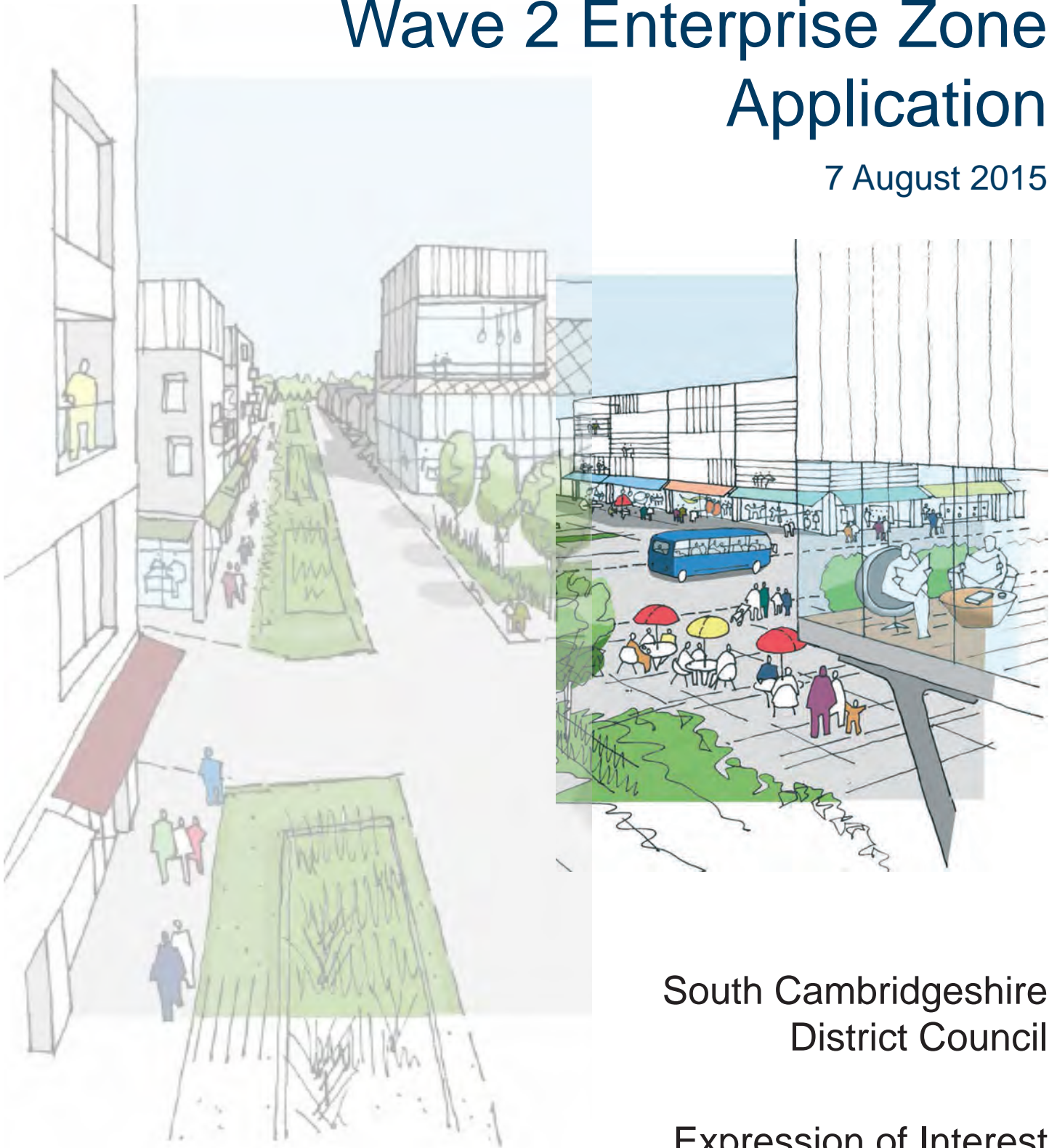




South
Cambridgeshire
District Council

Wave 2 Enterprise Zone Application

7 August 2015



South Cambridgeshire
District Council

Expression of Interest

www.scambs.gov.uk

Wave 2 Enterprise Zone Applications; Expression of Interest to GCGP by South Cambridgeshire District Council 7 August 2015

