





## The Essex Economy

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Essex has excellent business and commuting links to London, and international links via the London Gateway (in Thurrock in Thames Gateway South Essex) and Harwich ports, and Stansted and Southend Airports. The Essex economy supports 766,000 jobs, is home to over 73,500 businesses and generates over £30bn per year for the UK economy. To the north of Essex, there are important links with Suffolk via the Haven Gateway. West Essex is an important part of the London-Stansted-Cambridge Corridor (LSCC); and in the heart of Essex, the city of Chelmsford provides an important regional centre. Areas of South Essex fall within the Thames Gateway, the largest regeneration area in Europe. Information on Thames Gateway South Essex is included later in this section.

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Essex has ambitious plans to realise its full growth potential. Delivering these plans means providing the right economic conditions for growth and focusing investment in priority locations within our strategic corridors. This approach also allows us to build on partners' previous successes and current investment commitments, to make use of established delivery and governance structures, and to maximise growth whilst securing best value for public money.

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Overlaid upon our work in Essex's strategic growth corridors, we are advancing work across five priority sectors where local support will help businesses achieve their potential and secure transformative growth. These sectors are:

- Advanced manufacturing
- Low carbon & renewables
- Logistics
- Life sciences & healthcare
- Digital, cultural & creative

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Partners in Essex are committed to growth across Essex's strategic corridors and these priority sectors. We propose to deliver a package of enabling investment in transport infrastructure and property development targeted at key sites. These sites have been selected to reflect deliverability and the

catalytic impact they will have in unlocking future investment potential and growth. We have committed to use over £100m of our own resources for the early stages of development, to increase the speed with which projects can be initiated, and to increase the likelihood of leveraging additional support. We are committed to delivering a £1bn investment in infrastructure by 2021, including the projects identified in this plan and the further projects they unlock.

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Essex partners recognise the role that national government must play in delivering enabling infrastructure. We are, therefore, asking government to support our growth plans through its work on national transport schemes. There are key enabling transport projects that are part of the national road and rail national network and we want to reach early agreement with DfT on the detailed scope and timetable for investment and development. We want an active role in developing the HA's Route Based Strategies and in determining Network Rail's next Control Period investment plan. On priority projects and corridors we particularly want to reach early agreement on: the Lower Thames Crossing, M25 Junction 30/31, the widening of the A13, line capacity enhancements on the Great Eastern and the West Anglia Mainline; improvements on the A12 and A120, the provision of loops at Beaulieu Park Station at Chelmsford with line capacity enhancements as part of this work and the development of Junction 7a on the M11. We have already invested £12m in developing the transport schemes described under the following sections.

## Our 12 point plan

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Essex's growth deal is based on our identification and delivery of the right projects and interventions to unlock economic potential. To help to do this, we have agreed a 12 point plan:

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On investment, we will

1. Use over £100m of our own resources to commit support in/for the early stages of development to increase the speed with which projects can be got off the





- ground and the likelihood of leveraging in additional support;
- In terms of scale, commit to deliver £1bn of investment in infrastructure by 2021 on the projects identified here and the further projects they unlock. This means the implementation of a package of enabling investment in transport infrastructure and property development targeted at key sites within Essex's strategic growth corridors;
  - Participate in the SEFUND to support the delivery of suitable projects and the creation of a longer term pipeline of development;

4.71 On joined up support for enabling physical development, we will

- Invest £1m in creating a major infrastructure delivery unit to bring together capacity across a range of public services, underpinned by a single infrastructure plan for the county;
- Support the work of this delivery unit by developing an Essex Planning Compact – a series of collective commitments to deliver planning decisions faster and to offer other customer-focussed support to large planning applications;
- Develop an Essex Property Partnership Board which can work with the delivery unit to support the use of local authorities' assets to incentivise investment on a project-by-project basis; and
- Prepare a prospectus for all major development opportunities in the county that promotes the opportunities unlocked by the projects outlined here, which points potential investors from home and abroad to the major infrastructure delivery unit;

4.72 On joined up direct support for businesses and people, we will

- Invest in a portfolio of capital projects that will cement Essex's competitive advantage in key sectors and positions its skills infrastructure to support future growth;
- Provide clear pathways from learning to employment by establishing employer-led skills provisions, including programmes for training; the provision of information, advice and guidance; and skills brokerage.

- Deliver a targeted package of investment to expand and enhance innovation centres at the Knowledge Gateway in Colchester and Anglia Ruskin's Med-tech Campuses in Chelmsford, and Harlow;
- Integrate business support provision through a joint commissioning and delivery across the county and Essex's universities – providing a single pathway to enhanced business support;
- Develop and expand four business incubation centres across Essex, and roll out a network of 'Growth hubs' to provide integrated business space and support.

## The A120 Haven Gateway Growth Corridor

4.73 The Haven Gateway Growth Corridor includes the districts of Braintree, Colchester and Tendring linking Harwich International Port in the East to Stansted Airport and the M11 in the West via the A120. It is one of the key international gateways to the UK; home to Harwich International Port, one of the UK's leading multi-purpose freight and passenger ports, and supporting the neighbouring port of Felixstowe. Consequently our growth plans will have an impact across the low carbon and renewables, offshore wind energy, manufacturing, and logistics sectors. The Haven Gateway was the fastest growing area with population growing by 31,700 between 2001 and 2011. Moreover housing completions reached 19,268 – some 37.61% of the Essex total.



4.74 **In this corridor we have the opportunity to directly create 4,784 jobs and 2,953 new homes by 2021 and facilitate 24,100 jobs and 28,500 homes through our proposed transport schemes.** To unlock this growth potential, local authorities and the private sector will invest £206.3m. We are requesting £122.2m of LGF to match this investment.

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The table below illustrates the transport components of our growth programme in the Haven Gateway Growth Corridor.

