

SOUTH EAST GROWTH DEAL

JULY 2016

RESPONSE TO CALL FOR PROPOSALS

South East
Local Enterprise Partnership




Dear Secretary of State

It is with great pleasure that we jointly present the South East Local Enterprise Partnership's submission to the latest round of the Growth Deal.

We have worked extensively across the public and private sectors in our area to ensure that our ambitious single proposal to you at once reflects the variety of the South East and also speaks with the aggregate power that only our LEP can achieve. Our working model ensures a LEP which defines its priorities for action from the bottom up, it ensures that the projects in our list resonate throughout our business communities.

At the South East LEP board level we are as one. We present a priority list for investment which illustrates the maturity of our partnership and the progress we have made.

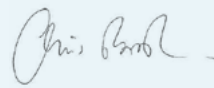
At a time when Britain's relationship with Europe and its place in the international economy is the subject of some debate, one thing remains the same. Our area is vital as the gateway to the UK economy. For the Midlands and the North to flourish, the South needs to be enabled to continue to grow; to support national productivity and to maximise the benefit of our location to provide significant numbers of jobs; development land for homes and more opportunities for our residents. We look forward to your ongoing support.



Graham Peters



George Kieffer



Christian Brodie



Geoff Miles



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1 INTRODUCTION



LONDON STANSTED

ESSEX

HARWICH

A120

BRAINTREE

COLCHESTER

A12

CLACTON-ON-SEA

M11

HARLOW

CHELMSFORD

MALDON

A414

EPPING

M25

A130

A12

A127

SOUTHEND

SOUTHEND

A13

CANVEY ISLAND

SOUTHEND-ON-SEA

LONDON CITY

M25

THURROCK

DARTFORD

GRAVESEND

MEDWAY

ISLE OF SHEPPEY

A2

M26

ROCHESTER

MARGATE

RAMSGATE

M25

SEVENOAKS

M2

A2

CANTERBURY

MAIDSTONE

A28

TONBRIDGE

M20

ASHFORD INTERNATIONAL

ASHFORD

CHANNEL TUNNEL TERMINAL

DOVER

M25

UCKFIELD

EAST SUSSEX

TUNBRIDGE WELLS

KENT

A2070

FOLKESTONE

LYDD

BATTLE

LEWES

HAILSHAM

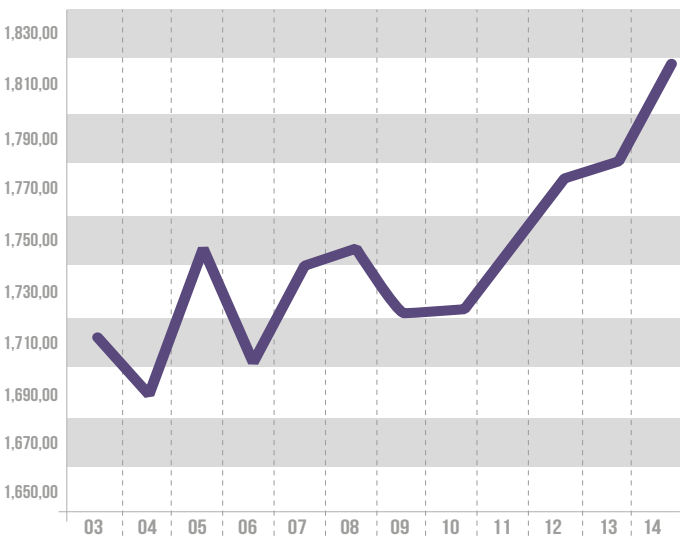
HASTINGS

NEWHAVEN

EASTBOURNE

1 INTRODUCTION

- 1.1 The South East Local Enterprise Partnership (SELEP) is pleased to present its Growth Deal and Large Local Major Schemes Fund submission to Government. Our combined Growth Deal project list seeks £229m investment from Government. This will help create over 73,500 jobs, enable the build of in excess of 31,000 new homes, and, significantly, lever £756m of third party investment, mainly from the private sector.
- 1.2 The economic benefits accruing from SELEP have increased exponentially since our inception. Graph 1.1, compiled using ONS data, shows the job growth in the SELEP area since 2003, illustrating the accelerated and continual growth in jobs in the region that has been evident since 2010.
- 1.3 Graph 1.2 shows the housing delivery in 2015/16 compared to housing delivery in 2014/15, by Local Enterprise Partnership. SELEP performed strongly, delivering 10,600 completed dwellings in 2015/16, compared to 7,690 in 2014/15 – an increase of 33%. We outperformed 36 other Local Enterprise Partnerships and the English average increase of 13%.
- 1.4 This submission highlights the investment opportunities available to the Government that will continue this journey of strong and consistent growth. Our proposals are firmly aligned with the ambitions in 2014's Strategic Economic Plan. We are well underway in delivering the 200,000 jobs and 100,000 homes articulated in that document.



GRAPH 1.1 SOUTH EAST LEP JOB GROWTH

Source: Latest ONS jobs figures on NOMIS

- 1.5 We need help in addressing the widening gap between the population growth of our area and the suitability of the infrastructure that is in place to support that population and allow it to thrive economically, and in doing so to set the example for the rest of the country to follow. The population of our area is set to rise significantly over the coming five years. Investment is needed now.
- 1.6 There is a clear expectation for the private sector to put in place the infrastructure required to enable development. However, where viability issues persist there is a need for public sector investment to support business lead investment decisions and unlock barriers to growth.
- 1.7 We are fortunate to be firmly in Government's sights. The Thames Estuary 2050 Growth Commission sits at the beating heart of our area. We have focused a significant proportion of our collective energy on developing solutions focused in or around the Thames Estuary, it is a priority area identified in our Strategic Economic Plan of 2014 and it remains a priority. Through the award of Growth Deal funding to the Thames Estuary project proposals, growth will flow along the Thames from the heart of London to the east.
- 1.8 To achieve the scale of growth in the Thames Estuary aspired to by the South East LEP and Government, our Local Growth Fund proposals will provide the infrastructure required to support short and medium term growth; aligned with our longer-term growth vision to transform the Thames Estuary. A funding award will show that the Government stands firmly behind their election manifesto to 'rebalance the economy' and support areas of historic deprivation.
- 1.9 The fundamental solution to unlocking economic growth in the Thames Estuary lies in the funding and construction of a Lower Thames Crossing within the shortest possible timeframe. The River Thames acts as a physical barrier, cutting the SELEP area in two and preventing trade between the Essex and Kent economies. The time to act is now, and we welcome the full and open engagement of Highways England with SELEP and its partners as plans are developed.
- 1.10 The Lower Thames Crossing must come with appropriate investment in key local infrastructure to help mitigate the negative effects on the local communities directly impacted by the crossing and to reduce the environmental impact of increasing traffic volumes.
- 1.11 The skills challenge in our area is acute and the exciting projects that we have prioritised will help address that challenge directly. To date we have delivered the successful competition for £22m of skills capital funding with our local colleges and we have supported the establishment of Employment and Skills Boards in all of

our areas – these partnerships have been very successful in tuning the output of colleges into the requirements of our large employers. We will continue to build on our progress and we are set up to do it in partnership with our colleges and training providers; we expect this to crystallise in the Area Based Reviews in Essex and Kent later this year.

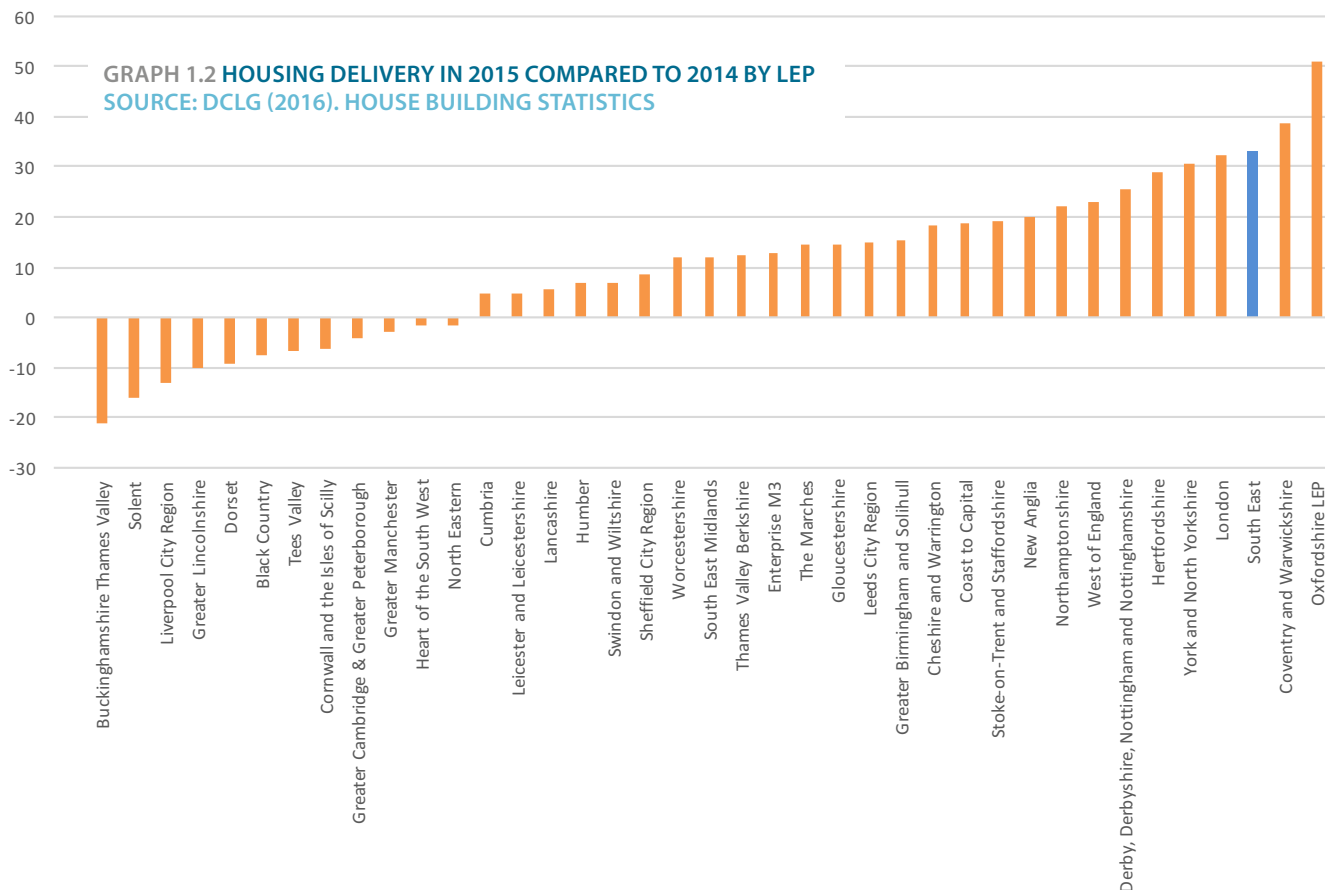
- 1.12 We are also committed to delivering a significant quantum of housing in our area, supporting the Government in reaching its ambition for an additional 1 million homes across the nation by 2020. Working alongside the Housing Finance Institute, we have supported the roll out of the Housing Business Ready programme across different parts of SELEP; and have earned ourselves the accolade of being the first ‘Housing Business Ready LEP’ as a result of the depth of our engagement and the way in which we have been able to connect with our district and boroughs. We are broadening the scope of this work to include a fresh approach to mapping of utilities provision in housing development areas. We’re building on success: housing completions in 14/15 put us in the top seven areas nationally. That momentum remains.
- 1.13 The SELEP area has seen housing starts rise from 6,620 in 2012/13 to 10,410 in 2015/16, a 57% increase. Over the same period, London starts grew only 19%. Housing completions spiked from 7,230 in 2013/14 to 10,600 in 2015/16, a 47% increase in completions. That momentum remains.

SELEP	starts	completions
2012-13	6,620	7,990
2013-14	8,590	7,230
2014-15	9,930	7,960
2015-16	10,410	10,600

Our themes are:

- THAMES ESTUARY
- EMPLOYABILITY AND SKILLS
- JOB CREATION AND ENTERPRISE ZONES
- HOMES, COMMUNITIES AND CULTURE
- STRATEGIC CONNECTIVITY

- 1.15 A rigorous and robust project selection and appraisal process was put into place to ensure that the strongest projects have come forward. Along with an independently led prioritisation process, our local business representatives have been instrumental in driving each stage of the bid development process.
- 1.16 This bid has the backing of local businesses and leaders in education and local government. There is also strong support from local MPs of both the projects and the ability of the LEP to deliver the transformative outcomes promised.
- 1.17 To reiterate, our proposal is one of investing in continued growth to underpin success elsewhere in the country. For an investment package of £229m, 73,500 jobs will be created, the development of 31,000 homes will be enabled, and we expect that £756m will be invested from our local partners.



2 OUR PERFORMANCE TO DATE

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- 2.1 We have met the challenge from Government in developing collaborative working and a robust approach to the management of the Local Growth Fund (LGF) programme. The Government can have full confidence that decisions to commit local growth funding are made in a proper, transparent and effective manner subject to robust local authority checks and balances and they deliver the maximum value for money. Astute governance arrangements have been implemented by SELEP and delivery partners to oversee the successful delivery of the programme. These arrangements ensure tangible benefits are achieved in accordance with our Growth Deal commitment.
- 2.2 Our Assurance Framework ensures that a democratic and transparent decision making process is in place. Each of the delivery partners are signed up to these governance arrangements through its Service Level Agreement with our Accountable Body, Essex County Council.
- 2.3 Each of the county councils and unitary authorities has a proven track record of successful project delivery to time and budget. This has been demonstrated through the construction of large highway projects, such as the Local Pinch Point Projects funded by the Department for Transport (DfT) and the investment of Growing Places Fund in collaboration with private sector businesses and delivery partners.
- 2.4 Local Pinch Point Fund (LPPF): A number of DfT funded LPPF schemes have recently been completed across the LEP. These projects have been delivered by the Local Highways Authorities, to tackle congestion on the local road network which was acting as a barrier to growth. They have been successfully completed through working closely with local businesses, stakeholders and the public to ensure minimal disruption through the construction phases of the project.



COMPLETION OF NORTH FARM LPPF HIGHWAY IMPROVEMENTS, KENT



- 2.5 The LPPF investment demonstrates the success which can be achieved through locally defined infrastructure investment which is closely aligned with local planning processes to ensure that scheme benefits are realised. This has been exemplified through the £3.5m LPPF investment in North Farm Improvements, Tunbridge Wells. This scheme has tackled the congestion problems at the retail park which were affecting existing business productivity and constraining further private sector investment.
- 2.6 The project was initially aimed at addressing an existing congestion issue to safeguard existing commercial activity in North Farm. The scheme has achieved above and beyond these benefits, in attracting and enabling a new residential site to come forward for the delivery of 550 new homes. There are similar stories of success from LPPF investment across SELEP, as demonstrated in the examples provided on the following page.