- Overview and Executive Summary
- Nothstowe, Cambourne, Waterbeach
- Overview map
- Supplementary opportunities

South Cambridgeshire has three new settlements to the north of Cambridge, where commercial investment is generally slower. These sites are the focus of this submission. New investment is traditionally drawn to the city of Cambridge and the science parks in the south of the district. Inclusion of our northern sites in an Enterprise Zone will act as a catalyst for commercial investment helping to accelerate delivery of sustainable and balanced new communities.

We meet the criteria for this wave of Enterprise Zones as a rural district offering multi-site opportunities.

South Cambridgeshire is in a position to meet and deliver against the Enterprise Zone, Wave 2 objectives allowing substantial economic benefits. With an excellent track record of delivery, South Cambridgeshire is set to deliver 19,000 homes and 22,000 jobs in the next 20 years. Together with the City of Cambridge, the area is set to 33,000 new homes and 44,000 jobs.

A designation of “Enterprise Zone” status will encourage private sector investment and the delivery of jobs alongside homes adding value to the economy.

For this reason we put forward in this Expression of Interest for following sites:

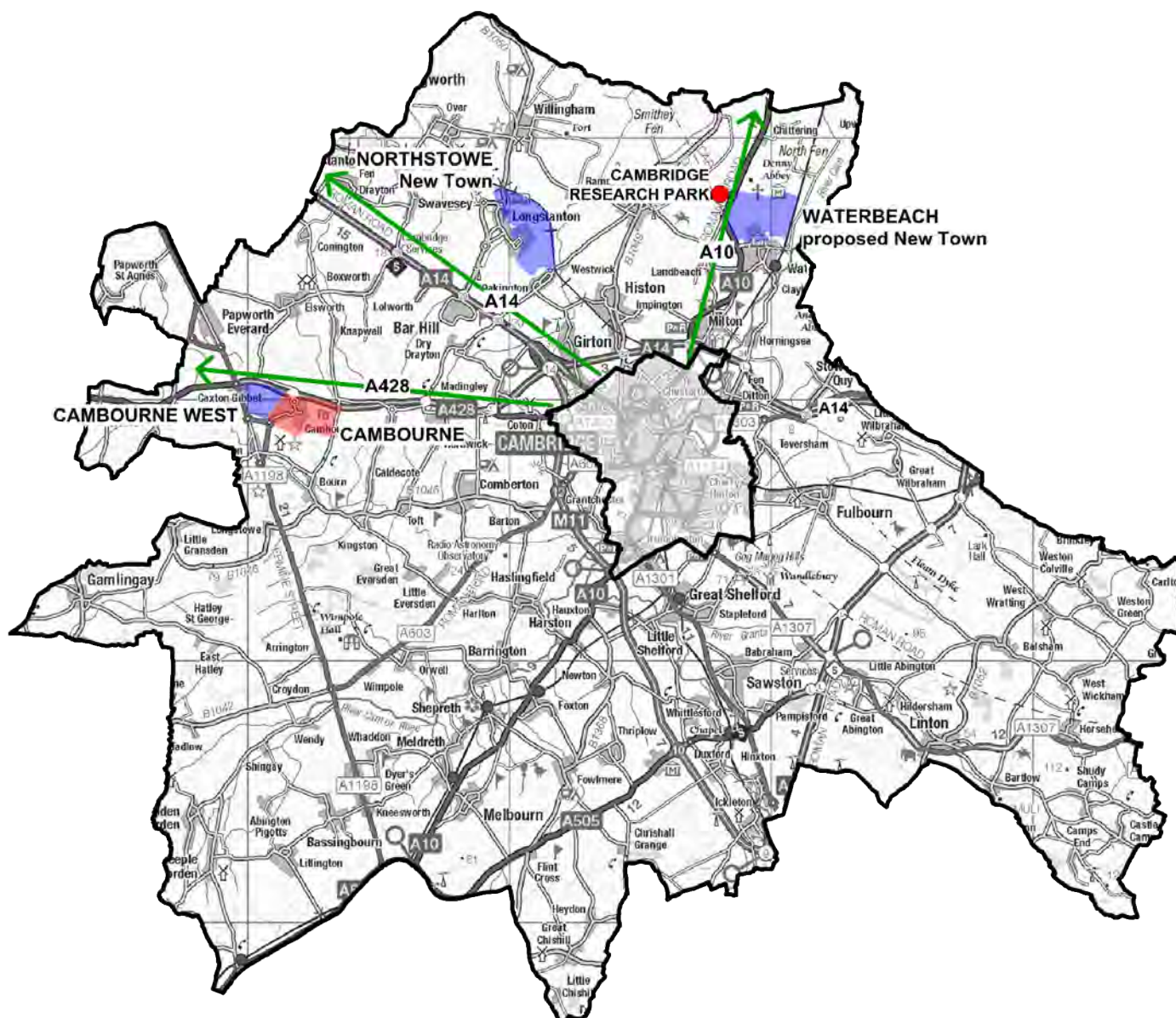
- **Northstowe**, a new town which will deliver 10,000 homes along with employment and services, with clear economic objectives outlined in its own Economic Strategy (https://www.scamb.gov.uk/sites/default/files/documents/Economic%20Development%20Strategy_0.pdf)
- **Cambourne West**, an extension of the new village which will incorporate new employment sites, and the Cambourne Business Park.
- **Cambridge Research Park/ Waterbeach New Town/** The Research Park adjoins the site identified in the submitted South Cambridgeshire Local Plan for a new town (including 8,000 – 9,000 homes), and will act as a catalyst for jobs to accompany early development. The Research park has the capacity to deliver up to 2,500 jobs. Waterbeach New Town is has government support and is also development on a brownfield site In addition, there are a number of smaller local sites which could be included to support a step change in economic delivery in the rural area.