Table 4.10: Haven Gateway Growth Corridor Transport Investment

Scheme	Start Date	End Date	Full cost (£m)	LGF funding requirement	Match funding	Total Jobs enabled	Total Homes enabled
Colchester northern access corridor; North Colchester Park and Ride and bus priority measures	2015	2015	7.50	5.90	1.60	1168	3443
Colchester northern access corridor; North Colchester Rapid Transit Busway	2019	2020	5.00	2.00	3.00	1168	3443
Colchester Integrated Transport Package: Town Centre traffic and access strategy	2015	2017	5.00	5.00	0.00	1942	3000
A133 pinch point package, Colchester	2018	2020	20.00	15.00	5.00	2148	1368
A133 Colchester to Clacton Route Based Strategy: A133 Bridges	2018	2019	6.00	3.00	3.00	1293	1368
Colchester LSTF Programme	2015	2019	2.00	2.00	0.00	1293	1368
Colchester Integrated Transport Package	2015	2017	12.00	5.00	7.00	1293	1368
B1022 Colchester to Maldon Route Based Strategy: Highway asset renewal, traffic management, congestion relief, cycling, safety & public transport measures	2017	2020	4.00	2.00	2.00	437.00	0
Colchester Stanway Pinch Point package: A12 access slips & improved access around Stanway (B1022 - Heckfordbridge)	2017/18	2019/20	12.00	10.00	2.00	437	1800
A137 Colchester to Manningtree Route Based Strategy: Highway asset renewal, traffic management, congestion relief, cycling, safety & public transport measures	2017	2020	8.00	3.00	5.00	754	665

Scheme	Start Date	End Date	Full cost (£m)	LGF funding requirement	Match funding	Total Jobs enabled	Total Homes enabled
A1124 Colchester to Halsted Route Based Strategy: Highway asset renewal, traffic management, congestion relief, cycling, safety & public transport measures	2016	2019	4.00	2.00	2.00	754	665
A134, Colchester to Sudbury Route Based Strategy: Highway asset renewal, traffic management, congestion relief, cycling, safety & public transport measures	2017	2020	4.00	2.00	2.00	754	665
A133 Colchester to Clacton Route Based Strategy: Highway asset renewal, traffic management, congestion relief, cycling, safety & public transport measures	2016	2021	6.00	3.00	3.00	1098	2687
Clacton Integrated Transport Package: Integrated Transport Measures to aid accessibility by mix of modes	2015-21	2015-21	2.00	1.00	1.00	1098	2687
A131 Braintree to Sudbury Route Based Strategy. Highway asset renewal, traffic management, congestion relief, cycling, safety & public transport measures	2018	2020	4.00	2.00	2.00	3852	1005
A1011 Braintree to Haverhill Route Based Strategy	2019	2020	4.00	2.00	2.00	3852	402
A120 Braintree Pinch Point Package: Millennium Way Slips	2018	2020	13.00	9.00	4.00	702	402
Braintree Integrated Transport Package and Town Centre Improvements	2015-21	2015-21	12.00	5.00	7.00	50	204
Colchester Knowledge Gateway, University station halt			5.00	5.00	0.00	0	1998
<b>Total</b>			<b>135.50</b>	<b>83.90</b>	<b>51.60</b>	<b>24,093</b>	<b>28,538</b>

4.76 There are significant economic opportunities located within this corridor. Planned developments, such as **Pond Hall Farm** and Tendring Europak (Horseley Cross) together with growth opportunities afforded by Offshore Renewables at Harwich (and the major port development at Bathside Bay in the longer term) will help unlock further growth around the Haven Ports to 2021 and beyond. An **Energy Skills Centre** already established in Harwich will continue to play an important role in supporting the low carbon and renewables sector.

4.77 Colchester will accommodate significant future growth, with development planned for the town centre and the **Northern Gateway**. The Northern Gateway is a 40ha site which will be developed as a leisure/sporting hub with the potential to create 3,500 jobs and 300 homes. The project has already secured total investment of £22m and significant amounts of public land. With the additional investment sought from LGF, the Northern Gateway programme is expected to result in over £180m of private sector investment.

4.78 **Colchester Town Centre** has seen a programme of business stimulation, inward investment and physical improvements to position the Town Centre as a key business growth location and a digital / creative hub within the East of England and SE LEP. Public sector investment to date is approximately £28m; this includes a completed regional arts gallery. This has leveraged private sector investment to date of £77m in town centre developments and land purchases.

4.79 Enabling activities in Colchester include **River Walls Improvements and Colchester NGA Broadband for Business Parks** which will be crucial in unlocking the growth potential in the area. The development of a **STEM Training Centre** will help raise local skills to support priority sectors in Colchester.

4.80 Development of the **University of Essex Knowledge Gateway** will deliver a world class resource to support the use of data analytics and data science by a range of businesses creating high value jobs. The University has already invested £9m in infrastructure to

service the Knowledge Gateway in order to create developable plots and is investing a further £21m in a new building to house its business school. This will house the Centre for Enterprise and Growth (CREG). The University has recently secured £4m from the Economic and Social Research Council to further enhance its UK Data Archive as a national resource and is now bidding for a further £7m to add a new Centre for Local Government and Business Data. This will create a world-class asset to support the Big Data sector.

4.81 Braintree will be a location for several developments including: Braintree Town Centre Regeneration, Witham Enterprise Centre, Skyline 120, Panfield Lane Innovation and Enterprise Business Park. The new expanded Ignite Enterprise Centre will open in early 2015 and is forecast to deliver 30 new jobs per year, and business start-up advice to 300 clients annually. The development of a STEM Training Centre will help raise local skills to support priority sectors in Braintree.

4.82 The development of the A120, in particular dualling sections which are currently single carriageway, will dramatically improve connectivity and access along the corridor, unlocking growth and enabling both Harwich and Stansted to realise their economic potential.

4.83 As a result, in addition to the impact of work to support business and innovation across Essex, we will, by 2021, directly deliver over 14,700 new jobs and over 16,413 homes in the Haven Gateway Growth Corridor. We will also have unlocked the potential for a further 28,200 jobs and 22,700 homes through our enabling investment in infrastructure.

4.84 The proposals to designate Harwich as a Centre for Offshore Renewable Engineering (CORE) location and securing Assisted Area Status for Tendring will help to attract additional investment and further increase economic activity across the area. There will be significant additional growth beyond 2021 as a result. Combined with developments in the life sciences and healthcare sector, Tendring is working to establish the district as a genuinely innovative 'trailblazer' for the UK.



4.85

We have identified the following potential investment opportunities in the Haven Gateway Growth Corridor.