LONGFIELD ROAD, NORTH FARM INDUSTRIAL ESTATE, KENT

- 2.7 Growing Places Fund: SELEP has achieved real success and tangible benefits through the delivery of Growing Places Fund (GPF) projects; acting as a catalyst for business growth across the LEP. To date, £48.7m of Growing Places Fund has been allocated to support the delivery of 15 projects across the LEP.
- 2.8 A third of the projects invested in through GPF have already started to make loan repayments. This clearly demonstrates the success of GPF investment in the South East, the effectiveness of SELEP's approach to the governance of GPF spend and the appetite for private sector business investment when opportunities are created. The GPF repayments will now enable the re-investment of GPF to facilitate further business growth and perpetuate the benefits from Governments investment.

LOCAL PINCH POINT FUND

Westwood Relief Strategy Phase 1 – Poorhole Widening, Thanet, Kent	Harlow Clock Tower Junction A414/A1025, Essex	North Farm Improvements Longfield Road, Tunbridge Wells, Kent
<p>Total Project Cost – £3.9m LPPF contribution – £1.562m Project Completed – Summer 2015</p>	<p>Total Project Cost – £6.5m LPPF contribution – £3.5m Project Completed – Autumn 2015</p>	<p>Total Project Cost – £6.5m LPPF contribution – £3.5m Project Completed – Autumn 2015</p>
<p>LPPF investment, along with local public and private funding contributions, has enabled the completion of Westwood Relief Strategy Phase 1. This scheme has widened a previously unclassified road to increase capacity and tackle the capacity constraints of the existing network.</p> <p>Scheme benefits</p> <ul style="list-style-type: none"> • Improved journey time and reduced congestion at Westwood Roundabout • Developers on site and making progress towards the delivery of over 1,000 new homes • Additional planning applications are now coming forward for residential development at sites that were considered unviable prior the LPPF scheme being delivered <p>The success of this scheme in enabling new housing sites to come forward has demonstrated the demand for new residential sites in Westwood. LGF is now sought through Round 3 to unlock additional sites for the delivery of further homes in the Westwood area.</p>	<p>The investment of LPPF has delivered improvements to this key junction on the local road network to provide access to Harlow Enterprise Zone, support the town centre regeneration and unlock new and proposed housing developments.</p> <p>Scheme benefits</p> <ul style="list-style-type: none"> • Improved traffic circulation • Enhanced attractiveness of Harlow EZ and other planned development sites, for to both developers and existing site occupiers.  	<p>North Farm Estate is a successful retail and industrial area. Access to the site was constrained and preventing any further development at this key employment site. LPPF investment has not only improved the situation for existing retailers, but has opened up the area for new commercial and residential development.</p> <p>Scheme benefits</p> <ul style="list-style-type: none"> • Improved access to existing retailers • Enabled new residential development to come forward, with the masterplan setting out the delivery of 550 new homes, along with cafes, shops, restaurants and a new primary school. Phase 1 of this development is already occupied.

GROWING PLACES FUND		
Innovation Malls East Sussex	Parkside Office Village	Chatham Waterfront
Growing Places Fund - £17.6m	Growing Places Fund - Initial tranche of £2.4m for Phase 1 and £850,000 for Phase 1a	Growing Places Fund - £3m
<p>Innovation Malls in the East Sussex area have delivered three high quality and much needed B1 business spaces at important strategic sites throughout East Sussex.</p> <p>Successes</p> <ul style="list-style-type: none"> • Construction works have been completed for all three sites and are now available for rent. • Bexhill Innovation Mall (Glover’s House) is already fully let and now acts as the headquarters for a major UK holiday company, providing over 120 jobs • Two other sites are partially let but with significant numbers of enquiries • It is anticipated that all of the buildings will be at capacity within the 18 months of opening. 	<p>Parkside Office Village provides a new home for dynamic, knowledge based business as the first phase of the University of Essex’s planned 42-acre business research and development park known as the Knowledge Gateway.</p> <p>Successes</p> <ul style="list-style-type: none"> • Parkside is now housing over 70 new employees • 1st phase of development park is now 100% occupied • The first tranches of loan money has started to be repaid. • Constructions on the further units as part of Phase 1a are nearing completion (building work will be complete by the 5th August 2016). • The second phase of development, is now 50% pre-let 	<p>Chatham Waterfront GPF includes a number of interventions in the area surrounding Chatham Waterfront Development Site. Land acquisition and assembly of Chatham Waterfront development site will enable Medway Council to transform the area into a high quality riverside residential development and commercial provision.</p> <p>Successes</p> <ul style="list-style-type: none"> • Outline planning application has been submitted for the Chatham Waterfront Development Site • GPF investment will support the developers marketing of sites to enabling a significant number of residential units to be delivered, together with commercial uses on the ground floor

Chatham Waterfront Riverside Destination and Leisure Route

Improvements along the River Walk to create a high quality riverside leisure destination for families and events, and to improve public perceptions of safety.



- 2.9 **Local Growth Fund Delivery:** The Government's allocation of over £482 million to 78 capital investment projects has played a pivotal role in unlocking sites for new employment space and delivering much needed new homes.
- 2.10 Through the first year of the Local Growth Fund, substantial progress has been made across the programme. **SELEP is on track to deliver the 23,000 new homes and 45,000 new jobs committed to through the Growth Deal.**
- 2.11 Project successes within the first year of the programme include the completion of the first phase of Tonbridge High Street Improvements project, to enhance it as a destination to shop and as a place to trade, and the launch of Colchester Park and Ride, which facilitates the build of 6,200 new homes. The delivery of this out of town parking provision has also unlocked a 29,000m² site within the town centre for commercial and residential use.
- 2.12 In Essex, in addition to the completion of Colchester Park and Ride, an additional seventeen projects are currently in the delivery or scheme design stage and will collectively deliver a range of economic growth benefits through capacity enhancement, enablement of sustainable journeys and improved route-based resilience. This funding portfolio will specifically deliver 54,691 permanent paid full time equivalent jobs, 29,371 housing units, 5km of resurfaced road, 1.5km of new road and 3.28km of new cycle way, making it a key delivery priority for the council.
- 2.13 **During 2015, LGF spend across the programme totalled over £55m, along with leveraging substantial private sector match funding contributions.**
- 2.14 A firm approach has been taken to tie in match funding contributions from developers, to ensure that public sector funding does not replace private sector contributions. Local Growth Fund has only been spent where there is a pressing need for public sector investment. These calls for LGF include situations where market failures exist or where viability issues prevent the delivery of infrastructure by the private sector in its entirety.
- 2.15 Prior to the approval and spend of LGF, a project Business Case must be prepared following a Green Book or WebTAG compliant approach, proportionate to the scale of the intervention. As part of SELEP's assurance mechanism, each Business Case must be assessed by the Independent Technical Evaluator and approved by the SELEP Accountability Board. Steer Davies Gleave, as Independent Technical Evaluator, play an integral role in providing rigour to the assessment of full Project Business Cases and ensuring that high Value for Money is achieved through Government investment in our Local Growth Fund programme.
- 2.16 Along with the benefits to be achieved through the delivery of LGF project, opportunities have also been sought to create jobs in the local area through the use of locally employed workforce and sub-contractors. Implementing effective procurement strategies and contract management has also opened up opportunities for engagement with local colleges for work experience and trainees to gain on site experience.
- 2.17 In delivering the Local Growth Deal programme there has been a high level of business engagement through SELEP's federated boards. The development and implementation of the project communication and engagement plans has proved a vital part of the process to ensure the successful delivery of LGF projects.



SWALLOW BUSINESS PARK, EAST SUSSEX

- 2.18 **LGF Delivery Example:** In East Sussex, works have started on site in delivering the Swallows Business Park. The site held an unimplemented planning application for over 20 years, before the LGF investment enabled swift private development in this previously stalled site.
- 2.19 The £1.7m LGF investment – delivering basic site access and infrastructure at three development sites - has delivered quick results and already excited the interest of the private sector with over 20 enquiries from businesses (local and national) looking to expand onto the new sites.
- 2.20 Accelerated project delivery is common for SELEP, bringing forward the early delivery of project benefits in facilitating economic growth. For example, by using local LGF programme management flexibilities, LGF spend on projects such as M20 Junction 4 and Maidstone Gyrotory in Kent was brought forward to 2015/16. This has enabled project development work to be completed during 2015, with construction works having started on site in early 2016/17. Both projects are due to be completed in November 2016. The benefits of the projects in enabling growth are already apparent, with private sector developers now commencing works at all three of the sites associated with the M20 Junction 4 works, supporting the delivery of over 370 new houses to date.
- 2.21 The spade in the ground made possible through Local Growth Funding has, for many projects across SELEP, been the catalyst required to bring forward private sector investment. This has addressed the viability issues that previously hindered growth. SELEP is committed to ensuring successful project delivery and investment decisions are aligned with land use planning, local growth aspirations and the needs of local businesses.
- 2.22 **Skills:** Our investment in the skills provision and facilities has been designed to transform deficiencies in the SELEP area, underpin economic growth and support colleges to offer higher value vocational training aligned with those priority skills which have been identified by employers.
- 2.23 Young people will benefit from hands-on technical experience whilst residents will be better able to take advantage of high-value jobs in the local economy created by provision-enhanced employment clusters. Through the project funded by LGF colleges will be able to significantly expand training volumes in key curriculum areas.



LOCAL GROWTH FUND DELIVERY

Tonbridge High Street

Local Growth Fund investment - £2.4m
Project Completed - Phase 1 completed June 2016



This project has been delivered to support the regeneration of Tonbridge by creating an attractive shopping area and to enhance the historic areas of the town.

Outcomes

- The first phase of the project was completed in June 2016
- Project delivery has improved pedestrian experience within the high street, though footpath widening, designated loading bays, pedestrian crossings, street furniture and the introduction of a 20 mph speed limit.
- Improved traffic flow

Monitoring of projects outcomes will now take place to capture the full scheme benefits achieved following completion of works on site last month. It is expected that the project will increase footfall and productivity of businesses located in the town centre and attract new retailers to Tonbridge.

Colchester Park and Ride

Local Growth Fund investment - £5.8m
Project Completed - Spring 2015



The £5.8m scheme has successfully delivered a new high-quality 1000 space Park and Ride facility accessed via a new junction on the A12. This has been supported by a package of complementary bus-priority measures to accommodate anticipated growth, alleviate congestion and free up road space by encouraging increased use of sustainable transport modes.

Outcomes

- Rapid, delay-free journeys to North Colchester Business Park, Railway station and Town Centre
- Resilient transport network to serve the needs of employment growth, encouraging businesses to locate and invest.
- North-South enhancements have increased highway capacity in the vicinity of Colchester North railway station, formally a significant barrier to access to the centre of Colchester
- Improved journey times from the A12 to the town centre
- Facilitating the construction of 6,200 new homes in the North Colchester Growth Area, which was conditioned upon the Park and Ride delivery
- Provision of new long- stay parking has enabled the redevelopment of a number of car parks, unlocking 29,000m² of land for business and residential development.

LOCAL GROWTH FUND DELIVERY

Queensway Gateway Road (QGR)	Colchester Broadband
Local Growth Fund investment - £6m Project completed April 2017	Local Growth Fund investment - £0.2m Project completed 2016



QGR comprises a single carriageway road between the A21 Sedlescombe Road North and Queensway. It presents significant economic benefits through the opening up of land as well as improving the strategic connectivity between the housing and economic sites in North Bexhill off the Bexhill to Hastings Link Road and the A21. The road will facilitate approximately 12,000m² of employment space on these sites, creating around 900 jobs.

To date

There has been a high level of engagement with local people through public consultation and local engagement. During 2015, the planning application was approved and construction works have now started on site.



Colchester Ultra Ready for Business

This project addresses “market failures” and responds to business needs for reliable, ultra-high speed and symmetric broadband connectivity

Outcomes

The Project has delivered a world-class broadband, offering resilient speeds, enhanced coverage, and introduces future-proofed connectivity technologies. The project has directly supporting 645 jobs through delivery of ultra-high speed broadband access to the Creative Business Centre which seeks to incubate and grow creative and digital businesses.

The project also has links to the Colchester Creative Business Centre which is in the final stages of construction and is a joint project between Essex County Council and Colchester Borough Council which will open in September 2016. It will give tenants of the building the opportunity to have access to this facility.

LOCAL GROWTH FUND DELIVERY - SKILLS

Ashford College - Phase 1

Extension to Construction facilities in Folkestone to support economic growth and address local and regional skills shortages, including heritage construction skills

Local Growth Fund investment - £9.8m

Local Growth Fund investment - £1.36m



This is a fundamental economic, education and social regeneration project for Ashford Borough. The project focuses upon a campus redevelopment in the centre of the town, as part of the 'big 8 strategy'. The requirement for a new campus at Elwick road is pivotal to high quality educational provision and delivery of high aspiration in the borough. The scheme will create Jobs (over 100 in addition to the existing 200 current); high quality student skills base (increase by over 900 learners including Construction and Engineering facilities that will follow with this application) and act as a catalyst for Growth.

The scheme will remove the inadequate and poor quality estate and replace it with 21st Century Learning environments.

The project will provide for 1,089m2 of new build accommodation to extend the existing construction facilities at the College's Folkestone campus, as part of an overall master plan for the site. The current facilities are at capacity and demand from both individuals and employers cannot currently be met.

The investment responds to regional and local demand for construction skills, higher value jobs, and the reduction of NEETs and unemployment, as identified in SELEP's Strategic Economic Plan and Skills Strategy, and also Local and District Authority strategies and plans. In addition the project will address skills shortages in heritage construction skills, supporting the renovation and maintenance of housing, buildings of historical interest, and the local tourism sector.

The new extension will enable the College to respond to demand, whilst improving the student and employer experience, providing high quality technical education.

LOCAL GROWTH FUND DELIVERY - SKILLS

Harlow College Advance Manufacturing Centre (AMC)

Colchester Institute: STEM Innovation Centre

Local Growth Fund investment - £2.5m

Local Growth Fund investment - £4m



Opening in autumn 2016, funding has facilitated the redevelopment of the Harlow College campus, providing over 2,000m² of new state-of-the-art engineering facilities, supporting the alignment of training provision to the economic growth priorities of Essex for 640 learners, an increase of 200 on current provision. The new fit-for-purpose facilities will ensure the needs of employers in Harlow are effectively met, complementing local developments such as the Enterprise Zone and Sir Charles Kao University Technical College whilst increasing learner numbers, including apprenticeships in key STEM subjects.

This project is due for completion in March 2017 and will provide significant opportunities for learning which will be aligned to the proposed LGF Round 3 projects. Originally proposing to develop a new building, the project has recently submitted a planning variation and will instead re-develop an existing building on the campus which will support a higher number of learners than originally planned (a 45% increase on current numbers as well as 158 additional apprenticeships) as well as provide additional conference and enterprise space. Whilst this revised approach has demonstrated adaptability and flexibility in the scheme delivery it has also raised the threshold for challenging the future assurances made by scheme promoters within both ECC and SELEP.