Delivering such growth is not without its challenges. Enterprise Zone status could facilitate growth through encouraging the embedding of businesses in newer areas, particularly during the early development of these new communities. The incentive of business rate relief, coupled with the Council (SCDC) already having planning performance agreements in place will accelerate delivery.

The landowners and developers for Northstowe, Cambourne and Waterbeach Research Park have all indicated support for their sites to be included.



South Cambridgeshire District Council: Enterprise Zone Wave 2 2015 - Initial Site identification proposals



KEY: GCGP Criteria

- GCGP needs to prioritise the bids (and ideally submit only one);
- Preference given to smaller towns/places/rural areas;
- Encouraged (in context of above) to have multi-site EZ;
- Proposed sites should be 'clear' with no existing businesses in place;
- Infrastructure costs must be funded locally or via the rates incentive - do not submit sites that will rely on other, as yet unidentified, funding;
- Align with SEP and economic priorities (e.g. planned improvements to roads/rail/energy supplies);
- Extensions to EZs will be considered (and conversion of Food EZ and University EZ);
- Demonstrate a strategic fit with areas' plans for devolved powers and improved governance arrangements;
- Retention of business rates by GCGP – expectation that this is used to fund development required on the EZ;
- The financial model of the EZ must be worked through, showing BCR and any financial instruments;
- GCGP expected to lead delivery working closely with local partners;
- Encouragement of planning offer eg LDOs or Planning Performance Agreement.

Key

✓= Meets GCGP/EZ criteria – comments to clarify

Cambourne

Employment opportunities like Cambourne are an important part of the future of the Cambridge area economy. They will compliment growth taking place in the City and to the South of Cambridge, and spread the benefits to other parts of the Cambridge area.

Cambourne village is planned for significant growth. The Cambourne West site is identified in the Council's emerging Local Plan, and a planning application is currently being considered for 2350 dwellings. The existing undeveloped part of the Cambourne Business Park is anticipated to now be developed as a mixed use site, with new employment sites forming part of the Cambourne West development. The existing Cambourne Business Park has been slow to come forward in the early life of the new village. The village is now growing, and supporting employment development will help create a sustainable and vibrant new community.