Table 4.11: Haven Gateway Growth Corridor SEFUND Investments

Scheme	Start Date	End Date	Full cost (£m)	LGF funding requirement	Match funding	Total jobs enabled	Total housing enabled
Harwich Offshore Renewables	2015/16	2015/16	3.50	2.25	1.25	300	0
Pond Hall Farm - new sub-station required			44.00	7.00	37	1002	255
Town Centre Improvements (Braintree Town Centre Regeneration)	2016	2018	20.00	5.00	15	30	505
Panfield Lane Innovation and Enterprise Business Park	2016 / 17	2022/23	42.00	2.00	40	1122	541
Witham Enterprise Centre (G)	2018/19	2018/19	2.50	1.50	1	240	0
Northern Gateway Employment Area	2016/17	2020/21	10.00	4.00	6	468	2203
Colchester Town Centre Growth Location	2015/16	2018/19	9.35	4.80	4.6	56	78
River Walls Improvements			10.00	6.00	4	306	126
Colchester NGA Broadband for Business Parks	2015/16	2015/16	0.50	0.15	0.35	258	0
Skyline 120 Phase 2 (L)	2016/17	2019/20	43.00	1.55	41.45	840	0
Knowledge Gateway - Innovation Centre	2015	2016	8.00	4.00	4	162	0
		<b>Total</b>	<b>192.85</b>	<b>38.25</b>	<b>154.65</b>	<b>4,784</b>	<b>2,953</b>

## The A12/GEML Mid-Essex Growth Corridor

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The Mid-Essex Growth corridor runs through the centre of Essex, linking London to the Haven ports and key urban centres of Brentwood, Chelmsford and Colchester via the A12 and the Greater Anglia mainline rail services. The corridor has strong links with the London labour market, supporting substantial commuter flows to and from the capital. These links will grow and strengthen as Crossrail is completed, when new services will stop at Brentwood and Shenfield, both of which will benefit from planned improvement works to facilitate these new services.

4.87

**In the Mid-Essex Growth Corridor there is the potential to create 3,126 jobs and 1,446 new homes by 2021 and facilitate 16,200 jobs and 13,800 homes through our proposed transport schemes. To unlock this growth potential, local authorities will invest £100.8m. We are requesting £81.4m of LGF to match this investment.**





4.88

The table below illustrates the transport components of our growth programme in the Mid-Essex Growth Corridor. Essex County Council is committed to providing an additional £2m per annum over the six years to transport projects. While this has been taken into account in our LGF ask, this has not yet been attributed to any individual projects at this stage.

Table 4.12: Mid-Essex Growth Corridor Transport Investments

Scheme	Start Date	End Date	Full cost (£m)	LGF funding requirement	Match funding	Total Jobs enabled	Total Homes enabled
Chelmsford City Integrated Transport Package: Chelmsford Station / station square / Mill Yard	2013	2017	7.50	3.00	4.50	885	780
Chelmsford City Integrated Transport Package: Chelmsford Integrated Transport Package inc radial PT routes (inc Broomfield hospital) and LSTF	2015-21	2015-21	12.00	5.00	7.00	885	780
Chelmsford City Centre Pinch Point Package: Chelmsford Traffic and Access Strategy (Ring and Loop) (inc Army and Navy)	2018	2020	12.00	11.50	0.50	885	780
Chelmsford City Centre Pinch Point Package: access to Waterside (inc EGAR)	2018/19	2019/20	10.00	10.00	0.00	513	510
Chelmsford City Integrated Transport Package: Widford Park & Ride	2019	2021	7.00	7.00	0.00	390	416
Chelmsford Package; Beaulieu Park Station	2016	2021	34.00	12.00	22.00	4020	4002

Scheme	Start Date	End Date	Full cost (£m)	LGF funding requirement	Match funding	Total Jobs enabled	Total homes enabled
A131 Chelmsford to Braintree Route Based Strategy	2018	2020	8.00	4.00	4.00	1066	1000
A414 Maldon to Chelmsford RBS: Highway asset renewal, traffic management, congestion relief, cycling, safety & public transport measures	2016	2018	4.00	2.00	2.00	1066	1300
Maldon Pinch Point Programme: Haybridge Relief Rd	2016/17	2018/19	40.00	10.00	30.00	1066	2700
Crossrail Package: Shenfield station improvements	2018	2018	3.50	1.50	2.00	2700	0
Crossrail Package: Brentwood station improvements	2018	2018	2.00	2.00	0.00	2700	1800
		<b>Total</b>	<b>140.00</b>	<b>68.00</b>	<b>72.00</b>	<b>16,176</b>	<b>13,768</b>





# The Harlow Group

Advance Manufacturing  
Harlow Essex

The Harlow Group, based in Essex, is one of the UK's leading manufacturers of precision sheet metal components. The company is currently expanding its activities into the demanding aerospace and medical equipment sectors and is enjoying significant export growth. "We have built a reputation for quality and high precision," says Managing Director Bill Timpson.

The company's reputation has also enabled it to win work in the medical equipment market, a sector that is growing rapidly in the company's base in Harlow. "Our customers have a requirement for sheet metal components that are highly polished," says Bill Timpson. "We now have the capability and skill sets."

The Harlow Group benefits from the county's logistics infrastructure. The business is just a few minutes from the M11 with its links to the national motorway network, making it easy to distribute products throughout the UK. London Stansted Airport, just 15 minutes away, serves more than 200 cargo destinations worldwide, making it an important link in the company's global supply and distribution chain.



4.89

There are significant growth initiatives and new business developments within the City of Chelmsford, supported by city centre public realm improvements, **Chelmer Waterside**, an integrated transport package and a new railway station in North Chelmsford (Beaulieu Park). Flood prevention work will also play an important role in protecting existing and new developments (in particular Chelmer Waterside). Chelmsford is a major centre for higher education and secondary education and hosts the **Chelmsford Innovation Centre** (MedBIC), one of the Anglia Ruskin Med Tech campuses, supporting the growing life sciences and health care sector.

4.90

Brentwood and Maldon also make significant contributions to the Essex economy in a number of sectors, notably manufacturing and life sciences. Identified growth plans include the **Causeway regeneration programme** and significant new homes supported by improvements to key routes such as the **Heybridge Relief Road**. We are leading the development of an employer-led STEM & **Enterprise Skills Centre** in Maldon, which will provide training and apprenticeships in STEM sectors to develop a pipeline of diverse skilled labour to improve the productivity and sustainability of local firms and enable the expansion of advanced manufacturing.

4.91

In the Mid Essex Growth Corridor we will directly deliver over 10,300 new jobs and over 7,700 homes by 2021. We will also have unlocked the potential for a further jobs and homes through our enabling investment in infrastructure. The improved connectivity will also continue to unlock opportunities for development and future growth.

4.92

We have identified the following potential investment opportunities in the Mid-Essex Growth Corridor.