3 THE CASE FOR INTERVENTION

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- 3.1 The physical barriers across the SELEP area, notably crossing limitations over the Thames, restrict growth and the exploitation of economic links between the areas. The outcome is the SELEP economy is not as strong as the economies elsewhere in southern England. Historically, the areas to the west, south-west and north of London have much stronger economies than areas to the east of London.
- 3.2 Expressed in terms of gross value added (GVA) output per head within the SELEP area is £16,900 (2011), significantly below output in London (£34,800), below all the other LEPs in the former South-East region (e.g. Thames Valley Berkshire - £32,800 and Enterprise M3 - £26,700) and England as a whole (£21,300). The relatively low GVA, compared to other areas of the South East, reflects the historic tendency for lower productive business activity to locate in the SELEP area.
- 3.3 Our proposal to Government provides the opportunity to enhance the productivity of existing businesses through improved strategic connectivity and supporting the further education and training opportunities required. Our LGF ask will help to create the market conditions required to meet the needs of new high value productive businesses.
- 3.4 In addressing this challenge the Strategic Economic Plan (SEP) identified a number of solutions. SELEP has three nationally designated Enterprise Zones: Harlow Enterprise Zone in Essex, Discovery Park in Kent and the North Kent Innovation Zone. In addition, and as reflected by this submission, SELEP is a strong supporter of the Newhaven Enterprise Zone in East Sussex, which was originally proposed by the Coast to Capital LEP.
- 3.5 Providing direct support to businesses and building on the successful City Deal Growth Hub in Southend, SELEP has successfully implemented a Growth Hub network across the entire area. The hub has successfully mapped existing business support provision and is now providing simplified access to the services on offer through a diagnostic service. The network ensures that there is both a consistent core offer to the South East business community but also that a more bespoke offer tailored to the needs of sectors and communities in particular geographies can be catered for. The award of funding in the first round of the Growth Deal was crucial to the development of this network and SELEP partners, recognising the success of the model, are looking at ways of sustaining the model moving forward. A pan-SELEP ERDF bid (South East Business Boost) has been developed which will help to extend the offer.



GROWTH HUB LAUNCH AT HOUSE OF COMMONS MARCH 2016

4 GOVERNANCE OF THE GROWTH DEAL

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- 4.1 Having been allocated circa £0.5bn of Local Growth Funding through the earlier rounds, the SELEP Board implemented essential changes to strengthen the robustness and accountability of governance processes and oversight of the programme. Working with the Accountable Body, a full Assurance Framework was developed to meet all of the Government's National Assurance Framework requirements.
- 4.2 The Assurance Framework was adopted by the Strategic Board and is the key governance framework for all SELEP activities. The Assurance Framework has been endorsed by our BEIS Relationship Manager and was confirmed as complete following the National Audit Office review.
- 4.3 To support the decision making process, a formal joint committee, the Accountability Board, has been established. It takes responsibility for ensuring that investment decisions are made in a transparent and public forum with full due process. In addition to investment decisions, the Accountability Board also takes oversight of delivery of the programme, providing both challenge and support to federal areas and project sponsors.
- 4.4 A full OJEU procurement process was run earlier this year to award a new contract for the Independent Technical Evaluator (ITE). The contract runs to the end of the LGF programme and this allows for the ITE to develop real depth of understanding of the SELEP programme and provide both the appropriate level of challenge to project sponsors and assurance to Accountability Board.
- 4.5 On a more operational basis, officers from all upper tier authorities meet regularly to discuss programme delivery. A Capital Programme Manager has now been recruited to the SELEP team and they will build on the processes put into place by the officer group to ensure rigorous programme management is in place. Following a decision by the Strategic Board in April of this year, the transfer of funding for each project is now more closely linked to progress and milestones delivered; this aids a more agile approach and allows those projects able to deliver more quickly to come forward.
- 4.6 The business led Strategic Board has key representatives of both the SME business community and the larger businesses operating in the area. 88 businesses are directly engaged through the SELEP federal approach, with these businesses forming the majority of the local level boards. Each local area has a slightly different approach, as right and proper under a federal arrangement, to better ensure engagement at both the local and regional levels. As well as providing essential engagement, the federal board structure also delivers additional assurance to the Board and to Government.
- 4.7 Local arrangements are currently under the stewardship of Team East Sussex, Kent and Medway Economic Partnership, Greater Essex Business Board and South Essex Growth Partnership.
- 4.8 Schemes are developed and prioritised at the local level and local businesses are able to bring their knowledge and expertise to the fore in assisting local authorities in determining the right investments for the area. Business membership organisations such as the Chambers of Commerce, the Institute of Directors and the Federation of Small Businesses are represented at this level and significantly enhance the inclusivity of the conversations.
- 4.9 In all cases, local programme managers are in place to report on delivery against the growth deal and other SELEP initiatives and, in conversation with businesses and in working in partnership with scheme promoters, progress reports are provided to the Accountability Board and the Strategic Board as required.
- 4.10 Supporting the federal approach, SELEP is strengthened by other local working groups. Taking skills for example; further education, training providers, local authorities and businesses are brought together to provide direction for the skills agenda which is firmly plugged in to the needs of the local economy as expressed in local evidence bases. Skills East Sussex perform this role in East Sussex and bring focus around engineering, construction, health and social care, creative, digital and land based sectors. The Essex Employment and Skills Board's stringent sector focus has enabled development and delivery of ground-breaking programmes such as Digital Skills for Growth, the ESB Education and Industry STEM Programme and Golden Hello Tutor Grant, firmly establishing the ESB as a force for change. In Kent, the Kent and Medway Skills Commission has overseen the creation of guilds to provide vital intelligence around about the local economy's skills gap and the direction required to ensure teaching provides the learners of today with the necessary skills to serve the market place.
- 4.11 As well as utilising the federal model and all of our local boards in ensuring engagement down to the grassroots of our business community, SELEP is a key player in the wider regional structures such as the Thames Gateway Strategic Group and the Greater Thames Valley group of LEPS.

5 OUR CALL FOR INVESTMENT

5 OUR CALL FOR INVESTMENT

- 5.1 We are pleased to submit a single investment priority list for the SELEP area. Demonstrating additionality; collaboration; private sector buy-in; and alignment with Government’s priorities for growth, we believe that the schemes are right for the area and right for business.
- 5.2 The narrative to follow positions our propositions in five thematic packages with an overall figure per theme. Our unifying themes are as follows:
 - 5.3 A robust project business case has been developed for each of our Local Growth Fund proposal and will be made available to Government as part of our LGF Round 3 submission.
 - 5.4 SELEP is committed to fulfilling its obligations under Section 149 of the Equality Act 2010. An Equality Impact Assessment will be completed for each project allocated Local Growth Fund. Opportunities will be sought through the delivery of our Local Growth Fund programme to promote equality and positive opportunity for protected characteristic groups.

THAMES ESTUARY
EMPLOYABILITY AND SKILLS
JOB CREATION AND ENTERPRISE ZONES
HOMES, COMMUNITIES AND CULTURE
STRATEGIC CONNECTIVITY



PROJECT NAME	RANK	THEME	LOCATION	LGF ASK	PRIVATE LEVERAGE	OTHER FUNDING	OUTCOMES - JOBS	OUTCOMES - HOMES	OUTCOMES - LEARNERS
Dartford Town Centre Transformation	1	THAMES ESTUARY	Dartford Borough Council	£4,300,000	£0	£7,700,000	1,811	2,341	-
Ashford International Rail Connectivity Project	2	STRATEGIC CONNECTIVITY	Ashford Borough Council	£4,800,000	£40,000	£5,660,000	2,000	-	-
Fort Halstead	3	JOB CREATION AND ENTERPRISE ZONES	Sevenoaks District Council	£1,530,000	£30,000,000	£500,000	1,100	450	-
Rochester Airport Technology Park	4	THAMES ESTUARY	Medway Council	£3,700,000	£44,600,000	£370,000	1,544	-	-
Southend ABP Phase 2	5	THAMES ESTUARY	Southend-on-Sea Borough Council	£19,890,000	£0	£2,380,000	2,724	-	-
Strood Civic Centre Flood Mitigation Works	6	THAMES ESTUARY	Medway Council	£3,500,000	£32,000,000	£800,000	479	325	-
A2500 Lower Road Improvement	7	THAMES ESTUARY	Swale Borough Council	£1,264,930	£540,000	£0	1,500	892	-
Kent and Medway Engineering, Design, Growth & Enterprise Hub	8	EMPLOYABILITY AND SKILLS	Canterbury City Council	£6,120,000	£0	£14,880,000	398	-	1,250
Leigh Flood Storage Area	9	JOB CREATION AND ENTERPRISE ZONES	Tonbridge & Malling Borough Council	£4,635,900	£500,000	£19,555,000	70	850	-
Gilden Way Upgrading, Harlow	10	STRATEGIC CONNECTIVITY	Essex County Council	£5,000,000	£1,000,000	£4,400,000	1,050	-	-
A2 off-slip at Wincheap, Canterbury	11	STRATEGIC CONNECTIVITY	Canterbury City Council	£4,400,000	£4,400,000	£1,255,000	1,685	1,150	-
East Sussex Strategic Growth Project	12	JOB CREATION AND ENTERPRISE ZONES	East Sussex County Council	£8,200,000	£10,800,000	£0	77	-	-
Technical and Professional Skills Centre at Stansted Airport	13	EMPLOYABILITY AND SKILLS	Uttlesford District Council	£3,500,000	£0	£6,980,000	540	-	530
Devonshire Park Quarter Re-development	14	HOMES, COMMUNITIES AND CULTURE	Eastbourne Borough Council	£5,000,000	£0	£39,000,000	15	-	-
Innovation Centre (Ph1) – University of Essex Knowledge Gateway	15	JOB CREATION AND ENTERPRISE ZONES	Colchester Borough Council	£2,000,000	£0	£8,500,000	423	-	-
STEM Innovation Campus - Colchester Institute	16	EMPLOYABILITY AND SKILLS	Braintree District Council	£5,000,000	£0	£4,000,000	6,499	-	5,250
A127 Fairglen	17	THAMES ESTUARY	Essex County Council	£6,235,000	£0	£3,600,000	7,700	-	-
M11 J8 Improvements	18	STRATEGIC CONNECTIVITY	Essex County Council	£6,800,000	£1,000,000	£4,000,000	3,000	-	-
Eastside Business Park (South), Newhaven	19	JOB CREATION AND ENTERPRISE ZONES	Lewes District Council	£1,600,000	£6,200,000	£0	204	-	-
Swanley Town Centre Transformation	20	HOMES, COMMUNITIES AND CULTURE	Sevenoaks District Council	£1,938,000	£10,000,000	£500,000	1,150	6,237	-
Ashford Town Centre Transformation	21	HOMES, COMMUNITIES AND CULTURE	Ashford Borough Council	£969,240	£865,000	£100,000	1,000	1,129	-
Chatham Destination Placemaking: City Centre	22	THAMES ESTUARY	Medway Council	£4,000,000	£32,000,000	£5,800,000	947	287	-
Woodsgate Corner	23	STRATEGIC CONNECTIVITY	Tunbridge Wells Borough Council	£2,598,296	£0	£0	1,800	1,500	-
Westwood Relief Strategy	24	HOMES, COMMUNITIES AND CULTURE	Thanet District Council	£4,900,000	£1,000,000	£0	3,500	4,000	-
Enterprise Zone Kent Maidstone Medical Campus Highway Works	25	JOB CREATION AND ENTERPRISE ZONES	Maidstone Borough Council	£7,500,000	£2,172,000	£0	3,000	496	-
Basildon Town Centre	26	THAMES ESTUARY	Basildon Borough Council	£5,380,000	£38,900,000	£5,950,000	2,839	2,000	-
PROCAT National Institute for Advanced STEM Technology	27	THAMES ESTUARY	Basildon Borough Council	£7,500,000	£12,820,000	£3,000,000	2,000	100	1,575
Duke of York's Roundabout	28	STRATEGIC CONNECTIVITY	Dover District Council	£4,500,000	£0	£0	3,367	1,400	-
Grays South	29	THAMES ESTUARY	Thurrock Council	£10,840,274	£14,202,362	£16,596,707	170	121	-
Newhaven Movement Access and Resilience Package	30	STRATEGIC CONNECTIVITY	East Sussex County Council	£6,750,000	£1,398,000	£7,250,000	-	3,454	-
Paddock Wood Junction Improvement	31	HOMES, COMMUNITIES AND CULTURE	Tunbridge Wells Borough Council	£3,000,000	£949,349	£0	1,140	892	-
Centre for Health and Development - Colchester Institute	32	EMPLOYABILITY AND SKILLS	Colchester Borough Council	£5,000,000	£0	£6,000,000	3,437	-	3,590
Investment in NIAB East Malling Research Biotech Hub	33	JOB CREATION AND ENTERPRISE ZONES	Tonbridge & Malling Borough Council	£6,157,000	£6,110,000	£0	112	-	-
Northern Gateway Strategic Infrastructure Package	34	JOB CREATION AND ENTERPRISE ZONES	Colchester Borough	£4,820,000	£4,000,000	£7,820,000	5,553	300	-
Southend Airport Surface Access	35	THAMES ESTUARY	Essex County Council	£3,240,000	£0	£1,000,000	7,380	-	-
Swan Modular Housing Factory	36	THAMES ESTUARY	Basildon Borough Council	£1,500,000	£1,400,000	£0	50	1,750	-
CONNECT London Southend Airport	37	THAMES ESTUARY	Southend Borough Council	£4,500,000	£10,100,000	£0	1,400	-	-
Millennium Way Slips, Braintree	38	STRATEGIC CONNECTIVITY	Essex County Council	£12,224,000	£0	£5,000,000	700	-	-
Colne Bank Roundabout Improvements, Colchester	39	STRATEGIC CONNECTIVITY	Essex County Council	£9,352,000	£3,500,000	£3,500,000	1,250	-	-
Better Queensway	40	THAMES ESTUARY	Southend-on-Sea Borough Council	£22,750,000	£202,937,671	£88,802,330	44	1,378	-
The Charleston Centenary Bid	41	HOMES, COMMUNITIES AND CULTURE	Lewes District Council	£2,162,160	£4,537,500	£2,650,000	14	-	-
TOTALS					£477,971,882	£277,549,037	73,672	31,052	12,195

THAMES ESTUARY

5.5 Headline LGF Ask £98.6m, private leverage £390m

Jobs: 30,588; Homes: 9,194

- 5.5.1 Stretching from the City into South Essex and North Kent, the Thames Gateway is vital to the growth of London and the South East. Over the past thirty years, public and private investment has delivered transformational growth, refocusing London's economic future to the east. The growth potential of the Thames Gateway has yet to be unleashed. There is both a strong need and drive for new development to come forward at pace. Across the Gateway – including both London and the SELEP area – there is the potential for a further 290,000 homes and 365,000 jobs. Recognising our common transport links, economic connections, relationship with central London and distinctive communities are vital in expediting delivery and maximising outcomes.
- 5.5.2 As a priority location for SELEP, and highlighted in the SEP as such, the announcement of the Thames Estuary 2050 Growth Commission is welcome news, bringing further emphasis and opportunity to this vital economic geography.
- 5.5.3 Our approach to the Thames Estuary area recognises key strategic sites and interventions which are evidenced as being beneficial to the estuary area as well as London and the south east. There are also a number of pan-Estuary matters which must be addressed to enable the area to deliver economic growth. This will require long term investment beyond the scale of funds available through the current round of LGF. However, local funding over the short-to-medium term will be vital in bringing forward and raising the quality of specific schemes and complementing longer term plans.
- 5.5.4 Despite over three decades of investment, the Thames Estuary continues to lag behind London's other growth corridors in terms of its economic scale, productivity and workforce skills, reflecting its industrial legacy and poor transport connectivity. The long-term strategy for the Estuary must attract new, higher value employment with the scope for innovation. There is already much on which we can build, with investment in London Gateway and the Port of Tilbury Logistics Park boosting employment opportunities and having a dramatic impact in shaping and strengthening the economy of the Thames Gateway. However, reflecting the Growth Commission's focus, more must be done to build powerful clusters of activity in the Estuary that can complement those in the wider South East.
- 5.5.5 Our proposed investment through the Local Growth Fund over the next three years will help to deliver 9,194 homes and 30,588 jobs in the Thames Gateway. But crucially, it will unlock the longer term potential of London's most significant growth corridor, building on the significant investment of the past thirty years and supporting the Thames Estuary 2050 Growth Commission's long term vision.
- 5.5.6 A summary of the projects submitted under the Thames Estuary theme can be found in the table below and more details on the projects is available in Section 10.