The Greater Cambridge City Deal is a game changer, delivering High Quality Public Transport links to key destinations in Cambridge. The A428 / A1303 is earmarked for public transport and cycling improvements in the first tranche of funding, which will significantly reduce journey time and increase frequency and reliability on the corridor. This reflects the City Deal priority of investing to achieve efficient and convenient movement between new developments and employment sites. Public consultation will take place in September on options.

The A428 corridor has been identified for dualling between Caxton Gibbet (adjoining the Cambourne West site), and the A1 (DfT Road Investment Strategy December 2014). This would form part of wider plans to invest in the route as part of an Oxford – Cambridge Expressway. Routes are also being explored for East West Rail, between Oxford to Cambridge. Both road and rail investment in the corridor reflect the LEP Strategic Economic Plan.

Infrastructure costs are being funded locally, through developer funding, the City Deal, and a range of other sources. Enterprise zone status would compliment this and focus particularly on supporting employment development in the early life of new communities.

An Enterprise Zone at Cambourne would therefore align perfectly with strategic investment in transport, and would support social and environmental benefits by helping to develop new communities. Enterprise Zone status will help bring forward employment development by investing in the site, help it to develop a commercial identity, and promote the area as an employment destination. Further locations to support the development of the Cambridge cluster, reflecting the aim of the LEP Strategic Economic Plan to encourage the expansion beyond Cambridge of technology businesses.

The Cambridge area is experiencing rapid growth, with 33,000 new homes and 44,000 jobs planned between 2011 and 2031. New settlements like Cambourne are an important element towards accommodating this growth. There are opportunities to support firms which locate in the Cambridge area, particularly in the high technology research and development sectors.



Site Name GCGP criteria	Description	
Cambourne West and Cambourne Business Park	<p>Planning status: Outline planning application received from MCA (Taylor Wimpey and Bovis Homes), with amendments to the masterplan and further information pending. Planning consent expected early 2016. Cambourne Business Park has full consent.</p> <p>Employment and Land area: Outline application proposes 5.66ha of B1 employment land, with amended plans expected to increase to 6.25ha. Economic Study produced to inform Cambourne West and further build-out of Cambourne Business Park.</p> <p>Timetable and Delivery trajectory: Cambourne Business Park inclusion enables immediate delivery, with potential for the clear site of Cambourne West to begin implementation in 2016.</p>	
b. Small/rural/	✓	
c. Multi-sited	✓	
d. Clear site (comments on non-clear sites)	✓	Cambourne West is clear.
e. Infrastructure costs (Locally or rates)	✓	Cambourne is easily deliverable as extension to existing new settlement. Improvements to the A428 are a City Deal priority, and enhanced public transport route is currently under consultation. Further work on costs to be developed over coming weeks.
f. SEP and economic Priorities met	✓	<p>GCGP SEP:</p> <ul style="list-style-type: none"> i) Delivery of the EZ at Alconbury - Supportive economic role ii) Infrastructure/Transport – A14, A428, M11 junction, E-W rail iii) Business-led skills provision – Support iv), and opportunities to link to other skills programmes. Cambourne has its own secondary school offering partnership potential. iv) Enterprise and Innovation – Supports High Tech Clusters, including links to Oxford
g. Extensions to EZ?	N/A	
h. Fit with areas plans for devolved powers	✓	SCDC participating in devolution proposals.
i. Business rates used for development powers	✓	Yes, affordable business space and ultra-fast broadband (FTTP) have been identified as potential requirements, with further work to be conducted over coming weeks.
j. Financial model showing instruments & BCR	✓	SCDC, TW/BH and the County Council have a strong record of delivery and partnership working. Much of the infrastructure is identified, including developer contributions. Business rates used on site will be for developing the economic offer for Cambourne, with wider sub-regional and national benefits. The facilities that are required to deliver the economic vision can confidently be achieved, demonstrating a positive BCR and VfM
I. Use of LDO's/PPAs	✓	PPAs with BH and TW



Northstowe

Northstowe is England's largest new planned town since Milton Keynes. It forms a key element of the growth strategy for the Cambridge area, delivering up to 10,000 homes on a former military barracks site.