Table 4.13: Mid-Essex Growth Corridor SEFUND Investments

Scheme	Start Date	End Date	Full cost (£m)	LGF funding requirement	Match funding	Jobs enabled	Housing enabled
City Centre public realm	2015/16	2017/18	5.50	3.20	2.3	456	312
Chelmer Waterside	2017	2018	10.00	2.70	7.3	204	510
Flood Prevention	2016/17	2017/18	13.00	2.00	11	156	312
Causeway Regeneration Programme	2016/17	2020/21	1.08	0.08	1	114	0
ARU MedTech Campus site	2015/16	2016/17	8.00	3.00	5	1998	312
Parkside Phases 1A and 2, University of Essex, Knowledge Gateway	2015	2016	4.60	2.40	2.2	198	0
		<b>Total</b>	<b>42.18</b>	<b>13.38</b>	<b>28.80</b>	<b>3,126</b>	<b>1,446</b>

## The London-Stansted -Cambridge Corridor (M11/WAML)





# Visteon Engineering Services

## Advance Electronics Chelmsford

Visteon Engineering Services (VES) is a leading, high-tech supplier of engineering, research and development services to the world's leading automotive manufacturers. VES is a subsidiary of the global automotive supplier, Visteon Corporation, which has facilities in 27 countries and employs approximately 30,000 people worldwide. "VES is proud of its roots in Essex and was originally part of the Ford Motor Company's UK operations. The company has three sites in the UK – Chelmsford and Dunton in Essex and Binley, Coventry - with some 360 people employed altogether. "We employ a diverse workforce of highly-qualified technical and business people," says Bob Swanston.

The company recently relocated to Chelmsford keeping VES in close proximity to customers, suppliers and business partners based in southeast Essex and mainland Europe. It also gives Visteon the opportunity to become part of the growing high-tech cluster in that part of the county. "Sophisticated electronics are an integral part of our product development programme," says Bob Swanston.



### 4.93

The west of Essex is part of the London-Stansted-Cambridge Corridor (LSCC), connecting London, Stansted and Cambridge, via the M11 and the West Anglia Main Line. The Corridor has enormous growth potential, building on the local strengths in life sciences and other high value sectors. In Stansted Airport, the LSCC has a key economic asset with significant potential to catalyse growth across the corridor and beyond.

### 4.94

In the LSCC Growth Corridor we can accommodate **1,050 jobs and 1,230 new homes by 2021 and facilitate 17,200 jobs and 19,100 homes through our proposed transport schemes.** To unlock this growth potential, local authorities and the private sector will invest £77.2m. We are requesting £86.7m of LGF to match this investment.

### 4.95

In support of the economic growth of this corridor, the momentum provided by the London-Stansted-Cambridge Consortium - of which the South East LEP is a member - is proving considerable.

### 4.96

**The table below illustrates the transport components of our growth programme in the LSCC Growth Corridor.**

Table 4.14: LSCC Growth Corridor Transport Investments

Scheme	Start Date	End Date	Full cost (£m)	LGF funding requirement	Match funding	Total jobs enabled	Total homes enabled
M11 J7a Pinch Point Package: M11 J7a Harlow	2014	2021	47.00	30.00	17.00	4293	6807
M11 J7a Pinch Point Package: M11 corridor junction 7 (A414 Harlow)	2017/18	2018/19	10.00	1.00	9.00	2295	2805
M11 J8 Pinch Point Package	2017	2018	1.00	1.00	0.00	2295	2805
A414 Harlow to Chelmsford RBS: Highway asset renewal, traffic management, congestion relief, cycling, safety & public transport measures	2017	2019	8.00	4.00	4.00	1440	525
A414 Pinch Point Package: Eastwick & Fifth Ave dualling & junc improvements	2015	2015	20.00	5.00	15.00	1440	525
A414 Pinch Point Package: A414 First Avenue & Cambridge Rd junction	2015	2015	5.00	5.00	0.00	1440	525
A414 Pinch Point Package: Edinburgh Way & East Road junc & approach improvements	2015	2015	5.90	5.90	0.00	1440	525
Harlow Integrated Transport Package: Integrated Transport Measures to aid accessibility by mix of modes	2015-21	2015-21	12.00	5.00	7.00	825	900





Scheme	Start Date	End Date	Full cost (£m)	LGF funding requirement	Match funding	Jobs enabled	Housing enabled
Harlow Town Centre Pinch Point Package: A1025 2nd Avenue / Velizy Avenue Junction Improvement	2017	2018	5.00	5.00	0.00	825	900
A104 and B1393 Loughton to Epping route based strategy	2017	2020	8.00	4.00	4.00	499	1500
Saffron Walden Integrated Transport Package	2015-21	2015-21	2.00	1.00	1.00	450	1250
		<b>Total</b>	<b>123.90</b>	<b>66.90</b>	<b>57.00</b>	<b>17,242</b>	<b>19,067</b>

#### 4.97

Within the LSCC the majority of growth will be focused within Harlow, with the **Harlow Enterprise Zone** (the Zone) providing opportunities to attract and grow life sciences companies, as well as advanced manufacturing and ICT. The EZ can deliver over 5,000 jobs and could leverage in excess of £150m of private sector investment to West Essex through the development of more than 130,000 sq. metres of floor space, over 51 hectares of employment land. The EZ will also be the home of one of Anglia Ruskin University's new MedTech campuses and also be supported by the University Technology College, focussing on science, engineering and computing to support medical technologies and smart environments.

#### 4.98

At present, the site is limited to 5,000 jobs due to lack of adequate supporting infrastructure. However, if junction 7a of the M11 is built, then the site could accommodate more than 5,000 jobs. We are currently undertaking a range of actions to bring the Zone forward, including working with landowners, progressing a number of funding bids, and delivering our own public consultation and feasibility studies in order to evidence the need for the new M11 junction 7a.

#### 4.99

The advanced manufacturing sector in Harlow will be supported by development of the Harlow **Manufacturing and Engineering Centre**. The Centre aims to provide state of the art facilities and equipment to deliver continuous learning in support of local businesses in this sector and will place employers in the driving seat through the establishment of a Group Training Association. We are also supporting a package of development at **Templefields**. At **North Weald** we are working to develop an avionics hub for the south of England.

#### 4.100

Infrastructure development is essential to enabling these developments. In particular, the development of **M11 Junction 7a** is vital if the EZ is to reach its full capacity and to ensure that the economic potential of Harlow and the wider LSCC is achieved.

#### 4.101

With this investment, there is capacity to directly deliver over 8,100 new jobs and over 9,000 homes in the LSCC to 2021. We will also unlock the potential for further jobs and homes through our enabling investment in infrastructure. Future plans are being consulted on that would see these numbers increase further in future years.