PROJECT	DESCRIPTION	LGF ASK
Dartford Town Centre Transformation	Transformative improvements to Dartford Town Centre supporting both commercial and housing growth	£4.3m
Rochester Airport Technology Park Zone A	Onsite infrastructure to enable private development to come forward – site within an Enterprise Zone	£3.7m
London Southend Airport Business Park (ABP) – Phase 2	Enabling infrastructure on the business park delivering a new innovation centre	£19.9m
Strood Civic Centre Flood Mitigation Works.	Improvements to flood defences to enable the bringing forward of a prime development site on the River Medway	£3.5m
A2500 Lower Road Improvements	Reconfiguration of a major junction on the Isle of Sheppey that will allow planned housing and employment developments to be delivered	£1.3m
A127/A130 Fairglen Interchange – New link road	Provision of a new link road that will provide significant relief to a major junction that is currently beset with congestion and delays	£6.2m
Chatham Destination Placemaking: City Centre	Transformation of Chatham city centre to attract inward investment and raise local aspirations	£4.0m
Basildon Town Centre	Investment towards the Basildon Town Centre Regeneration Programme delivering new homes and commercial floorspace	£5.4m
Grays South	Provision of a new quarter within the town centre, creating a high quality arrival point including new public spaces defined by new commercial developments	£10.8m
London Southend Airport Surface Access	Replacement of a key junction close to the airport to increase access to a growing industrial estate and improve traffic flows	£3.2m
Swan Modular Housing Factory	The construction of a factory that will produce modular homes to deliver new housing faster, more cheaply and at a higher quality than via traditional construction methods	£1.5m
CONNECT: London Southend Airport	Infrastructure improvements at the airport to improve operating efficiency and links between the economies of the South East and the North West	£4.5m
Better Queensway	A regeneration project for the northern end of Southend Town Centre including the renewal of Queensway housing estate	£22.8m
PROCAT National Institute for Advanced STEM Technology, Basildon	Provision of a Centre of Excellence for work based technical and professional further and higher education, the first of its type in England	£7.5m

EMPLOYABILITY & SKILLS

5.6 Headline LGF ask £19.6m

Jobs: 10,874; Learners: 10,620

5.6.1 SELEP has three key priorities for skills, they are to:

- Improve the talent pool in support of priority sectors, particularly higher level skills
- Increase participation of young people in work, education and training, with focus on supporting priority sectors and skills gaps
- Improve the basic skill levels and employability of our residents to boost productivity and employment

5.6.2 Underpinning all these priorities is our strong focus on raising aspiration in young people and encouraging them to consider further and higher education opportunities. Not all students make the most of their academic abilities and some choose post-16 courses below their capabilities. This is partly caused by a lack of understanding about possible careers and entry routes to study. Low aspirations not only prevent young people reaching their full potential, but also impact the local economy with businesses struggling to recruit individuals with the necessary skills sets. In the South East, there is a particular skills gap in science, technology, engineering and mathematics that urgently needs addressing.

5.6.3 To tackle low aspirations, we urge the Government to invest in our Local Growth Fund bids that establish a greater connection to higher education, educate young people on how to access STEM-related fields of study, and overall broaden the horizons of young people through innovative and engaging careers events.

5.6.4 To deliver our three key priorities and raise aspiration we have been working with the Skills Funding Agency, Department of Work and Pensions and Big Lottery to commission a range of services through the European Social Fund (ESF) and this provision should commence in the autumn of 2016.

5.6.5 As well as working within the LEP region, we are also exploring links with other LEPs and key partners. Preliminary conversations have begun with the London LEP about a potential project with the Port of London Authority and there is ongoing work across different sector groups such as the National Academy for Creative and Culture Skills at Purfleet.

5.6.6 The skills providers operating in the SELEP area have engaged very effectively with the Skills Capital Fund. This has brought in over £17m of match funding and will lead to at least an additional 3,300 learners studying subjects in support of the SELEP economy. Providers across the area now see SELEP as a key funder and are increasingly shaping their offer to accommodate SELEP's priorities.

5.6.7 A summary of the projects under the Employability and Skills theme can be found in the table below and more details on the projects is available in Section 10.

PROJECT	DESCRIPTION	LGF ASK
Kent and Medway Engineering, Design, Growth and Enterprise Hub	Provision of a new skills facility in Canterbury to support high value employment, growth and investment in Engineering and Technology	£6.1m
Technical and Professional Skills Centre at Stansted Airport	Delivery of a skills centre at the airport to meet skills gap in aircraft engineering, bridging gap in technical skills between level 3 and 5 and match growing skills need of the airport and wider area	£3.5m
STEM Innovation Centre Colchester Institute	Aligning the provision of skills training to local employer need through the transformation of an FE college into a Technology Centre of Excellence in Braintree	£5.0m
Centre for Health and Development – Colchester Institute	Delivery of a vocational Centre of Excellence to respond to the Essex skills crisis in Health and Care	£5.0m

JOB CREATION AND ENTERPRISE ZONES

5.7 Headline LGF ask £36m, private leverage £60m

Jobs: 10,539; Homes: 2,096

- 5.7.1 Enabling the private sector's creation of jobs is right at the heart of everything that SELEP does. We prioritise all of our interventions and programmes of activity on the basis of their impact on the real economy.
- 5.7.2 It is specifically with the establishment of Enterprise Zones in the SELEP area that our influence is most keenly felt. SELEP has recently reconfirmed its continued support for Harlow, Discovery Park and North Kent Innovation Zone in terms of the future distribution of business rates in the case of Harlow, and in terms of set-up support for North Kent Innovation Zone. With Discovery Park, we have one of the most progressive and impressive Enterprise Zones in the country and one which has become a vital underpinning of the East Kent economy.
- 5.7.3 A summary of the projects under the Job Creation and Enterprise Zones theme can be found in the table below and more details on the projects is available in Section 10.

PROJECT	DESCRIPTION	LGf ASK
Fort Halstead	The purchase and development of an ex-MOD site in Sevenoaks to open up housing, employment and commercial development in an area where availability of such sites is extremely low	£1.5m
Leigh Flood Storage Area	Works to increase urgently needed capacity of the flood storage area and at East Peckham to provide protection for existing homes and businesses and to unlock new developments	£4.6m
East Sussex Strategic Growth Project	The delivery of new commercial employment developments at three locations in East Sussex	£8.2m
Innovation Centre (Phase 1) University of Essex Knowledge Gateway	Provision of a new innovation centre to encourage new and SME companies to come to the University of Essex to establish and grow their businesses	£2.0m
Eastside Business Park (South) Newhaven	Development of one of the two Newhaven Enterprise Zone 'package' sites through the construction of two affordable starter business units	£1.6m
Enterprise Zone Kent Maidstone Medical Campus Highway Works	Improvements to three key junctions to unlock development at Maidstone Medical Campus – part of the North Kent Innovation Zone Enterprise Zone	£7.5m
Investment in NIAB East Malling Research Biotech Hub	Provision of new infrastructure at the Hub to help commercialise new research, develop new crops, create bio-tech solutions and support supply chain resilience	£6.2m
Northern Gateway Strategic Infrastructure Package, Colchester	Delivery of an early package of sustainable infrastructure to help create, stimulate and attract more office development and further housing development	£4.8m

HOMES, COMMUNITIES AND CULTURE

5.8 Headline LGF ask £18m, private leverage £17m

Jobs: 6,819; Homes: 12,258

- 5.8.1 Accelerating housing delivery is a key ambition in the South East Strategic Economic Plan, with a commitment to accelerate housing delivery by an additional 100,000 homes by 2021.
- 5.8.2 SELEP is the first LEP nationally to be awarded Housing Business Ready status by the Housing and Finance Institute (HFi). With strong District, Unitary and County councils in the SELEP area, our aim is to add value to the excellent work already underway to deliver new housing.
- 5.8.3 SELEP have delivered Housing conferences and facilitated further meetings with housing practitioners and developers, to raise the profile of and deliver our Growth Deal responsibilities. SELEP aims to:

Bring together all parties (HFi, HCA, councils, developers, finance, utilities) involved to drive development forward

Working together with HFi, local councils, the HCA and developers to promote housing growth, assembling evidence, identifying obstacles and finding solutions

Support Growth Ambitions

SELEP provide support and advocacy to areas with ambitious growth plans including Ebbsfleet Garden City, North Essex Garden Settlement and Otterpool Park

Encourage and support councils to bring forward their local plans

Embarking on a series of SELEP sponsored Housing Business Ready visits with housing and planning authorities to highlight the contribution that the local planning process can play in promoting accelerated housing delivery

Review the performance of utility companies

Working collaboratively with HFi, Kent Developers Group, Kent County Council, Developers East Sussex, TGSE Developers Forum and other interested parties to gather evidence of performance and taking action in liaison with Government and regulators to ensure utility companies help - not hinder - local growth

Promote best practice

Supporting events and meetings to share best practice and information sharing to support all to the standard of the best, this has helped in widening opportunity for joint working with business through new Developers

Look across LEP boundaries

Looking at the plans and proposals of neighbouring LEPs and their impact in preparing for accelerated growth

Promote the Delivery of Starter Homes

SELEP is working in partnership with the HCA to raise awareness of the opportunities provided by Starter Homes to increase housing delivery. SELEP will support delivery of the Governments priority to build 200,000 Starter Homes by 2020, as an important new component of the SELEP ambition to accelerate housing delivery by an additional 100,000 homes by 2021

- 5.8.4 The SELEP area has seen housing starts rise from 6,620 in 2012/13 to 10,410 in 2015/16, a 57% increase. Over the same period, London starts grew only 19%. Housing completions spiked from 7,230 in 2013/14 to 10,600 in 2015/16, a 47% increase in completions

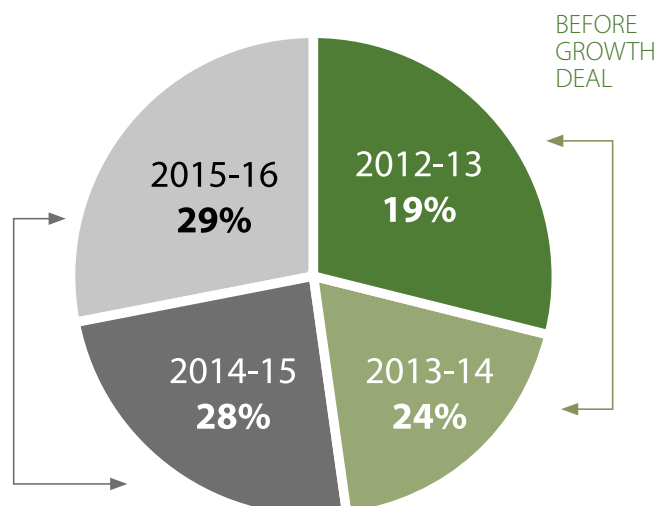
SELEP	Starts	Completions
2012-13	6,620	7,990
2013-14	8,590	7,230
2014-15	9,930	7,960
2015-16	10,410	10,600

**DCLG LIVETABLE TABLE 255
HOUSEBUILDING: PERMANENT DWELLINGS STARTED AND COMPLETED, BY TENURE AND LEP**

- 5.8.5 Our collective work has made a demonstrable difference: the four year distribution has seen notable increases in 2014 and 2015 - over the last four years, less than 19% of the whole starts were delivered in 2012/13. This has risen to 28% in 2014-15 and 29% in 2015 - a 10% distributional increase.
- 5.8.6 In 2012 SELEP area contributed 6% of the country's housing starts, second to London at 15%, In 2015/16 the SELEP area contributed an increase to 7% of the country's housing starts, second to London's decrease to 13% of the whole
- 5.8.7 Beyond the delivery of housing it is important that we recognise that the community we live in will shape the economic potential of an area. Our communities are growing, changing and becoming more culturally diverse at a faster pace than during previous generations. Our communities need to be able to adapt to social, economic and environmental changes whilst retaining a sense of place and belonging.

5.8.8 Planning, investment and marketing decisions at all levels shore up and enable the growth of creative businesses. The visitor economy is critically important to the growth and sustainability of many of our coastal and rural communities. To continuously improve our access and offering to domestic and international tourists and to provide our young people with more diverse employment opportunities we need ensure that the creative and cultural industries continue to expand in the South East, we actively support further investment in these sectors and have reflected that within this submission.

5.8.9 A summary of the projects under the Homes, Communities and Culture theme can be found in the table below and more details on the projects is available in Section 10.