Following agreement of a development framework plan in 2012, planning permission was granted for the first phase of development in 2014. This is now under construction, with work underway on road infrastructure, and a new primary school to support the first 1500 dwellings. The second phase, incorporating the town centre and a further 3500 dwellings was granted committee approval in 2015. The new town is subject to a Planning Performance Agreement.

The Northstowe Area Action Plan (2007) required the equivalent of 20 hectares of employment land. The Development Framework Document developed the concept further, identifying 3 employment areas. Phase 1 includes 5 hectares of employment land (focused on industrial development, Phase 2 includes town centre incorporating 21,200 sq m of employment floorspace. Phase 3 will include additional employment development.

There has already been significant investment in the area to enable the development of Northstowe. The Government is investing in the site to bring forward homes, via the Home and Communities Agency, seeking to fast track delivery. The Cambridge Guided Busway, completed in 2011, provides high quality public transport between the site and Cambridge. Government funding, as well as local contributions, have been identified for the A14 Cambridge to Huntingdon Improvement Scheme, a £1.5 billion upgrade to this congestion route, which will enable later phases of Northstowe to be developed.

A Northstowe Economic Development Strategy was commissioned and developed by Gallagher Estates, the Homes and Communities Agency, Cambridgeshire County Council and South Cambridgeshire District Council to create an economic vision for the new town. The town has the potential to perform a distinctive economic role, not only supporting and adding value to these clusters, but also developing and sustaining its own economic specialisms based on its unique status as a new town.

Northstowe offers the scope to provide new sites and premises for growing businesses experiencing growth constraints. This can support the sub-region in retaining and growing key sectors, including specialisms in R&D and technology related activities.