#### 4.102

A specific ask of government for LSCC is that local partners would like to see a joint project involving Highways Agency, Network Rail, local authorities, Manchester Airports Group and other stakeholders, convened to determine the right package of infrastructure improvements required to support Stansted's development.

#### 4.103

Of importance also to the LSCC is its proximity to London. This has many consequences as well as opportunities. One such opportunity relates to the quantity of land across the corridor (and indeed the rest of Essex) given over to food production and processing, in no small part directly supplying London. To keep pace with innovations in food production and agri-tech, significant public and private investment will be needed in the sector. Within this corridor,

the Lea Valley provides, without subsidy, a significant proportion of the market garden produce of the capital and the UK. Growing methods are changing and in order to keep pace with these technological innovations, a National Institute for Food Security is proposed for the Lea Valley, unifying academic and research institutions across London and the South East and involving the London LEP (as well as the Mayor of London) and the Hertfordshire LEP. The emergence of a centre of excellence in this area will provide jobs, investment opportunities, improved infrastructure as well as research centres for the existing land based colleges; Writtle, Rothamsted, Hadlow and Plumpton, as well as universities with an interest in food security. For this reason we will be progressing plans through the LEADER and ERDF programmes to develop NIFS as a national centre of excellence.





4.104

**We have identified the following potential investment opportunities in the LSCC Growth Corridor.**

**Table 4.15: LSCC Growth Corridor SEFUND Investments**

Scheme	Start Date	End Date	Full cost (£m)	LGF funding requirement	Match funding	Total jobs enabled	Total housing enabled
Harlow EZ London Road Enabling and Delivery	2015/16	2020/21	20.95	9.75	11.2	264	210
Templefields Development Package & Civic Amenity	2015/16	2017/18	8.00	4.00	4	264	210
North Wield Airfield	2015/16	2019/20	9.00	5.00	4	198	600
Medtech Campus - Harlow	2015/16	2020/21	2.00	1.00	1	324	210
		<b>Total</b>	<b>39.95</b>	<b>19.75</b>	<b>20.20</b>	<b>1,050</b>	<b>1,230</b>

## Productivity

4.105

If the South East economy is to sustain growth, then our businesses will need to compete with firms from across the globe. Partners in Essex are committed to ensuring that businesses have access to the right support, particularly for firms in our priority sectors that have the greatest potential for growth in the future.

4.106

At present, different providers of support to business work on a localised basis. This generates some highly effective local outcomes, but does not benefit from the scale which a wider strategic approach can bring. Going forward, partners across Essex – including the County Council, the University of Essex and Anglia Ruskin University – propose to integrate their business support arrangements, thus providing a joined-up and coherent pathway to business support to recognise the growth of emerging markets and global trends and respond to changing demand.

4.107

Support provision will respect and complement existing private sector provision. Essex partners propose to work with business membership groups, such as Essex Chamber of Commerce, and the large network of private firms already providing professional expertise and advice to companies.

4.108

Essex partners' work to support enterprises, promote competitiveness and attract inward investment will cover four clear themes. These are:

- **Supporting Start-Ups:** supporting business start-ups and innovative spin-offs to be successful and to position themselves for growth;
- **Innovation:** creating an innovation intensive environment within Essex which is conducive to the creation and exploitation of new ideas and helping to build capacity within local firms to access, generate and commercialise new innovations;
- **Internationalisation:** helping firms to create better links internationally, whether this be through exporting, importing, or partnering with firms / institutions in other countries to facilitate economic growth in Essex; and

- **Inward Investment:** assisting firms to invest and locate their business activity in Essex, and promoting Essex to businesses in the rest of the UK and abroad as a great place to do business.

4.109

To address these priorities, Essex will work to bring forward investment in facilities that will support innovation, business growth and company creation. Through the proposed Growth Deal, Essex partners are looking to co-invest with government in Business Centres that offer provision such as business networks; mentoring support; access to expertise and facilities; and signposting to other specialist support. Special attention will be given to facilities which support our priority growth sectors.

4.110

The **Anglia Ruskin Med Tech Campus** aims to provide one of the world's largest health innovation spaces and drive business growth in the UK MedTech and Life Sciences sector. It will help to establish Essex and the UK as a global centre in this sector and will secure local and national economic growth.

4.111

The ARU Med Tech Campus will be split over three sites: in Chelmsford, Harlow, and Southend. We have already achieved significant progress and have a clear programme in place to scale up and consolidate our business services operation, our innovation support programme and the associated knowledge transfer networks.

4.112

The **University of Essex Knowledge Gateway** in Colchester will develop internationally significant assets in the field of Big Data.

4.113

We are supportive of the **Growth Hub in Southend**. We will support further growth hubs in other locations where there is clear local demand and a demonstrable business case.

4.114

**With this programme of support, we can create and enable 41,700 new jobs in Essex by 2021. We are also requesting £5m in LGF to support revenue funding. This will enable us to undertake our radical proposals to jointly deliver services through a close partnership of local authorities and local universities working together.**

4.115

We further request support from Government to enable us to provide integrated business support services to businesses in Essex. This will mean exploring the local integration of nationally sponsored business support provision (e.g. Growth Accelerator, MAS, UKTI), whether as part of an overarching SE LEP brand or as an extension of developing Growth Hub models, such as Southend's pilot work.

## Skills

4.116

As detailed in this chapter, Essex has a significant amount of opportunity for economic and employment growth - large offshore developments off our north coast, advanced medical technologies in the mid and west, a rapidly growing care industry, a thriving creative sector and opportunity for advancements in IT and Big Data.

4.117

Accordingly, tackling Essex's skills challenge requires more than the commissioning of new skills programmes, it needs structural change of the local skills system. We currently face the following problems:

- Too few apprenticeships and vocational training opportunities are in STEM-related sectors;
- Many of our employers find it difficult to recruit, train and retain young people; and
- Low levels of literacy, numeracy and employability undermine residents' chances of sustainable employment and undermine the productivity across the local economy.

4.118

Our goal is to develop a workforce and a network of education and skills provision that is responsive to the needs of local business. This will ensure that local businesses, particularly those in STEM-related sectors, can access the skills they need to grow and that our residents can fulfil their ambitions.