SINCE THE IMPLEMENTATION OF THE GROWTH DEAL, THERE HAS BEEN A 57% INCREASE IN HOUSING STARTS 2012 TO 2016 AND 47% INCREASE IN COMPLETIONS

**SELEP: DISTRIBUTION OF HOUSING STARTS 2012 - 2016
INDICATIVE PERFORMANCE DCLG 255**

PROJECT	DESCRIPTION	LGF ASK
Devonshire Park Quarter Re-development, Eastbourne	Development of a Welcome Centre including exhibition/conference facilities; a café/bar; tourist information and tennis facilities	£5.0m
Swanley Town Centre Transformation	Redevelopment of three sites in Swanley for residential and commercial use	£1.9m
Ashford Town Centre Transformation	The provision of junction improvements and public realm works with the town centre to enable the delivery of residential and commercial sites	£1.0m
Westwood Relief Strategy	Delivery of a new link road to tackle congestion to unlock residential housing sites which are directly dependant on the completion of the scheme and enabling development across Thanet.	£4.9m
Paddock Wood Junction Improvement	Improvements to junctions at two key locations near Tunbridge Wells to enable the delivery of over 1,000 new homes	£3.0m
The Charleston Centenary Project, Lewes	Delivery of a programme of works to restore, develop and create new spaces within the visitor attraction, including a new access road, structural works and increased office space	£2.2m

STRATEGIC CONNECTIVITY

5.9 Headline LGF ask £56m, private leverage £11m

Jobs: 14,852; Homes: 7,504

- 5.9.1 Our close proximity to London, nationally important ports, and road and rail connections to the rest of the UK and continental Europe provide real opportunities for continued growth. As the Gateway to continental Europe, a reliable and connected transport network is needed to maintain this status so that the greater South East can compete on an international stage and complement London as a growth corridor. The revenue generated by the South East's high value economy supports investment in other areas and yet its future success is critically dependent on the resilience of the South East transport network, including its strategic air, road, rail, and port links connecting continental Europe to London, the Midlands and the North.
- 5.9.2 While there is uncertainty about the trading mechanisms following the EU referendum, it is clear that to retain global competitiveness the UK must have global transport connections. The geographical advantage of SELEP will not be altered by Brexit, and hence the arguments put forward for investment in the transport networks that connect us with continental Europe remain as strong as ever. SELEP is the gateway to Europe, providing the shortest and quickest connection to the continent. As a consequence, over three quarters of the HGVs exporting or importing goods to the continent are funnelled from across the length and breadth of the entire nation onto SELEP's motorways and A-roads.
- 5.9.3 Five ports located in the SELEP are within the top twenty UK ports for handling foreign trade. It is imperative that the road transport network connecting to these ports must be resilient, including to the Port of Dover, DP World London Gateway Port, the Port of Tilbury, the Port of Harwich and the Port of Newhaven.
- 5.9.4 DP World is fast becoming a global competitor, as one of Europe's largest deep-sea ports. Located only 30 miles from London and with £1.5bn investment plans, it is of national importance that there is an efficient and resilient transport network infrastructure in place to support the port's growth, as a means to build strong trading links with existing markets and emerging economies.
- 5.9.5 Likewise, the Port of Dover continues to operate as the UK largest roll on - roll off Port. Over 26,762 tonnes of foreign trade was transported by HGVs through the Port of Dover in 2014, and this figure continues to rise year-on-year with no signs of abating with the Port of Dover witnessing a 25% increase in freight traffic over the past three years.
- 5.9.6 Ports do not present the end point for freight journeys and the final destination for a significant portion of this freight traffic is the Midlands and the North of England. From the Port of Dover, road haulage vehicles opt to use the M20 or the M2/A2 to reach the Dartford Crossing, before using the M1 or M11 (passing the Harlow Enterprise Zone at junction 8) to continue their journey. This places significant stress on the major pinch point on the Strategic Road Network, which is the Dartford Crossing.
- 5.9.7 There is an urgent need for the Government to act decisively and quickly to see the construction of the new Lower Thames Crossing – located to the east of Gravesham and Tilbury - within the shortest timeframe reasonably practical to alleviate pressure at the Dartford Crossing. 73% of business leaders say traffic congestion at Dartford affects their business, and 60% thought their business would grow and almost 50% said that they could employ more people if the problem of congestion were addressed.
- 5.9.8 The constraint on business growth is particularly acute on the 300+ occasions a year when the crossing is partially or fully closed due to incidents. Following closure, it typically takes 3-5 hours following an incident for the roads to clear, and constraints on the approach roads to the Crossing plus the interaction with local traffic means that a 50mph speed limit is imposed at all times.
- 5.9.9 The build of the new Lower Thames Crossing is critical to the economic prosperity of the UK. However, a new crossing should not be viewed in isolation. A number of wider network improvements are required to fully realise its benefits, distribute them to the rest of the SELEP area and to help mitigate negative social and environmental impacts for the local communities directly affected by the crossing.

5.9.10 It is critical that the Channel Corridor operates efficiently and is resilient to incidents on the network. In Kent, resilience can be achieved by the swift construction of the Operation Stack Lorry Area at Stanford and by bifurcating (splitting) Port traffic between the M2/A2 and M20/A20 corridors so that a second strategic route is available. Resilience on this network is very limited at the current time, as shown by the national media coverage of the 14-hour delays in reaching Dover on 23rd - 25th July 2016.

5.9.11 Local Growth Fund and development funding from the Large Local Majors Fund is sought to finance additional measures and design elements that should be incorporated into the investment. This includes improvements to the road network both north and south of the River Thames, along with wider investment across SELEP's strained transport network.

5.9.12 Local Growth Fund is sought to unleash the growth potential of the SELEP area through investment in the strategic and the local road network, to build a resilient transport network set for the future. The importance of connectivity and investment in transport infrastructure is widely understood. The interdependencies between transport infrastructure and the economy, which have been highlighted through reports such as the Eddington Study, have brought the wider economic impact of transport to the forefront of investment decision. There is now a widespread understanding of the need for a resilient and effective transport network to support a strong economy.

5.9.13 The accelerated pace of housing delivery which the SELEP area aspires to achieve will continue to add pressure to the already strained transport network in the South East. Since 2011, national statistics show that whilst vehicle miles have increased across England by 4.4 %, the increase across the SELEP area has been considerably higher at 6.3%. This reflects the pace of economic growth which the South East has achieved to date, with high employment rates creating new commuter trips and business growth leading to additional freight movements on the network.

5.9.14 Our LGF ask identifies specific projects which will bring forward new housing and employment opportunities which will exceed the tangible benefits to be achieving though the delivery of our current Local Growth Fund programme. However, due to the strategic importance of the Ashford International Rail Connectivity project, a local freedom and flexibility is called for to support a £4.8m LGF investment in the project.



5.9.15 With over 196,500 passengers using Eurostar services from Ashford International Railway Station, the retention of international rail services to Ashford is critical to the success of the East Kent Economy. The out-dated infrastructure at Ashford International Railway Station, threatens the loss of international rail services from the station when new and updated trains are introduced by Eurostar. Without LGF investment in Ashford International Rail Connectivity project, Eurostar services from Ashford International will cease to operate.

5.9.16 A summary of the projects under the Strategic Connectivity theme can be found in the table below and more details on the projects is available in Section 10.

PROJECT	DESCRIPTION	LGF ASK
Ashford International Rail Connectivity Project	Delivery of upgrades to the signalling system at Ashford International Railway station for the retention and expansion of international rail services	£4.8m
Gilden Way Upgrading, Harlow	The widening of Gilden Way to improve capacity providing access to new housing and future proofing for any additional junction on the M11 at Harlow	£5.0m
A2 Off-slip at Wincheap, Canterbury	Delivery of in the coast-bound direction to improve accessibility to residential and commercial sites, along with Canterbury tow centre	£4.4m
M11 J8 Improvements	Delivery of three distinct improvements to the junction to reduce congestion and queueing of traffic leaving the roundabout and improvements to accessibility to Stansted Airport	£6.8m
Woodsgate Corner	Provision of a new roundabout on a key route into Tunbridge Wells addressing traffic congestion that constraining delivery of new homes	£2.6m
Duke of York's Roundabout	Improvements to a key junction on the A2 Strategic Transport Route to improve junction capacity unlocking residential sites and ensuring connectivity to the Port of Dover	£4.5m
Newhaven Movement Access and Resilience Package	Delivery of six planned highways and transport related investments along the A259 corridor to provide capacity to support employment and housing growth	£6.8m
Millennium Way Slips, Braintree	Improvements to a key junction that currently suffers from substantial queues and providing better access to Freeport Retail Park and the town of Braintree	£12.2m
Colne Bank Roundabout Improvements, Colchester	Delivery of improvements to a key junction to address severe congestion in Colchester and reduce the major delays currently experienced	£9.4m

6 LARGE LOCAL MAJORS PROPOSALS

6 LARGE LOCAL MAJORS PROPOSALS

- 6.1 To facilitate the scale of economic growth which the SELEP area strives to achieve, there is a pressing need of investment in transport infrastructure which is beyond the funding allocations available through the Local Growth Fund. Opportunities for economic growth through large scale investment in transport across the SELEP are substantial, with urgent calls for Government investment in transport through Highways England’s next round of Road Investment Strategies.
- 6.2 In addition, SELEP has identified a number of large scale investment needs on the local road network or at the intersection of the Local and Highway England Strategic Road Network. For the Large Local Majors Fund opportunity, SELEP has been pragmatic in its approach

in narrowing down these transport investment needs to four LLMS fund priorities. In total SELEP seeks £6,308,490 of investment for the development of Outline Business Cases for these four transformational projects which have been shortlisted as those which present the greatest opportunity to enable growth; holding the potential to bring forward not only new development sites but entirely new growth areas.

- 6.3 Details for each of the projects can be found in the table below:

Project	DfT Large Local Major Scheme ask to support Outline Business Case preparation	Total cost of Outline Business Case preparation	Anticipated capital cost of scheme delivery
Fairglen Junction Scheme, to provide a long term solution to provide an efficient connection between the A130 and the A127	£2,025,000	£3,377,000	£159,472,858
Upgrades to the M2 Junction 7, as the intercept point of the A2 and M2 corridor	£783,490	£889,540	£75,746,000
Delivery of a new motorway junction, M11 Junction 7a, to tackle existing constraints at M11 Junction 7.	£1,500,000	£3,135,137	£80,564,224
Improved access to Canvey Island, through the delivery of a third road link	£2,000,000	£4,000,000	£263,000,000



ESSEX

BRAINTREE

COLCHESTER

A

CHELMSFORD

A12

M11

A414

M25

B

A130

A12

A127

C

SOUTHEND

SOUTHEND-ON-SEA

A13

CANVEY ISLAND

THURROCK

MEDWAY

GREATER LONDON

M25

A2

D

M26

M2

CANTERBURY

M25

A2

MAIDSTONE

M20

ASHFORD

TUNBRIDGE WELLS

KENT

DOVER

FOLKESTONE

A26

UCKFIELD

EAST SUSSEX

HASTINGS

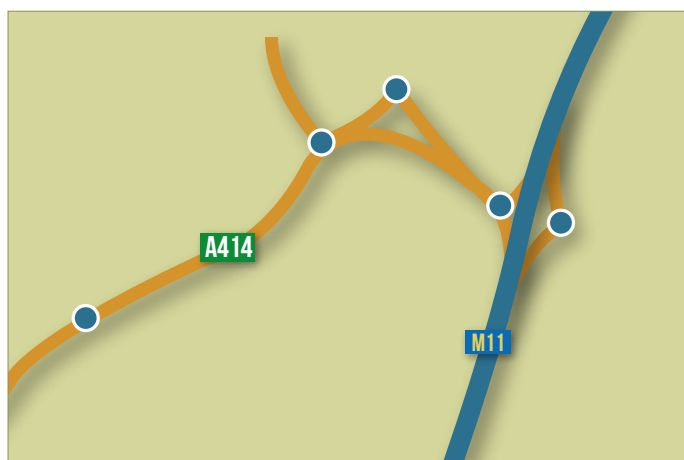
LEWES

NEWHAVEN

A M11 JUNCTION 7A

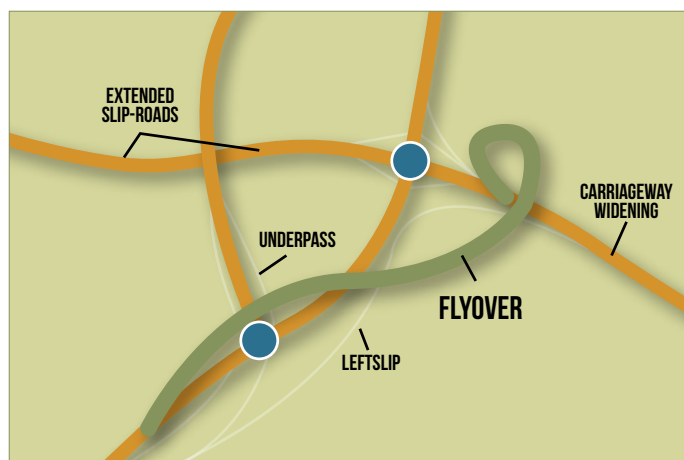
PROJECT DESCRIPTION: Delivery of a **new motorway junction**, M11 Junction 7a, will tackle congestion at M11 Junction 7, which is the only strategic access to the Strategic Road Network from Harlow. The scheme will provide a resilient transport network and remove significant congestion during peak times and during incidents.

The new motorway junction will increase capacity, unlock the full growth potential of Harlow Enterprise Zone and support development across the greater Harlow area.



B FAIRGLEN JUNCTION SCHEME - INTERSECTION OF A130 AND A127

SCHEME DESCRIPTION: The Fairglen Junction scheme will provide a long term solution by **redesigning the currently complex series of junctions** between the A130 and A127. It will improve the efficiency of the road network and facilitate traffic flow between the north and south of Essex via the A130, and east and west via the A127, unlocking growth across the whole of South Essex.



C IMPROVED ACCESS TO CANVEY ISLAND

SCHEME DESCRIPTION: The delivery of a **third link road** to improve accessibility to Canvey Island and tackle the congestion issues at the current crossing points. The project will attract new private sector investment to the Island, enabling job creation and acting as a catalyst for further inward investment and growth.

D BRENLEY CORNER, M2 JUNCTION 7

SCHEME DESCRIPTION: The proposed **junction upgrades** will enable the free flow of traffic between the A2 and M2 along the strategically important M2/A2 corridor approach to the Port of Dover. In doing so, the improvements will support the bifurcation of traffic between the M2/A2 and M20/A20 corridors, support the new Lower Thames Crossing scheme, and facilitate growth across East Kent.



- 6.5 The need for the delivery of these projects is evident and the benefits to be achieved from this targeted investments, widespread. The Government's commitment to the delivery of the Lower Thames Crossing is clear. The crossing already handles over 50 million vehicles per year, a figure which will continue to rise, as the Thames Gateway continues to growth in population and as a location for highly skilled employment. To build a resilient transport network for the future, the need for investment does not stop there. The delivery of the Lower Thames Crossing must be supported by a wider package of transport investment on approaches to the crossing.
- 6.6 Access to Harlow and West Essex is also adversely impacted by the pressing need for an M11 Junction 7a. Investment in Junction 7a is integral to unlocking development in Harlow, particularly for sites such as Harlow Enterprise Zone. The EZ has already been successful in attracting over 5,000 new jobs but further growth is constrained by access from the M11. This provides just one example of a development site which will be benefit from the delivery of this project. The overall benefits will be widespread across the West Essex and neighbouring LEP areas which depend on accessibility to the M11.
- 6.7 Access to Harlow and West Essex is also adversely impacted by the pressing need for an M11 Junction 7a. Investment in Junction 7a is integral to unlocking development in Harlow, particularly for sites such as Harlow Enterprise Zone. The EZ has already been successful in attracting over 5,000 new jobs but further growth is constrained by access from the M11. This provides just one example of a development sites which will be benefit from the delivery of this project. The overall benefits will be widespread across the West Essex and neighbouring LEP areas which depend on accessibility to the M11.
- 6.8 Finally, the need for investment in a third road crossing to Canvey has already been highlighted in the 2016 Budget Statement. The financial commitment to progress development work for this project is now required to tackle the journey time reliability issues which constrain the growth potential and the level of business investment on Canvey Island. The third road to Canvey will act as a catalyst to private sector investment which is hampered by flood risk on the island and memories of the 1953 flood.
- 6.9 Access Fund Revenue: Aligned with our Local Growth Fund Round 3 submission, there is a clear opportunity and need for revenue investment to implement sustainable access initiatives as a means to ensure sustainable economic growth. Investment in walking and cycling has a vital role to play in creating safe communities and supporting active travel as a means for access to education and employment. The Department for Transport Access Fund is sought to complement and enhance the benefits of our LGF capital investment.
- 6.10 SELEP has a proven track record for the successful delivery of sustainable transport interventions through Local Sustainable Transport Fund revenue investment. SELEP aspirations to deliver entirely new villages, towns and communities to accommodate population growth holds the potential to create high quality build environments, with health and wellbeing at the forefront of the design planning. Investment in sustainable transport interventions has a key role to play in achieving this outcome.