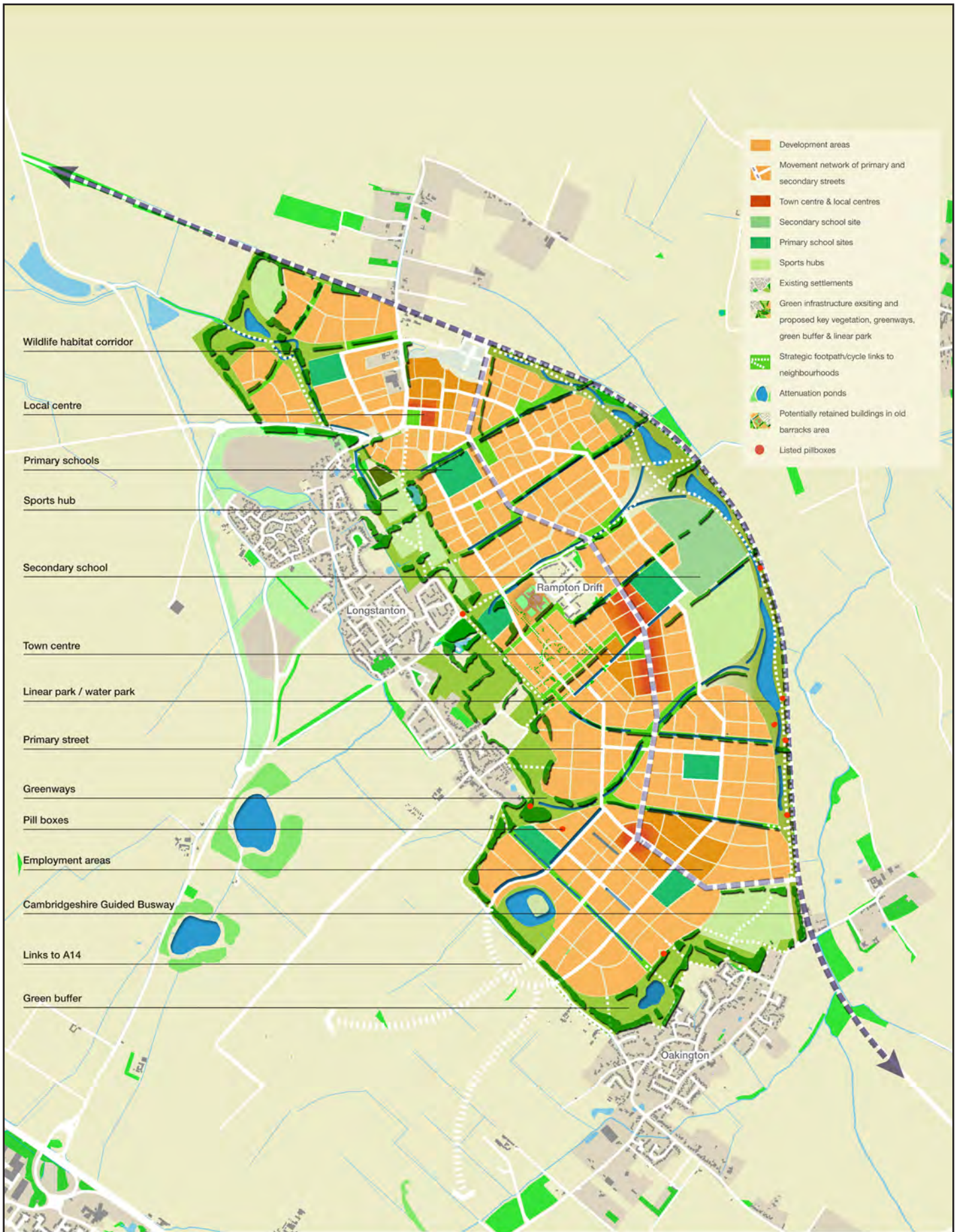
Northstowe can offer the scale and range of economic infrastructure to enhance growth and diversity in the sub-regional economy, creating an alternative growth pole and contributing to a more sustainable outcome in terms of travel to work patterns / carbon footprint, while adding capacity to attract both high value and job dense activities to the area. There are opportunities to address particular growth needs and types of business spaces where there is a shortage in the Cambridge area.

Northstowe is a blank canvas, and the Enterprise Zone Status can help to shape it and grow it quickly alongside the development of the town as a whole. This will help to create a vibrant new town, and support the development of this new community.



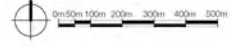
Site Name	Description	
Northstowe	<p>Planning status: Outline planning permission was granted April 2014 to Gallagher Estates for Phase1 of Northstowe: 1,500 homes with mixed use local centre. Phase 2 outline planning application by the Homes and Communities Agency (HCA) was approved by the Northstowe Joint Development Committee (NJDCC) on 29 July 2015 3,500 homes with town centre and employment area. Phase 3 will include additional employment provision. Northstowe is supported by the Cambridgeshire Guided Busway and the A14 upgrade.</p> <p>Employment: Northstowe Economic Strategy commissioned by HCA, and developed in collaboration with all partners including the LEP and County Council, has a clear action plan to support economic and social vibrancy of the new town. Northstowe is identified as a site in LSCC Life Sciences work.</p> <p>Land area: Phase1 has 5ha of employment land designated as B1, B2 and B8 employment. Phase 2 will deliver 21,200 sq m of employment, comprising 16,200 sq m of office, 5,000 sq m of light industrial space; as well as 10,000 sq m of retail, 25,000 sq m of comparison/service retail, 3,500 sq m of food and drink. Phase 3 will deliver a further 15 ha or employment and increase housing delivery.</p> <p>Timetable and Delivery trajectory: Road improvements and Phase 1 primary school are under construction. Housing trajectory of 97 units 2016/17, 228 units in 2017/18, 260 units in each 2018 to 202, 245 units in 2021/22 and final150 units in 2022/23,with Phase 2 due to commence 2018/19.</p>	
GCGP Criteria		Comments/Clarification
b. Small/rural	✓	
c. Multi-sited	✓	
d. Clear site	✓	
e. Infrastructure costs (Locally or rates)	✓	<p>Support for early construction of the access road for the commercial area in Phase 1 is requested, with further requirements to be identified. Northstowe benefits from substantial prior and committed infrastructure investment,including:</p> <ul style="list-style-type: none"> • Guided busway with new route to be provided through the development • Southern access road full planning permission approved by NJDCC 29 July 2015 • £1.5billion upgrade to A14 enabling later phases of Northstowe’s development, at public examination stage, with work scheduled to start September 2016