4.119

Essex has a distinguished record of achievement to date:

- significantly boosting apprenticeships in key sectors through the Essex Apprenticeships programme – 2,600 new opportunities since 2010



- establishing the highly regarded employer-led Essex Employment and Skills Board (ESB) - [www.esb.essexpartnership.org](http://www.esb.essexpartnership.org) - to provide a strategic forum for employers to prioritise and affect change in the system to meet changing labour market needs
- developing a multi-sectoral Skills Demand Evidence Base and the concept of the pan-LEP Supporting Workforce Skills employer portal,
- piloting a STEM in Schools programme that brings employers, schools and young people together to stimulate interest in STEM careers through real experience
- reducing 16-19 NEETs from 6.9% in March 2010 to 4.7% as at February 2014

#### 4.120

We want to sustain and build on this success. Much of our activity to date has been in response to a mismatch between the availability of skills provision and the needs of growth sectors, and the need to create pipelines through a clear vocational pathway to employment and higher education. Essex's key sector foci include: advanced manufacturing, ports and logistics, energy generation including offshore wind and renewables, creative digital technology and the care economy – a significant amount of which depend on STEM-related technical skill sets.

#### 4.121

Our transformational skills programme places Essex in a fabulous position to exploit opportunities. In order to go further the Essex ESB is leading the way with overarching priorities, to:

- create a balanced approach to training provision to better ensure the needs of employers and young people are met; particularly focusing on increasing the talent pool for and within STEM-related sectors
- increase the proportion of residents who hold basic literacy and numeracy qualifications and have acquired employability skills
- increase participation of young people aged 16-24 in work, education and training through enhancing employability and basic skills, raising awareness of careers in key sectors, and stimulating apprenticeships and other employer supported vocational pathways.

#### 4.122

The Essex ESB have set a number of priorities for action that will help achieve these including a package of work and support with secondary schools; sector tutor CPD for STEM subjects; expansion of the STEM in Schools programme and financial support for SMEs to train young recruits to boost youth employment and ensure greater productivity.

#### 4.123

In partnership with SE LEP, Essex ESB will continue to push the boundaries of what can be delivered in the employment and skills system to ensure provision better reflects needs in the economy.

#### 4.124

Working closely with the provider network, the ESB, through the LEP, would wish to **influence the use of mainstream skills funding** (through the Adult Skills Budget) to try and address, particularly technical, skill shortages in the area. In response, Essex Adult Community Learning will place **increased focus and revenue on addressing the literacy and numeracy challenge** and enhancing the employability of, particularly our unemployed, residents.

#### 4.125

The college estate in Essex needs significant investment; we have two colleges where over 50% of the estates is in category C/D and one just below. Essex would want to secure sufficient capital investment to ensure our skills infrastructure can deliver provision that meets the needs of employers and learners. Essex has and will continue to use its robust skills evidence base to work with all providers to determine the gaps in our infrastructure but, through competition, would seek investment into:

- Bio-Technology, Forensics and Medical, Environmental Science and Technologies, linked to the development of the new Thames Enterprise Park in south Essex
- An Advanced Manufacturing centre to support west Essex, linked with the Harlow Enterprise Zone
- STEM facilities in mid Essex, supporting engineering, manufacturing, creative and capitalising on innovation and entrepreneurial skills
- Science and technology in north Essex
- Construction, ICT and tourism in West Essex
- Specialist equipment to enable providers to deliver against our skills priorities (working to secure significant private sector match).

#### 4.126

**We request a minimum figure of £13.8m of LGF to deliver our skills capital requirements**

#### 4.127

To support its priorities and to add real value and additionally to the successful work already being delivered, Essex has clear priorities and project ambitions for European Social Funding. The Essex ESB will work with local partners, through the LEP, to commission EU funded activity, matched pound for pound by a combination of national opt ins, local private, public and third sector contributions. This will deliver the following:

#### 4.128

We will invest in improving **Employer-led Infrastructure** to provide clearer engagement routes for employers to ensure a better match between supply and demand for skills and recruitment. We will work through the pan-LEP Supporting Workforce Skills portal to assist employers with training solutions and funding. We will also support priority sector





# Wilkin & Sons

## Tiptree

Food manufacturers Tiptree Wilkin and Sons, based at Tiptree in Essex, is famous throughout the world for its range of high-quality jams and marmalades, which are exported to more than 65 countries. The company has annual sales of around £20 million and has seen revenue rising annually for more than ten years, with the growth trend continuing despite the global economic recession. "The Tiptree name is now a global brand with a long history of success," says Ian Thurgood, Joint Managing Director. "The Wilkin family has been farming in Tiptree since 1711 and has produced jam since 1885."

The company holds royal warrants for preserves and marmalades and Tiptree products are endorsed by celebrity chefs like Delia Smith. They are used in top hotels and restaurants around the world. Although globally successful, Wilkin and Sons remains a family firm with traditional production methods. "We have made some major investments to maintain quality while keeping pace with demand," says Ian Thurgood. "But all our products will continue to be based on quality fruit grown locally in Essex." A worldwide business like Wilkin & Sons recognises the value of the logistics infrastructure in Essex. Ian Thurgood says, "Proximity to London is also important."

Guilds, bringing together employers and providers to support skills development.

- We will deliver **enhanced Information, Advice and Guidance (IAG) provision** to help young people and adults make informed training, qualification and career choices through local industry-led engagement programmes e.g. STEM Industry-schools project.
- We will work to **increase the number of apprenticeships & other vocational provision** by stimulating demand from employers through financial incentives to increase the number of apprenticeships at all levels in key growth sectors to meet skills shortages.
- We will improve **employer-led Skills Brokerage** to simplify recruitment and skills development at all levels for SMEs (e.g. GTA, Guilds, etc) promoting work placements, apprenticeships, graduate level internships – to increase the supply of skills to priority sectors.
- We will support the **up-skilling of the Essex workforce** through bespoke employer-led higher level skills training for employers, including leadership and management skills training. This aims to improve employer competitiveness and productivity, enables individuals to progress in work, thereby potentially increasing new employment opportunities. We will also support retraining for adults wishing to acquire skills for key growth sectors.
- We will run a series of activities aimed at **increasing inclusion, smoothing transitions to work, and reducing youth unemployment**. Support will include work experience, interventions for 15-19 year olds to reduce early entrants into the benefits system, on-going support for employers and job entrants and soft skills support packages to promote participation, access and retention.

### 4.129

We envisage benefiting from **£27m** of EU funding to deliver these ambitions and matching this 1:1 with a combination of national opt ins, local private, public and third sector contributions (this does not include CLLD).