- 6.11 The need for Access Fund investment in the South East is clear; to provide ever closer links between sustainable transport and economic growth initiatives through investment in walking and cycling, as a means to support sustainable access to jobs, skill, training and education. The specific details of the SELEP's Access Fund ask will be set out in its submission to Government in September.

7 COLLABORATIVE WORK WITH OTHER LEPS

7 COLLABORATIVE WORK WITH OTHER LEPS

- 7.1 We are working ever closer across our boundaries, with other LEPS and neighbouring partnerships and authorities to maximise the impact of our own investments and ensure that we engender bigger impacts from those things we work on together.
- 7.2 We are teaming up with the 'Greater Thames Valley' group of LEPS to explore ways of working together, including the joint establishment of a venture capital fund using SEEDA legacy funding.
- 7.3 We are working increasingly closely with Hertfordshire LEP on developments around Harlow, including the Enterprise Zone and the push for Junction 7a on the M11. Hertfordshire are fully supportive of the Large Local Major Scheme application which accompanies this document. Following along that important corridor for us, we have also worked in support of GCGP and their plans around investing in J8.
- 7.4 We are an active member of the West Anglia Taskforce, working with three other LEPS (GCGP, Hertfordshire and London Enterprise Panel). Overall, the ambition is to ensure that the West Anglia Main Line is upgraded in a manner that anticipates fully the potential synergies with Crossrail 2. Crossrail 2 is necessary to maximise the long term growth potential of London and the South East. The project could unlock over 100,000 new homes and 45,000 new jobs in the West Anglia Main Line corridor alone, some of which will come forward before the line opens in the early 2030s. This will mean that greatly enhanced links from Surrey, across London, and into Essex will be extended to Cambridge; this in turn should signal significantly enhanced service provision from intermediate stations such as those at Harlow.
- 7.5 Before significant investment is possible, we believe short term improvements (between 2017-2021) could increase capacity, shorten journey times, improve reliability, and support the growth of Stansted Airport. Local partners – including Stansted Airport – have indicated a strong level of support for this venture. Improvements to M11 J8 are also necessary to delivery growth at Stansted Airport; recognising the importance of M11 J8 to the regional economy GCGOLEP has already committed funding towards the SELEP M11 J8 Improvements proposal contained within this document.
- 7.6 We are also casting our nets further afield where projects allow. For example, we are aware that the CONNECT project, which features in our project list, has already been approved for support by the Cumbria LEP. This prospective collaboration – from one end of the country to another – is a way of working which we would like to fully embrace.
- 7.7 With Coast to Capital LEP, we have a series of shared interests – including the Newhaven Enterprise Zone and developments at the University of Sussex. With the former, we have been looking to ensure we provide complementary support through the Growth Deal – with projects such as investment in the A259. With the latter, we have already spoken to the university about how SELEP can support its very exciting plans and look forward to seeing it enjoy a stronger presence in our governance arrangements moving forward as we adjust them to increase the influence of the university sector on the decisions that we take.
- 7.8 Strong collaboration has continued to take place between SELEP and Coast 2 Capital LEP, with particular reference to the area of Newhaven. It is in the interests of both LEPS to ensure continued economic growth and investment in local infrastructure that will lead to much needed jobs and homes being delivered in and around Newhaven. This has led to a jointly prioritised scheme termed the Newhaven Movement, Access and Resilience Package (MARP) within both bid submissions, for which Government is being asked to fund a £6.75m contribution to each LEP. The Newhaven MARP will directly upgrade the local network, improve access and develop a comprehensive system of walking and cycling routes better connecting Newhaven to the City of Brighton, the South Downs National Park and the A27 and A23 highways.
- 7.9 The proposed scheme will be truly transformational to the growth of the area, building upon and further supporting the already committed £80m investment going into Newhaven on infrastructure, commercial and housing development, while demonstrating real confidence and delivery on the Enterprise Zone status recently awarded in March 2016.



SWALLOW BUSINESS PARK

8 DEVOLUTION

8 DEVOLUTION

8.1 Partnership working through SELEP has demonstrated how numbers of local authorities and the business community can work together towards a shared ambition of economic growth and prosperity.

8.2 In Essex this triggered the decision to explore the opportunity posed by devolution and has stimulated in depth debate, analysis and exploration of what a devolution deal might look like. A number of key themes, centred on economic challenges and opportunities and echoing those in the SEP, have been considered in detail with consensus found around many of the desired actions and outcomes. The business community has played an integral role in this. In South Essex, for example, two conferences were held to garner business input, the first of which was attended and addressed by Lord Heseltine. The SELEP Board also received and endorsed an activity update on the deal development.

The partnership driving devolution discussions across Greater Essex has unanimously agreed that the distance covered during the process and the new ways of working established have been significant. They have therefore committed to continue in this vein, finding ways to collaboratively achieve the shared ambition.

8.3 In Kent and Medway, local government continues to maximise its efficiency within the existing governance framework by commissioning smarter, more efficient services and developing strong partnerships with business to deliver growth. Capitalising on the strong relationships that already exist, Kent and Medway's local authorities work increasingly closely together through three area partnerships in North, East and West Kent – as well as through Kent and Medway Economic Partnership.

The three area partnerships have informed the Local Growth Fund round 3 bids through their deep knowledge of local growth opportunities and challenges - linking our LGF proposals with local planning policy and economic priorities.

8.4 We are an active member of the West Anglia Taskforce, working with three other LEPs (GCGP, Hertfordshire and London Enterprise Panel). Overall, the ambition is to ensure that the West Anglia Main Line is upgraded in a manner that anticipates fully the potential synergies with Crossrail 2. Crossrail 2 is necessary to maximise the long term growth potential of London and the South East. The project could unlock over 100,000 new homes and 45,000 new jobs in the West Anglia Main Line corridor alone, some of which will come forward before the line opens in the early 2030s. This will mean that greatly enhanced links from Surrey, across London, and into Essex will be extended to Cambridge; this in turn should

signal significantly enhanced service provision from intermediate stations such as those at Harlow.

8.5 Before significant investment is possible, we believe short term improvements (between 2017-2021) could increase capacity, shorten journey times, improve reliability, and support the growth of Stansted Airport. Local partners – including Stansted Airport – have indicated a strong level of support for this venture. Improvements to M11 J8 are also necessary to delivery growth at Stansted Airport; recognising the importance of M11 J8 to the regional economy GCGP LEP has already committed funding towards the SELEP M11 J8 Improvements proposal contained within this document.

8.6 3SC has some of the most successful economies in the country and is a net contributor to the national economy. With the anticipated impact of Brexit, the UK economy will need this contribution more than ever, along with its untapped growth potential. 3SC is seeking to maximise the economic contribution the area makes through investment in infrastructure and skills to complement, and add value to, the priorities and programmes in Strategic Economic Plans.

8.7 A recent meeting of the 3SC partnership discussed plans for moving the devolution bid forward for the benefit of our residents and businesses, and it was agreed to continue working towards a achieving a deal with Government.

8.8 The priorities for infrastructure and skills echo those for SELEP and will build upon the investments made in previous Growing Places and Local Growth Funding rounds, and the strong track record of delivery on all programmes will give Government confidence in the partnership to provide additional stimulus to the economy to unlock its full potential. SELEP will continue to play a key role in developing and refining the 3SC devolution bid as we move forward, and by working together we will deliver our mutual ambitions of growth and prosperity.



9 CONCLUDING REMARKS

9 CONCLUDING REMARKS

- 9.1 The South East LEP and its partner authorities are united in their ambition to achieve an unprecedented scale of economic growth. Despite economic uncertainty, SELEPs business voice gives confidence that the appetite for investment remains. This business confidence is demonstrated through the £344m of private sector funding which is committed to our latest Growth Deal proposal.
- 9.2 Our LGF ask seeks to strengthen the economy of Britain, through accelerating economic growth in the South East and in acting as a gateway for trade with mainland Europe and the global market. Our location at the heart of the Thames Estuary puts us in a prime position to achieve a significant quantum of growth and strengthen the UK's economy. However, we need Government support and investment to help us in meetings the pressures from the South East rapidly increasing population and to ensure

that barriers are not created to the future growth of the economy. Government must support SELEP in ensuring that infrastructure is in place to support strong trade links, through improving the resilience of our European Strategic Road Network and in creating the conditions to support private sector business growth.

- 9.3 Our bid delivers against the Government's priorities to create more jobs, build more homes and improve skills. Across our 5 priority themes we can demonstrate significant return on investment; unlocking the delivery of 73,000 new jobs and building 31,000 new homes to meet the needs of our growing population. Our Growth Deal proposal, as set out in this document, seeks £229,059,800 to realise our growth potential and to support us in delivering, at pace, the infrastructure critically required to unlock growth.

SUMMARY OF GROWTH DEAL PROPOSAL

Themes	LGF Ask	Private Sector Match Funding	Jobs	Houses	Learners
Thames Estuary	£98,600,204	£389,500,033	30,588	9,194	1,575
Employability and Skills	£19,620,000		10,874	-	10,620
Job Creation and Enterprise Zones	£36,442,900	£59,782,000	10,539	2,096	-
Homes, Communities and Culture	£17,969,400	£17,351,849	6,819	12,258	-
Strategic Connectivity	£56,424,296	£11,338,000	14,852	7,504	-
Total	£229,059,800	£477,971,882	73,672	31,052	12,195

10 OUR BIDS FOR FUNDING

10 OUR BIDS FOR FUNDING

10.1 Thames Estuary

PROJECT NAME Dartford Town Centre Transformation – generating economic growth and jobs
DESCRIPTION
<p>Dartford town centre is one of Britain’s largest growth locations, and sits at the gateway to the Thames Estuary. However transport constraints have impeded development and limit the town’s ability to fulfil its significant economic potential. With major development in adjacent locations such as Ebbsfleet Garden City with its 10,000+ new homes, it is vital that Dartford develops as a distinctive and vibrant retail location.</p> <p>This scheme incentivises private sector investment in major stalled development sites and improves the economic performance of Dartford Town Centre by at least 25% through transportation and public realm improvements. These improvements include the reconfiguration and optimisation of traffic and pedestrian flow; increased accessibility through new cycle and pedestrian routes; increased road user safety; and the creation of a market square.</p>
OUTCOME
<ul style="list-style-type: none"> Generates 3,516 homes, 1,811 permanent jobs and 5,274 construction jobs. Delivers circa 25% increase in footfall and in town centre expenditure - with £150,981,230 of additional consumer expenditure per annum. Delivers critical infrastructure for area taking a disproportionately high level of growth.
LGF SOUGHT
£4,300,000
LEVERAGE
£7,700,000 (fully secured and ready for investment)

PROJECT NAME Rochester Airport Technology Park - Zone A
DESCRIPTION
<p>Provision of onsite infrastructure to enable SME’s and private sector developers to invest in construction on the land, unlocking the land for commercial use. The site, and those who use it, will benefit from being within an Enterprise Zone. The intention is to attract high quality commercial development to complement the adjacent sites used by Innovation Centre Medway and BAE Systems.</p> <p>Building on the LFG Round 1 Expansion project to free up development land at Rochester Airport, this project is the first phase of enabling infrastructure at the Rochester Airport Technology Park site.</p> <p>This will encourage private sector developers to invest in construction on the land (benefiting from Enterprise Zone tax discounts), unlocking the land for commercial use. The scheme will also lead to a quicker realisation of business rate yields.</p>
OUTCOME
Enables the delivery of 57,450 m2 of new commercial space at this newly designated Enterprise Zone will help safeguard and create a total of 1,544 jobs.
LGF SOUGHT
£3,700,000
LEVERAGE
£44,970,000

PROJECT NAME London Southend Airport Business Park (ABP) – Phase 2 Infrastructure
DESCRIPTION
<p>The Council, in conjunction with its appointed development partner, Henry Boot Developments Limited (HBDL) is seeking £19.89m of Local Growth Funding (LGF) from the SELEP to deliver the second and final phase of enabling site infrastructure on the ABP site.</p> <p>This will directly deliver a new innovation centre and unlock the potential for a further 60,000 sqm of commercial floorspace.</p>
OUTCOME
The delivery of 60,000 m ² of new commercial space and create a total of 2,724 jobs
LGF SOUGHT
£19,890,000
LEVERAGE
£2,380,000

PROJECT NAME Strood Civic Centre Flood Mitigation Works
DESCRIPTION
<p>The brownfield Civic Centre site has been identified as a mixed use regeneration site to meet the high demand for housing in Medway, and contribute towards aspirations to become a Waterfront City by 2035. This site is within the emerging Medway Local Plan. The site is at considerable risk of flooding and requires protection works before it can be redeveloped; once protected it will be an area of prime, high quality residential land with potential for premium housing, offering fantastic un-interrupted views of Rochester Castle and Cathedral. Development of the site will also provide employment land, targeted at SMEs, encouraging local cafes, restaurants and independent retailers, enabling job creation.</p>
OUTCOME
The mixed use development is expected to create a total of 479 new jobs and 325 new homes.
LGF SOUGHT
£3,500,000
LEVERAGE
£32,800,000 (Of which £32m is private sector investment in the mixed use development of the Civic Centre site)

PROJECT NAME A2500 Lower Road Improvements
DESCRIPTION
<p>Accelerating housing delivery on the Isle of Sheppey in the Thames Estuary can deliver a quick win for the Government's growth ambitions and help accommodate Kent and London's rising populations.</p> <p>To do this, LGF investment in the A2500 is essential. The A2500 experiences unacceptable levels of congestion on a daily basis because it is one of only two roads leading to the mainland; it is the key transport corridor for the Island's tourism-related economy; it experiences heavy usage by employees accessing the 3 HM Prison clustered around the A2500 (HM Prison Service is the Isle's largest employer).</p> <p>Ideally LGF would be invested to widen the entire length of the A2500. However we've taken a pragmatic approach given the urgency to address the congestion and the finite pot of funding available. LGF is thus sought for a smaller scheme to replace the existing signal controlled arrangement at the A2500 Lower Road/Barton Hill Drive junction with a roundabout.</p>
OUTCOME
<p>Unlocks the delivery of 892 houses by 2025, and 1,519 houses by 2031.</p> <p>This scheme has the associated benefit of producing 216 jobs each year during construction.</p> <p>Investment in transport infrastructure to support economic and housing growth on the Isle, which is one of the most deprived 10 per cent of areas nationally based on the Index of Multiple Deprivation.</p>
LGF SOUGHT
£1,264,930
LEVERAGE
£540,000