f. SEP and Economic Priorities met	✓	GCGP SEP: <ul style="list-style-type: none"> i) Delivery of the EZ at Alconbury - Synergies with Northstowe ii) Infrastructure/Transport - A14, City Deal, Guided busway, etc iii) Business-led skills provision - Potential identified by Northstowe Economic Strategy including high-tech and life sciences, and opportunities to link to City Deal and other skills programmes. iv) Enterprise and Innovation - 21st century opportunities at largest new town since Milton Keynes v) Improve International Promotion - Opportunities to promote through LSCC and the new Cambridge Inward Investment team, as well as UKTI Northstowe ED strategy <ul style="list-style-type: none"> • a new kind of enterprise community business to do new things • to be an incubator of talent and new ideas • a champion of clean technologies reflects the potential for businesses operating in the low carbon economy • collaborative and flexible business environment responds to the new ways of working
g. Extensions to EZ?	N/A	
h. Fit with areas plans for devolved powers	✓	SCDC participating in proposals for devolution.
i. Business rates used for development	✓	EZ model to be developed over coming weeks, but retained business rates could be used to help deliver the Economic Strategy.
j. Financial model showing instruments & BCR	✓	Scheme viability was expertly assessed for the planning consents. Business case for EZ to be developed.
l. Encouragement of Planning Offer	✓	PPAs in place.



- Development areas
- Movement network of primary and secondary streets
- Town centre & local centres
- Secondary school site
- Primary school sites
- Sports hubs
- Existing settlements
- Green infrastructure existing and proposed key vegetation, greenways, green buffer & linear park
- Strategic footpath/cycle links to neighbourhoods
- Attenuation ponds
- Potentially retained buildings in old barracks area
- Listed pillboxes

- Wildlife habitat corridor
- Local centre
- Primary schools
- Sports hub
- Secondary school
- Town centre
- Linear park / water park
- Primary street
- Greenways
- Pill boxes
- Employment areas
- Cambridgeshire Guided Busway
- Links to A14
- Green buffer



Cambridge Research Park - Waterbeach

Cambridge Research Park is a 30 hectare site located on the A10 north of Cambridge, between the villages of Waterbeach and Landbeach.

Whilst this is an existing Business Park, only one third of the site has been developed, primarily on the A10 frontage. Planning permission has been granted for a further 43,000 sq m of B1,B2 and B8.

The Cambridge Research Park adjoins the Waterbeach New Town site. The Waterbeach Barracks and adjoining area have been identified in the Submitted South Cambridgeshire Local Plan for a new town of 8-9000 new dwellings. The new town will contribute significantly to the long-term development needs of the Cambridge area, and deliver an example of excellence in sustainable development. The Submitted Local Plan anticipates development will take place from 2026 onwards. However, the developers are exploring the potential for earlier phases, particularly on the Barracks area of the site, and intend to submit an application in 2016.

The new town will be supported by significant investment in infrastructure, including transport infrastructure. The Transport Strategy for Cambridge and South Cambridgeshire identifies relocation of the Waterbeach Railway Station to serve the village and the new town, a segregated Busway link to Cambridge and additional Park & Ride, high quality cycle links, and highway improvements. The A10 corridor has been identified through the Greater Cambridge City Deal, and work is underway to support its potential inclusion in tranche 2 or 3 spending priorities.

Whilst the new town will be required to include employment opportunities as part of the creation of a sustainable new settlement, the presence of a large employment area adjoining the site within easy walking and cycling distance offers significant opportunities, particularly to provide nearby employment opportunities for early phases of the development.