**Table 4.16: Essex Skills Capital Requirements**

Scheme	Start Date	End Date	Full cost (£m)	LGF funding requirement	Match funding
Bio and environmental tech centre, Basildon	2015/16	2015/16	32.00	6.00	26
STEM at Braintree College	2015/16	2015/16	5.50	3.75	1.75
Harlow Manufacturing & Engineering Centre	2015/16	2016/17	6.00	3.00	3
STEM & Enterprise Training Centre, Maldon	2015/16	2015/16	1.45	1.05	0.4
		<b>Total</b>	<b>44.95</b>	<b>13.80</b>	<b>31.15</b>

## Housing

### 4.130

As a leading pilot area in the government's One Public Estates pilot scheme, Essex authorities are actively identifying public land in their ownership to support the delivery of housing. Central to Essex's pilot work has been the design and use of the Essex Property Asset Map (EPAM). EPAM allows partners for the first time to view the majority of public property holdings in any area in Essex, allowing them to identify rationalisation opportunities and release land to housing. This identification of land is feeding into a related project being taken forward through the Whole Essex Local Community Budget Programme, that has seen local authorities working with housing associations, the probation service, Essex Police and Fire and Rescue services, HCA, and the government's Property Unit to identify land together for release to housing delivery. It will also provide the basis for Essex's contribution to SE LEP's 2015 in 2015 programme.

### 4.131

One ask of government is that local partners are keen to influence the development of regulatory frameworks with a view to shaping the behaviours of utilities companies, and more effectively facilitating the delivery of new housing and commercial space.

## Coastal Communities

### 4.132

There are significant economic opportunities across a range of sectors located within Essex's coastal communities. However, the coastal towns, particularly in the Haven Gateway corridor, also face a number of socio-economic challenges, with deprivation levels above the national average, low levels

of economic activity and comparatively low proportions of employment in higher skilled occupations.

### 4.133

The east coast of Essex offers particular opportunities in relation to offshore renewables and the supply chain servicing this sector, so this is where we feel we can deliver maximum economic benefits for our coastal communities. Harwich is one of the UK's largest port complexes in the offshore renewables industry, made up of Harwich International Port (HIP) and Harwich Navyard. HIP is one of the UK's leading multi-purpose freight and passenger ports and is already at the leading edge of servicing offshore wind farm delivery. Within the same growth corridor, Brightlingsea is a minor port south of Harwich providing a well-established maintenance and operations service to the Gunfleet Sands wind farm. In addition to offshore wind and renewables, the ports also provide considerable opportunities in manufacturing, transport and logistics.

### 4.134

Planned developments at Pond Hall Farm and Harwich Offshore Renewables will help to unlock further growth around the ports for 2021 and beyond. Looking to the future, expansion at Bathside Bay (adjacent to HIP) could offer additional land, which would build on the experience and capacity the port already has to offer. This would maximise the port's opportunities in relation to its geographical location and would allow the port to compete for installation, service and assembly contracts in relation to the Round 3 wind farms.



4.135

There will be significant investment into the growing offshore renewables industry over the coming years and Harwich is uniquely positioned to support this sector. In order to realise these opportunities, Essex partners are seeking government support for our proposals to designate Harwich as a Centre for Offshore Renewable Engineering (CORE) location and securing Assisted Area Status for Tendring. This will help to attract additional investment and increase economic activity across the area.

## Delivery

4.136

A summary of the Essex Growth Deal by theme is provided in the table below.

**Table 4.17: Essex Investment and Outputs**

Essex	Full cost (£m)	LGF funding requirement	Match Funding	Jobs enabled	Housing enabled
Transport	399.40	206.80	192.60	57,511	61,373
SEFUND	274.98	71.38	203.65	8,960	6,699
Productivity	5.00	5.00	0.00	41,696	0
Skills	44.95	13.80	31.15	2,163	525
<b>Total</b>	<b>724.33</b>	<b>296.98</b>	<b>427.40</b>	<b>110,330</b>	<b>68,282</b>

\*Note: the sum of LGF funding requirements and match funding differs by, respectively, minus £12m and plus £12m due to local contribution to project costs.

4.137

**Through the projects proposed, we can deliver a total of 110,300 jobs and 67,200 homes. We are investing £427.4m of local authority money, and requesting £296.3m in LGF to match this.**

4.138

Our shared ambitions for growth are fully reflected in our commitment to delivery and the governance arrangements that underpin it. We will build on our existing robust sub-regional partnership base (Haven Gateway Partnership, West Essex Alliance, Heart of Essex and Thames Gateway South Essex) to advance investments into our economic growth corridors. We will work closely with public and private sector partners throughout Essex to ensure complementarity of investment and the maximisation of private sector leverage.

4.139

Essex County Council, working closely with local partners, will act as the primary commissioning body for the funding devolved to Essex by the South East LEP. Essex County Council will, as a voting member of the Thames Gateway South Essex Partnership (TGSEP), also work closely with partners in TGSE, ensuring alignment wherever possible.

4.140

Ensuring close alignment to the requirements of Essex businesses, the **Greater Essex Business Board** (GEBB) has become established and will perform the following function:

- Coordination of the responses of Essex, Southend and Thurrock businesses to SE LEP's proposals and initiatives;
- Development of proposals for economic growth and the advancement of business interests for submission to SE LEP;
- Advocate and promote the interests of the area by working with local authorities; and
- Work collaboratively to advance the collective interests of Essex, Southend and Thurrock.

4.141

GEBB's primary role in the governance structure is one of project co-design and to ensure private sector endorsement for those decisions which are taken by local authorities for the advancement of projects underpinning growth. The Board is fully representative of the four sub-regions of Essex, of the universities and of the three main business membership organisations.