PROJECT NAME A127/A130 Fairglen Interchange - new link road
DESCRIPTION
<p>Provision of a new link road from the A130 to A1245 to remove significant traffic from the Fairglen Interchange.</p> <p>Fairglen carries over 110,000 vehicles a day and suffers significant congestion and delays. The new link road will alleviate flows at Fairglen by negating the need for vehicles travelling from Chelmsford to complete two sides of the 'Fairglen Traingle' to access the A127 eastbound.</p>
OUTCOME
The increased capacity will unlock the delivery of 7,700 jobs
LGF SOUGHT
£6,235,000
LEVERAGE
£3,600,000

PROJECT NAME Chatham Destination Placemaking: City Centre (Thames Gateway project)
DESCRIPTION
Transformation of central Chatham to create a city centre environment, attracting inward investment, raising local aspirations and core destination for Medway, an area that aspires to become a Waterfront City with a population of 330,000 by 2035. The project will deliver a re-imagined city centre that will create a high quality Civic Square public space that highlights and enhances connections to: established world class heritage at Fort Amherst; proposed mixed use regeneration sites at Chatham Waterfront, Medway Street and Medway Creative Quarter, and the proposed Chatham Waterfront Marina and established town centre facilities and services.
OUTCOME
In the region of 300 homes and 700 new direct jobs
LGF SOUGHT
£4,000,000
LEVERAGE
£37,800,000

PROJECT NAME Basildon Town Centre
DESCRIPTION
Investment towards two significant components of the Basildon Town Centre Regeneration Programme that will deliver 1,032 homes and 1,500 sq m of new, catalytic, commercial floorspace creating and safeguarding 2,839 jobs. The project is a catalyst to attracting substantial private investment and will be further enhanced by the establishment of a town centre Further Education College campus with 2,000 new learners and 200 staff.
OUTCOME
<ul style="list-style-type: none"> • 1,500 sqm of commercial floorspace • 2,839 jobs created or safeguarded • And enables the delivery 1,032 new homes
LGF SOUGHT
£5,380,000
LEVERAGE
£44,850,000

PROJECT NAME Grays South
DESCRIPTION
<p>The Grays South Project will create a new quarter within the town centre based around a boulevard underpass linking two new public squares bounded by a series of mixed use developments incorporating a new rail station.</p> <p>The quarter will create a high quality arrival point and meeting place at the heart of Grays including new active public spaces defined by new development to provide modern commercial units with residential and office accommodation on the upper floors.</p>
OUTCOME
<ul style="list-style-type: none"> • 170 jobs created or safeguarded • Enable the delivery of 121 homes • 2,009 sqm of commercial floorspace by 2025
LGF SOUGHT
£10,840,274
LEVERAGE
£30,799,069

PROJECT NAME London Southend Airport Surface Access – Sutton Road/Purdeys Way
DESCRIPTION
<p>This key junction, near Southend Airport, provides access to a growing Industrial Estate - Purdeys.</p> <p>The only access to the Estate is a restrictive mini-roundabout, which severely limits large vehicle movements and the junction consequently suffers from significant congestion/delays. The proposal replaces this access with a larger signalised junction to improve traffic flows on the local network.</p>
OUTCOME
<ul style="list-style-type: none"> • 7,380 jobs created or safeguarded
LGF SOUGHT
£3,240,000
LEVERAGE
£1,000,000

PROJECT NAME Swan Modular Housing
DESCRIPTION
<p>Swan is setting up a factory that will construct modular homes enabling it to deliver more homes, faster, more cheaply and at a higher quality than via traditional construction methods.</p> <p>Modules will be constructed and fitted out in the factory, before being delivered to site almost fully complete, assembled and clad to provide attractive, high-quality homes.</p>
OUTCOME
<ul style="list-style-type: none"> • 1,750 new homes enabled • 6,095 sqm of commercial workspace created • 50 jobs created and safeguarded
LGF SOUGHT
£1,500,000
LEVERAGE
£1,400,000

PROJECT NAME CONNECT – London Southend Airport
DESCRIPTION
<p>An innovative new project linking the economies of Thames Estuary and the South East and the North West. It centres on infrastructure improvements at London Southend Airport which will significantly improve operating efficiency and therefore economic benefits, wealth and job creation.</p> <p>The improvements will drive wider benefits including: collaborative tourism marketing and packages; skills and local employment initiatives; environmentally and socially sustainable growth.</p>
OUTCOME
<ul style="list-style-type: none"> • 1,400 jobs created or safeguarded
LGF SOUGHT
£4,500,000
LEVERAGE
£10,100,000

PROJECT NAME Better Queensway
DESCRIPTION
The Better Queensway project will regenerate the northern end of Southend town centre, including: the renewal of the Queensway housing estate (providing a mix of affordable and private housing), redevelopment of the retail parade on Christchurch Road and culverting of the A13 underpass to create a new green space for Southend.
OUTCOME
<ul style="list-style-type: none"> • 1,378 new homes enabled • 6,910 sqm of new commercial floorspace • 44 jobs created or safeguarded
LGF SOUGHT
£22,750,000
LEVERAGE
£291,740,001

PROJECT NAME PROCAT National Institute for advanced STEM Technology, Basildon
DESCRIPTION
<p>This is a major skills project of national importance. When completed the National Institute for Advanced STEM Technology will provide a centre of excellence for work based technical and professional further and higher education.</p> <p>Based in Basildon, in the heart of the Thames Gateway, the new campus will promote and deliver advanced apprenticeships, higher and degree apprenticeships in STEM sectors including railway engineering, aviation, automotive and advanced engineering and robotics where there are significant skills shortages affecting productivity and competitiveness. The new centre will be the first of its type in England and has the support of major employers.</p>
OUTCOME
<ul style="list-style-type: none"> • 2,000 jobs created or safeguarded • 10,650 sqm of new training space • 1,575 learners assisted • 5,109 sqm reduction of floorspace in poor/inadequate building condition • 100 units of student accommodation will also be delivered
LGF SOUGHT
£7,500,000
LEVERAGE
£15,820,000

10.2 Employability and Skills

PROJECT NAME Kent and Medway Engineering, Design, Growth and Enterprise (EDGE) Hub
DESCRIPTION
<p>Working with Canterbury Christ Church University, the Kent and Medway EDGE Hub is an industry-led initiative to drive economic growth in the engineering and technology industry through the establishment of a transformative 3,588m² teaching and research centre, with satellite facilities at the Discovery Park (Dover), CCCU's Medway Campus, and other parts of Kent.</p> <p>The Hub will add a suite of new technical and professional education opportunities (from degree apprenticeships to doctoral programmes) in Engineering, Product Design and Technology, and provide support to businesses with research projects, prototype development and commercialisation, and CPD opportunities.</p> <p>This project is urgently needed in Kent and Medway, where fewer young people enter higher-level engineering and technology courses, and where businesses are held back by skills shortages and the lack of infrastructure to support innovation and research.</p>
OUTCOME
<ul style="list-style-type: none"> • Worth £9.5m to £11m per year to Kent and Medway's economy. • Creates 67 direct new highly-skilled jobs and 56 indirect new jobs. • 1250 additional student enrolments by July 2024. • Supports 420 company research projects & 375 CPD learners. • Delivers new research and consultancy worth £1.8m. • Delivers 12,900 student visits to Engineering and Technology-themed careers events to build a passion in young people.
LGF SOUGHT
£6,120,000
LEVERAGE
£14,880,000 (100% invested by Canterbury Christ Church University)

PROJECT NAME Technical and Professional Skills Centre at Stansted Airport
DESCRIPTION
<p>Stansted Airport and Harlow College (applicant), supported by Essex County Council, propose to develop and deliver a Technical and Professional Skills Centre at the airport. The centre will:</p> <ul style="list-style-type: none"> • Provide training opportunities to meet skills gaps in aircraft engineering • Programmes bridging acknowledged technical skills gaps from level 3 to 5. • Match growing skills needs of the Airport and wider area
OUTCOME
<ul style="list-style-type: none"> • 540 jobs created or safeguarded • 530 learners assisted
LGF SOUGHT
£3,500,000
LEVERAGE
£6,980,000 (including £3,000,000 gift in kind from Stansted Airport)

PROJECT NAME STEM Innovation Campus - Colchester Institute
DESCRIPTION
<p>The project fulfils the vision of a Centre of Advanced Technology for Braintree.</p> <p>It will include the delivery of:</p> <ul style="list-style-type: none"> • Transforms campus from FE College to Technology Centre of Excellence • Provide skills training aligned to local employer need • Deliver outcomes of Strategic Area Review providing efficient accommodation supporting 20% of the Essex Devolution pledge in apprenticeship starts. • Employer focussed model. Co-delivered by employers
OUTCOME
<ul style="list-style-type: none"> • 6,499 jobs created or safeguarded • 5,520 learners assisted • 6,614 sqm reduction in floor space in poor/inadequate building condition
LGF SOUGHT
£5,000,000
LEVERAGE
£4,000,000

PROJECT NAME Centre for Health and Employment - Colchester Institute
DESCRIPTION
<p>To deliver a 4,000 sqm Vocational Centre of Excellence to respond to the Essex skills crisis in Health & Care. The project will:</p> <ul style="list-style-type: none"> • Provide a shared service facility combining Health and Care teaching, GP surgery and sports centre • Provide real life working environments for innovative teaching methods • Increase capacity & provide faster route to market for new higher level technical qualifications
OUTCOME
<ul style="list-style-type: none"> • 3,437 jobs created or safeguarded • 3,590 learners assisted • 4,000 sqm of new training floorspace will be delivered
LGF SOUGHT
£5,000,000
LEVERAGE
£6,000,000

10.3 Job Creation and Enterprise Zones

PROJECT NAME Fort Halstead, Sevenoaks
DESCRIPTION
<p>This project will create a new business park at Fort Halstead, an ex-MOD research and development site adjoining the M25, that will become Sevenoaks District Council's largest new employment site, unlocking 1,100 new high-tech jobs and 450 residential units.</p> <p>Much of the Fort Halstead site is vacant, because DSTL is relocating operations to Portsmouth and Wiltshire. QinetiQ, a private sector defence research organisation, now owns the land and employs 200 people at the site.</p> <p>LGF investment will enable Sevenoaks District Council to purchase part of the site to secure it for commercial use. This is important as demand for commercial premises is currently very strong and availability very limited but, left to market conditions, the site is likely to be used solely for residential development. The majority of Sevenoaks' residents commute outside of the district for employment so local job creation at Fort Halstead is a priority.</p>
OUTCOME
<p>Establish a new business park, unlocking 1,100 high-tech jobs, 450 dwellings (of which 30% will be affordable), an 80 bed hotel and a new village centre.</p> <p>The employment site is anticipated to deliver 9290 sq m of A-grade HQ style offices, 3019 sq m of light industrial floorspace, as well as laboratories and precision-engineering employment space.</p>
LGF SOUGHT
£1,530,000
LEVERAGE
£32,030,000

PROJECT NAME Leigh Flood Storage Area & East Peckham - unlocking growth
DESCRIPTION
<p>Tonbridge and Malling is working to identify new housing and employment sites in its emerging Local Plan, however their availability is severely constrained by the significant threat of flooding.</p> <p>LGF would fund a 30% capacity increase in the Flood Storage Area and the construction of local embankments to facilitate 2,100 housing starts (out of the 7,000 required in the local plan), and over 13 hectares of new employment land.</p> <p>The need for flood defences is acute: Tonbridge and East Peckham suffered serious flooding in the winter of 2013/14 (with the former Prime Minister visiting nearby Yalding) and on 7 other occasions in the last 60 years.</p> <p>The wider economic benefits are defending 283 existing businesses, 2,308 homes, and making Tonbridge and land along the River Medway a more attractive location for potential investors.</p>
OUTCOME
<ul style="list-style-type: none"> • Unlocks new Local Plan locations – enabling 2,100 housing starts by 2031 and unlocking over 13 hectares of employment land. • Generates 570 jobs by 2021. • Protects 283 businesses and 2,308 businesses
LGF SOUGHT
£4,635,900
LEVERAGE
£20,055,000 (£16,150,000 from the Environment Agency, at least £500,000 from private sector business contributions, and £3,405,000 from local authorities).

PROJECT NAME East Sussex Strategic Growth Package
DESCRIPTION
The proposal is to enable the delivery of new commercial employment development at three locations across East Sussex, offering quality bespoke developments for companies wishing to relocate. The package is aligned with identified growth areas and capitalises on existing and programmed infrastructure investment. The business case indicates that the programme will enable the development of 34,632m2 additional B1(a) and B1(c) business floorspace (NIA) in East Sussex.
OUTCOME
<ul style="list-style-type: none"> • 34,632m2 additional B1(a) and B1(c) business floorspace (NIA) • Job creation at these new employment sites
LGF SOUGHT
£10,400,000
LEVERAGE
£10,800,000

PROJECT NAME Innovation Centre (Phase 1) - University of Essex Knowledge Gateway
DESCRIPTION
Innovation Centre will attract companies to come to the University of Essex to establish and grow their business, contributing to student employability strategies and enhancing the position of the University as a national centre for SME.
Benefits to the wider economy measured in terms of new business starts/business growth, jobs created and GVA added (£9.2 million) plus sectoral clustering.
OUTCOME
<ul style="list-style-type: none"> • 423 new jobs created or jobs safeguarded • 2,196 sqm of new commercial floorspace • 21,707 sqm of new training/learning space
LGF SOUGHT
£2,000,000
LEVERAGE
£8,500,000

PROJECT NAME Eastside Business Park
DESCRIPTION
The project involves the development of one of the Newhaven Enterprise Zone 'package' sites (Eastside South; 2.3ha) with the construction of five new commercial units – of which Phase 1 is to construct two 'affordable starter business units' of 1,191m ² each. A commercial development viability gap has been identified of £1.6m in financial appraisals. This is effectively one of the projects within the Newhaven EZ Delivery Package.
OUTCOME
<ul style="list-style-type: none"> • 204 jobs created and safeguarded • 7,733 sqm of commercial space
LGF SOUGHT
£1,600,000
LEVERAGE
£6,200,000

