Expansion Area Secondary School	Provision of new secondary school to service the new Western Expansion Area to support of the development of community of 6500 homes.	2015	2020	0	6,500	

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Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
Milton Keynes Strategic Land Allocation	Provision of secondary school in the Strategic Land Allocation to the South East of Milton Keynes to support of the development of community of 3000 homes.	2017	2021		3,000	
Existing Secondary School Expansions to Accommodate Housing Growth	The expansion of the schools directly supports the increasing population coming from an additional 5,000 homes in Central Milton Keynes over the next 13 years.	2013	2016	0	5,000	
New Secondary School to serve Corby West	A new secondary school to serve the sustainable urban extension of 4,000+ houses, and provide a key new schooling facility for the town.	2020	2022	0	4,000	
Kettering East Secondary School	A new secondary school in this area of Kettering will serve the urban extension, but also further development in the wider Kettering area, and provide a key new schooling facility for the town, without increasing pressure on the existing schools and diminishing their capability.	2020	2022	£5-10m	5,500	(14 ha)
Northampton Secondary School for the Northampton King's Heath (Dallington Grange) Sustainable Urban Extension (SUE)	New secondary school to serve the new communities and populations that will be forming to the north and west of Northampton in strategic Sustainable Urban Extensions allocated in the West Northamptonshire Joint Core Strategy	2017	2019	£30m		
University of Northampton Waterside Campus	Project will bring the University to the Centre of Northampton on one attractive riverside site. The project will enable the creation of 30,000 sqm of BREEM "Excellent" commercial floor space, contribute to the remediation of 20 hectares of Brownfield land, include new shared Higher Education/ Private Sector Research and Development Facilities, create 50,000sqm of new state of the art academic buildings, include 1,500 new units of student accommodation on site.	2014	2019	£20m	1,500 new units of student accommodation	2 – 3,000 (3.7ha)

Major hospital expansion projects

Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
Milton Keynes General Hospital Common Front Door	The provision of a single point of access for Accident and Emergency, Urgent Care and Walk-in Patient Facilities for the hospital. The project rationalises space to increase capacity significantly and improve care services.	2014	2017	£12.34m		
Milton Keynes General Hospital Energy Centre	Provision of additional energy capacity within the Phase 1 boiler house and Phase 2 energy centre and upgrade of distribution throughout the Phase 1&2 site, treatment centre and ancillary buildings.	2016	2019	£4m	11,300	

Sub-regional leisure projects (i.E. Rowing lake and international sporting city initiative)

Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
International Sporting City – National Bowl	Maximise the use of the Bowl for leisure and / or sporting uses including international standard training and performance venues. Site will also include indoor and outdoor sporting facilities, hotel and possible retail.	2013	2018			
Bedford River Valley Park Rowing lake	The project involves the construction of a sub regional, 2300 metre long, training rowing lake approximately 108 metres wide and associated car park. Enabling development is needed to fund its delivery.	2013	2023	£2.5m front funding	250 retirement village	1,800 (13.5 ha)

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Sub-regional green infrastructure projects

Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
Bedford River Valley Park	The project is part of a wider proposal to regenerate this area of ex-mineral workings on the urban fringe to provide a regional park covering an area over 850 ha including job creation.	-				
Bedford- Milton Keynes Waterway	The project involves the creation of a 20 mile canal creating a link of navigable canal between the Great River Ouse in Bedford and the Grand Union Canal in Milton Keynes. It will include the creation of a towpath alongside the canal which can be used for recreation and leisure.	2011		£200m approx		2370-2925
Forest of Marston Vale	Environmentally-led regeneration initiative to stimulate and accelerate the economic and social development of the area.	1991	2031	£137m		
Greensand Ridge Nature Improvement Area	The Greensand Ridge Nature Improvement Area (GSR NIA) is a landscape-scale initiative which aims to ensure that land is used sustainably to achieve multiple benefits for people, wildlife and the local economy.	2012	2025	£23.325m		
Rockingham Forest for Life	Tree planting in this area will sequester carbon, establish wood fuel supply chains, and provide an increase in biodiversity alongside recreation, health and economic benefits.	2013	2018	£0.75m for 40ha of planting		
Nene Valley Nature Improvement Area (NIA)	The NIA proposal includes providing a range of Green Infrastructure projects that will re-connect natural areas along the River Nene and its tributaries including the European protected SPA.	2012		£2.05m	32,000	

Major improvements/links for the national cycleway network

Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
National Cycle Network Route 51	Provision and improvement to National Cycle Route route 51 and a cycle track alongside the route of the proposed Bedford to Milton Keynes Waterway Park.	-				

Major town centre, town renewal and town environmental projects and other projects to accelerate delivery of major development sites

Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
Aylesbury Town Centre regeneration project including redevelopment of bus station	Improvement Plan to guide the future successful growth and regeneration of the town centre.	-				
Stalled Aston Clinton Road Major Development Area, Aylesbury	Major mixed use 20ha development site on eastern side of Aylesbury off A41.	-				
Bedford Town Centre regeneration project including redevelopment of bus station	This project will deliver two major outstanding components of Bedford Town Centre's regeneration – the bus station area redevelopment and completion of the High Street regeneration through street works.	2013	2017	£3m		(0.02 ha)

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Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
A421 Bedford Business Park Corridor acceleration	This project would undertake a mix of preliminary studies and access and utility works for 6 key employment sites along the A421 corridor south of Bedford to facilitate their early delivery.	2014	2016	£20.4m	550	12,650 (54ha)
Dunstable Town Centre Masterplan Schemes	Comprises the design and implementation of improved pedestrian, cycle and public transport connections throughout Dunstable town centre following the detrunking of the A5 (post construction of A5/M1 Link Road). The project is part of a much wider regeneration framework in Dunstable town centre to attract new jobs, homes and businesses to the town centre.	2017	2018		190	1,000
Commercial Redevelopment of Flitwick Town Centre	Public transport infrastructure. Design and construction of a new public transport interchange centred on Flitwick Rail Station serving bus operators, taxi's and rail including improvements to station environment and accessibility for pedestrians, cyclists and other station users.	2014		£833,000	85 extra care	150 (0.2ha)
River Lea Regeneration Scheme	Removal of the constraints to redevelop a strategically important redundant employment site by undertaking de-culverting and restoration of 0.44km length of the river Lea.	2014	2016	£6.35m		(1.6ha) mixed retail
Northampton Town Centre Enhancement	Project will deliver high quality public realm to the main retail streets of Northampton Town Centre as set out in the adopted Northampton Town Centre Action Plan and the associated detailed Public Realm Implementation Framework. The project would be a catalyst for the further regeneration in the town starting with the development of the Grosvenor Shopping Centre.	2013	2018	£10m	N/A	2,069

Significant items of cultural and heritage importance for the semlep area

Name	Details	Start date	End date	Funding Gap £	Number of Dwellings that will benefit from this project *	Jobs Created (Employment area)
Restoration of Cardington airship Shed 1	The restoration of the airship shed no. 1 (which is on English Heritages "Heritage at Risk Register, Category A") to restore the fabric of the grade 2* listed building of international importance and enable its long term viable economic use.	2012		£5m	668	(0.03ha)
Bletchley Park Development	Development of museum and historic site to deliver international story of World War II code breaking and cryptography. Bletchley Park is a world renowned heritage site synonymous with the birth of the modern computer and the winning of WWII, its developing reputation as a visitor attraction will enhance the reputation of Milton Keynes and SEMLEP.	2013	2015			

N.B. Blank cells are where information is either not available, not applicable or incomplete

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