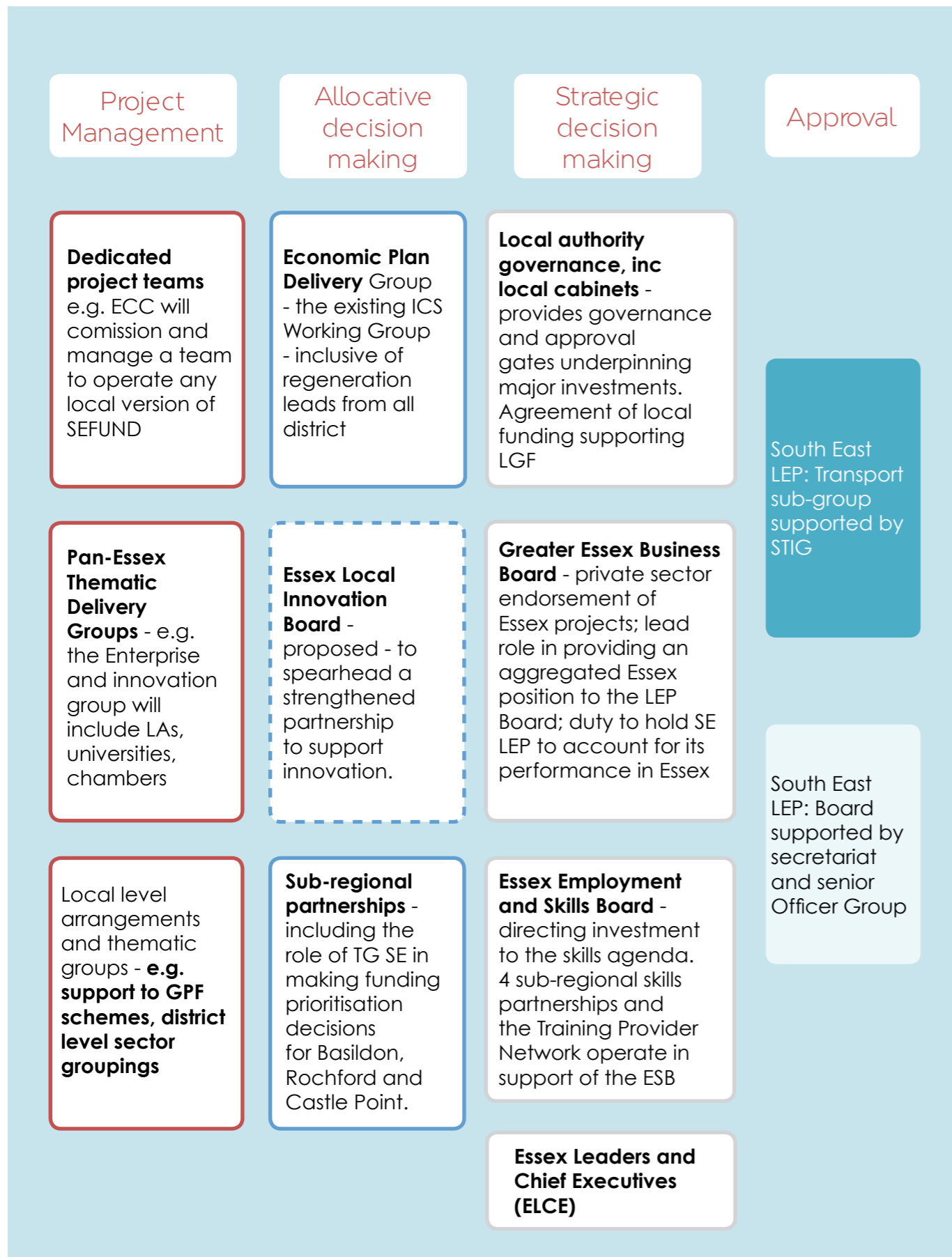
4.142

It is with this strength that it meets at least quarterly in advance of each SE LEP board meeting to form a robust Essex business view on the agenda. This arrangement is complemented by a meeting of the five GEBB representatives on the SE LEP board with the five Essex, Southend and Thurrock local authority representatives, scheduled to take place ahead of each LEP meeting. This public-private partnership meeting will provide important challenge where necessary to ensure that Greater Essex presents the strongest possible complement of investment opportunities to the LEP.

4.143

It is our expectation that Essex County Council, capitalising on its role as Accountable Body for the whole of SE LEP, will be the administrator of devolved funding from SE LEP. The governance arrangements depicted as building blocks below are simplified for the sake of confidence and clarity. While it is clear that lower-level geography specific or sector specific boards or groupings are in place to advance the agenda, what is illustrated here are the arrangements which have a clear line of sight to the South East LEP. Most are well established, though some arrangements are in their infancy. New or proposed Boards, such as the Local Innovation Board, are illustrated with a dotted line.





4.144

Decision-making requirements will generally fall into three categories, as below.

**Strategic**

**Key group: ECEA & Leaders; Greater Essex Business Board; ECC Cabinet (for transport investment)**

All local authorities will use existing partnership arrangements to ensure that the right decisions are taken by its Cabinet. For example, in the case of transport, Highways Panels and local delivery partnerships will all be involved in the decision-making process which will ultimately be the role of Essex County Council.

**Allocative**

**Key group: Economic Plan Delivery Group (supported by businesses and HE/FE reps)**

Projects which come forward for funding for consideration at either the Economic Plan Delivery Group or ECEA will all be independently and consistently appraised according to the value for money and appraisal guidance issued by the LEP. This will allow for fair comparative judgements at the requisite forum. A key task in the immediate term will be identifying the appropriate forum if partners consider that it does not exist already.

**Project management**

**Key group: Individual project sponsors**

Each Delivery Plan will stipulate the stakeholders involved in the delivery of projects and it will be expected that cross-organisational groupings will convene (potentially commissioned by Essex County Council) to advance projects. Oversight should be provided by the Economic Plan Delivery Group (current ICS working group).

4.146

It will be important to ensure that projects are advanced and approvals are achieved through individual governance arrangements within, for example, universities; district, borough and city councils; and other funding partners. This will include district-level business groupings and local level working groups which support our focus on growth corridors.

4.147

We will develop a delivery plan or plans to support our objectives and ensure that LGF and European funding is able to unlock growth as planned. Interventions will be clear, focused and integrated and will engage wider stakeholders in their delivery. We aim to have a final version of our delivery plan(s) in place by November 2014.

4.148

To support delivery of investment, we are allocating £1m to create a major infrastructure delivery unit to bring together capacity across a range of public services, underpinned by a single infrastructure plan for Essex. This will be supported by developing an Essex Planning Compact – a series of collective commitments to deliver planning decisions faster and to offer other customer-focused support to large planning applications. An Essex Property Partnership Board will work with the delivery unit to support the use of local authorities' assets to incentivise investment on a project-by-project basis. The Property Partnership Board will prepare a prospectus for all major development opportunities in Essex.

4.149

To support the work of our major infrastructure delivery unit, local partners require streamlined routes to engage with the range of government departments and agencies that invest in, or determine, infrastructure priorities in Essex (i.e. DfT, Highways Agency, DCLG, HCA, DECC, Environment Agency). **We therefore request that government support us to achieve better engagement with core departments and agencies.**