PROJECT NAME Enterprise Zone Kent Medical Campus Highway Works, Maidstone
DESCRIPTION
The scheme involves the reconfiguration and signalisation of the M20 Junction 7 grade separated gyratory, the A249 / Bearsted Road roundabout junction, and the enlargement of the Bearsted Road / New Cut Road roundabout junction to improve junction capacity and traffic flow in order to accommodate the traffic associated with the Kent Medical Campus development. The scheme includes the construction of the on-site access road required to service the development plots, and provision of new pedestrian crossing facilities.
The purpose of this funding bid is to attract businesses to locate at the North Kent Innovation Enterprise Zone and to assist in the delivery of the Kent Medical Campus .
OUTCOME
The scheme will deliver a total of 3,000 new jobs . This will include highly skilled jobs located at Kent Medical Campus Enterprise Zone . The project will support the delivery of nearly 500 houses by 2021, with the potential for the scheme to support further residential development across the wider Maidstone area.
LGF SOUGHT
£7,500,000
LEVERAGE
£2,172,000

PROJECT NAME Investment in NIAB East Malling Research Biotech Hub
DESCRIPTION
<p>This scheme will further develop the NIAB EMR biotech hub that will support innovation, research and spin-out businesses. The proposed development includes the purchase of an Industry Standard Glasshouse and energy centre; three laboratories (for genetics service, fruit processing; and fruit analysis); IT infrastructure; and farming infrastructure.</p> <p>This investment will: accelerate commercialisation of existing and new UK developed plant-based intellectual property; help develop new UK varieties and crops for export and for added value uses in food and health; help develop new and improved tools for agricultural production including application of engineering and bio-tech solutions by UK SMEs with the potential for international export; and create supply chain resilience for UK fresh produce.</p>
OUTCOME
<ul style="list-style-type: none"> • Create 950 jobs nationally, but predominantly in the wider South East. • Safeguard 7,500 jobs in Kent in the horticultural sector. • Protect 4,600 jobs in Kent + 7,400 jobs in the South East LEP in downstream industries associated with horticulture
LGF SOUGHT
£6,160,000
LEVERAGE
£6,110,000 of private sector investment from companies such as Driscoll's Genetics

PROJECT NAME Northern Gateway Strategic Infrastructure Package
DESCRIPTION
As a key commercial Gateway north of the town the Council aims to deliver an early package of sustainable infrastructure, to help accelerate job creation, stimulate and attract more B1 office development and further housing development.
OUTCOME
<ul style="list-style-type: none"> • 5,553 jobs created or safeguarded • 300 new homes • 148,927 sqm of commercial floorspace • 8,531 additional businesses with broadband access of at least 30mpbs • 8,531 additional businesses with sustainable energy provision
LGF SOUGHT
£4,820,000
LEVERAGE
£11,820,000

10.4 Homes, Communities and Culture

PROJECT NAME Devonshire Park
DESCRIPTION
<p>The £44m investment in the Devonshire Park Quarter is a once in a lifetime opportunity to create a new conference complex and secure a sustainable future for three theatres, our arts offer and international tennis tournament. The LGF bid will help bring forward and support the development of a £16m Welcome Building and surrounding landscaped gateway, as the first step in wider £44m regeneration of the Devonshire Park site. The Centre will include: conference/exhibition facilities; a café/bar; tourist information; tennis facilities; and box office for Eastbourne theatres. It will replace the outdated conference facilities at The Devonshire Park Centre.</p> <p>The centre acts as a gateway to the wider complex and will be home to a new conference and exhibition facility of sub regional significance and a new driver for economic growth to the East Sussex economy. An additional visitor spend of £13.5m will be a substantial step towards creating a resilient local economy, funding additional hotel beds and retail floorspace and avoiding the downward spiral seen in so many coastal towns.</p>
OUTCOME
<p>The project will bring forward a 13,400 m² of commercial and cultural floorspace, expected to attract 100,000 additional visitors and £13m additional visitor expenditure per annum.</p> <p>The project will create direct employment opportunity at the Welcome Centre, but will support much more widespread impact in safeguarding and creating new jobs across the tourism sector.</p>
LGF SOUGHT
£5,000,000
LEVERAGE
£39,000,000

PROJECT NAME Swanley Town Centre Transformation
DESCRIPTION
<p>Funding is sought is to kick start the redevelopment of three sites in Swanley for residential development, for the provision of business incubator space and for the development of new leisure facilities that would generate new employment in the town.</p> <p>The three sites selected (Meeting Point, Bevan Place, and Whiteoak) are at the end of their useful life. By development of three sites for a mixture of housing and business use, the entrance to Swanley at a strategic location, juxtaposed with the London Road leading from the M25 junction 3 and the footpath to Swanley station will be transformed. Economic growth will be unlocked by the development of 6,237 new dwellings and 1,150 new jobs.</p>
OUTCOME
<ul style="list-style-type: none"> • 6,237 dwellings and 1,150 jobs
LGF SOUGHT
£1,938,000
LEVERAGE
£10,500,000

PROJECT NAME Final Phase of Westwood Relief Strategy
DESCRIPTION
Westwood Relief Strategy addresses severe congestion at the main intersection of roads across Thanet District. This pinch-point is also the access to the Westwood Cross Shopping Centre. The bottleneck directly impedes growth in Westwood itself. The initial phases of the Westwood Relief Strategy have been delivered through a combination of private sector and Local Pinch Point Funding. LGF3 is now required to deliver the final stage of the Westwood Relief Strategy, to achieve all the economic and transport benefits associated with the project. These include: Safeguarding existing jobs due to better business; Creating new jobs due to potential expansion; Improving journey times; Enabling the delivery of new residential development; Additional and Indirect Jobs created through construction works.
OUTCOME
Over 3,800 dwellings and over 2,500 jobs over project lifetime
LGF SOUGHT
£4,900,000
LEVERAGE
£1,000,000

PROJECT NAME Paddock Wood Junction Improvement
DESCRIPTION
3 forthcoming development sites in Paddock Wood are directly dependent on improvements being made to 2 key junctions on the B2017 Badsell Road. These 3 sites will deliver nearly 1,000 homes and will help support local businesses (including retail) in Paddock Wood's town centre. Paddock Wood is already a key employment area and these developments will support the creation of 1,140 jobs. The proposed developments include a Primary School which will be a new employer in the area.
OUTCOME
<ul style="list-style-type: none"> Generates 1,140 jobs and nearly 1,000 dwellings by 2021 Unlocks a development that will deliver a new Primary School to the area.
LGF SOUGHT
£3,000,000
LEVERAGE
£950,000 (100% from the private sector)

PROJECT NAME Ashford Town Centre Transformation
DESCRIPTION
<p>This scheme will see the transformational regeneration and development of Ashford Town Centre, delivering over 1,200 homes and 1,000 jobs at 5 key developments, including at ‘Commercial Quarter’, a major office location within Kent and the South East. These developments are regenerating brownfield sites that have been vacant for approximately 20 years.</p> <p>This scheme provides the investment in highways infrastructure to unlock these high-risk developments and to create a more dynamic property market. Junction reconfiguration will support increased activity and traffic flow; public realm improvements will facilitate pedestrian movement between Ashford International Station, the town and surrounding developments; and new parking provision will accommodate the increased demand of the developments.</p>
OUTCOME
The project will bring forward 5 new development sites to generate 1,000 new jobs and 1,129 homes by 2025.
LGF SOUGHT
£969,240
LEVERAGE
£965,000 (100% from private sector and third party contributions)

PROJECT NAME The Charleston Century Project, Lewes
DESCRIPTION
<p>The project is a £9.3m capital investment programme to restore, redevelop and create new spaces within the Charleston country house visitor attraction to enhance its potential as a visitor asset.</p> <p>Work will include: new access road and car park; structural and heritage preservation work; new gallery, auditorium and learning spaces; increased office space; and expanded café and restaurant.</p>
OUTCOME
<ul style="list-style-type: none"> • 14 jobs created or safeguarded • 15,000 additional visitors and £4.3m additional visitor expenditure per annum
LGF SOUGHT
£2,162,160
LEVERAGE
£7,187,500

10.5 Strategic Connectivity

PROJECT NAME Ashford International Rail Connectivity Project (Ashford Spurs)
DESCRIPTION
Retention of international rail services is an unequivocal ambition of SELEP, and business and civic stakeholders in Kent and Medway. The existing international train service will be lost without the investment in new signalling infrastructure required by the new rolling stock, disrupting the lives of 196,560 passengers per year, hindering growth in the Mid-Kent and East-Kent sub economic regions, and putting jobs and livelihoods at risk.
OUTCOME
<ul style="list-style-type: none"> • The retention of international train services to Europe, used by 196,560 passengers every year. • At least 2,000 jobs will be safeguarded and created. • At least 350 dwellings constructed. • Helps safeguard up to 32% of the 3,882 jobs in the local tourism economy (with 84,000 overnight trips made by overseas visitors p.a.). • Makes efficient use of the public purse (Significant funding was invested to establish Ashford International Station in 1996); • Supports and safeguards growth by international companies located near Ashford (including those at Discovery Park's Enterprise Zone). • Supports the creation of a further education hub adjacent to the station.
LGF SOUGHT
£4,800,000
LEVERAGE
£5,700,000

PROJECT NAME Gilden Way Upgrading Harlow
DESCRIPTION
Harlow has only one access to the M11 at J7. Consequently, as traffic around the network is severely congested, it is proposed to add a new junction 7A. Gilden Way would be extended by a new link road to provide access to new housing and the new junction. This scheme would widen Gilden Way to accommodate two westbound lanes, one eastbound, an improved footway for pedestrians and cyclists and access to new housing.
OUTCOME
1,050 jobs created or safeguarded
LGF SOUGHT
£5,000,000
LEVERAGE
£5,400,000

PROJECT NAME M11 J8 Improvements
DESCRIPTION
This proposes three distinct improvements to junction 8 of the M11 and adjacent roads. Because of queuing problems for traffic leaving the motorway, the proposal adds segregated left turn slips southbound and northbound, plus the replacement of the current roundabout between the A120 and the A1250 with a signalised junction. Access to Stansted from this junction will therefore be improved. The scheme has received financial support from GCGPLEP
OUTCOME
3,000 jobs created or safeguarded
LGF SOUGHT
£6,800,000
LEVERAGE
£5,000,000

PROJECT NAME Woodsgate Corner
DESCRIPTION
The A264/A228 is one of only five road arteries in and out of Tunbridge Wells. The road acts as a major commuting route , serves three schools, forms the link between the A21 and TW town centre , and is the access road for Tunbridge Wells Hospital's emergency service vehicles. Congestion on this road stifles the economic growth in Tunbridge Wells. Tailbacks frequently stretch back from the town centre to Pembury and beyond (in and outside of peak hours). Were LGF to fund a roundabout to replace the existing signalised junction, over 1,500 new homes and 1,800 jobs could be supported and additional consumer expenditure could be generated in the town. This scheme has a very high value for money score of 6.47.
OUTCOME
<ul style="list-style-type: none"> • Over 1,500 new homes and 1,800 jobs generated by 2025. • Alleviates traffic congestion on a key arterial road. • Improves access to the major hospital within the Mid-Kent/West-Kent region (the hospital's catchment area stretches as far as Maidstone).
LGF SOUGHT
£2,600,000
LEVERAGE
Opportunities will continue to be sought to draw in private sector contributions to the project.

PROJECT NAME
A2 off-slip at Wincheap, Canterbury
DESCRIPTION
<p>Canterbury is the third largest housing growth location in Kent. A significant portion of the district's Draft Local Plan sites are situated in Thanington and Wincheap where 4 commercial and residential sites will deliver 1,150 new homes, 1,685 new jobs and support the delivery of 68,333m² of new office, retail and leisure floor space. All 4 sites are directly dependent on a new A2 Coastbound off-slip road being constructed.</p> <p>The benefits of the scheme will extend beyond the immediate area. Through creating improved access to Wincheap and Thanington, this will reduce vehicle trips from the city centre's congested ring road and inner radial routes.</p> <p>The new slip road will provide more direct access to the well-utilised Park and Ride site at Wincheap (which is being expanded), encouraging more sustainable journeys into the city centre.</p>
OUTCOME
<ul style="list-style-type: none"> • 1,150 new houses and 1,685 new jobs generated • Supports the delivery of up to 68,333m² of commercial floorspace at Wincheap and Thanington. • Supports sustainable access to Canterbury City Centre.
LGF SOUGHT
£4,400,000
LEVERAGE
£4,400,000

PROJECT NAME
Duke of York's roundabout
DESCRIPTION
<p>Over 70% of all foreign trade transported by HGVs to and from the UK passes through the Port of Dover, and this figure continues to rise with the Port witnessing a 25% increase in freight traffic over the past 3 years.</p> <p>Freight companies opt to use the M2/A2 or the M20 to reach the Dartford Crossing & M25.</p> <p>Heavy HGV usage places significant stress on the Duke of York's Roundabout - a major pinch point on the M2/A2. This stress intensifies in the event of cross-Channel disruption (see press of 24 July citing 14 hour delays to access Port). Once a new Lower Thames Crossing is constructed, the A2 usage will increase further.</p> <p>This junction is the primary junction in Dover and Deal – serving the principle housing allocation in Dover at Whitfield; one of the major East Kent employment and business allocations at White Cliffs Business Park; and the adjacent Connaught Barracks (Accelerated Delivery) Site.</p>
OUTCOME
<ul style="list-style-type: none"> • Over 1,200 dwellings and 3,367 jobs • Reduces congestion on a major European trading route (M2/A2) • A more resilient junction to deal with higher traffic flow generated by a new Lower Thames Crossing and in the event of cross-Channel disruption.
LGF SOUGHT
£4,500,000
LEVERAGE
£0m (although £1.5m continues to be sought from Highways England to invest in this pivotal section of the network)

PROJECT NAME Newhaven Movement, Access & Resilience Package
DESCRIPTION
<p>The project will deliver a series of six planned highways and transport-related investments along the A259 corridor between Brighton and Eastbourne, to provide capacity to support employment and housing growth.</p> <ul style="list-style-type: none"> • Rushey Hill embankment stabilisation • Exceat Bridge replacement • Newhaven area walking and cycling package
OUTCOME
The investment in a comprehensive package of transport improvements along the A259 will facilitate the delivery of 3,454 new homes.
LGF SOUGHT
£6,750,000
LEVERAGE
£8,648,000

PROJECT NAME Colne Bank Roundabout Improvements, Colchester
DESCRIPTION
<p>Congestion in Colchester is severe and Colne Bank is a key junction which suffers from major delays. It provides access to the A12, station and town centre, as well as being gateway to the main east-west corridor.</p> <p>This scheme proposes converting the junction into a signalised north / south hamburger roundabout together with the addition of a left turn slip from Cymbeline Way to Station Way.</p>
OUTCOME
1,250 jobs created or safeguarded
LGF SOUGHT
£9,352,000
LEVERAGE
£7,000,000

PROJECT NAME Millennium Way Slips, Braintree
DESCRIPTION
At Braintree, the grade separated A120 terminates at Galleys Corner. This junction is a 5-arm roundabout which suffers from substantial queues. This proposal would introduce eastbound and westbound slips onto Millennium Way prior to the junction, thus relieving Galleys Corner of over 250 vehicles an hour and providing better access to Freeport retail park and the town.
OUTCOME
700 jobs created or safeguarded
LGF SOUGHT
£12,224,000
LEVERAGE
£5,000,000

South East

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