Enterprise Zone status could provide a boost to the site, to provide jobs to accompany the early phases of the new town, and help the early development of a new community.

Site Name	Description	
Cambridge Research Park: Waterbeach	<p>Planning status: Planning permission was granted in February 2014.</p> <p>Employment and Land Area: 30ha site of B1, B2 and B8 uses to accommodate high tech, mid tech and companies requiring office space with the flexibility to operate a range of uses from a single building. The Research Park is located in proximity to the Waterbeach new town site. The town itself will significantly contribute to the long term needs of Cambridge and the surrounding area.</p> <p>Timetable and Delivery trajectory: Planning permission for the site has been granted and 1/3 of the park has been built out fronting the A10. Inclusion in EZ would provide additional incentives, and complement the new town offer opposite. The Waterbeach new town promoters intend to submit Development Framework Document and planning application in 2016.</p>	
GCGP Criteria		Comments/Clarification
b. Small/rural	✓	
c. Multi-sited	✓	
d. Clear site	×	Existing business park. Only 1/3 of the site is developed. Full permission exists to develop the site.


<p>e. Infrastructure costs (Locally or rates)</p>	<p>✓</p>	<p>Waterbeach New Town and Cambridge Northern Fringe East (CNFE) require large transport study for the A10. This is about to be commissioned to support the Local Plan requirements as well as the CNFE Area Action Plan. Improvements to the A10 are a City Deal priority, and require input from Highways England.</p> <ul style="list-style-type: none"> • Highway capacity improvements on the A10 (City Deal Scheme CD3a) • Highways capacity at Milton interchange) (City Deal Scheme CD3b) • Rail improvements to service frequencies • Relocate Waterbeach station (City Deal Scheme CD4) • Segregated bus and cycle route (City Deal Scheme CD5a) • Additional Park and Ride to north of new town (City Deal Scheme CD5b) • Segregated cycling / pedestrian route Cambridge to Cambridge Research Park & Ely & surrounding villages (City Deal Scheme CD6)
<p>f. SEP and Economic Priorities met</p>	<p>✓</p>	<p>GCGP SEP:</p> <ul style="list-style-type: none"> i) Delivery of the EZ at Alconbury - Synergies with North Cambridge area ii) Infrastructure/Transport - A14, A10, City Deal iii) Business-led skills provision – Hi-tech and life sciences. Opportunities to link with City Deal and other skills programmes. iv) Enterprise and Innovation - Opportunities for Hubs, Workshops, etc v) Improve International Promotion - opportunity to work with new Inward Investment Agency
<p>g. Extensions to EZ?</p>	<p>N/A</p>	
<p>h. Fit with areas plans for devolved powers</p>	<p>✓</p>	<p>SCDC actively participating in devolution proposals.</p>
<p>i. Business rates used for development on the EZ</p>	<p>✓</p>	<p>Business rates retained could be used to deliver the park, such as incubator space or higher speed broadband connection, spring boarding from the national broadband delivery programme. Investment on the park will facilitate development of Waterbeach new town.</p>
<p>j. Financial model showing instruments & BCR</p>	<p>✓</p>	<p>Work to be completed over coming weeks.</p>
<p>l. Encouragement of Planning offer</p>		<p>PPA will be used for Waterbeach new town.</p>

Other sites

There is potential for other smaller sites to be included. The sites below have planning permission with potential for speedy delivery. The need for affordable business space is clear from the SCDC economic assessment. Gaps in broadband delivery can also be enabled through the rates retained. Rebates in an Enterprise zone could also enable sites that have been slower to develop. For this reason we put forward in this Expression of Interest the sites listed below:

		Iconix, Pampisford Park, London Road	Gamlingay: Station Road and Green End Road	Swavesey: Buckingham Business Park, Anderson Road (S/0141/11/F)
Floorspace (sqm)	B1	3,199	3,270	
	B1a			1,600
	B1b			
	B1c			4,400
	B2			4,400
	B8			4,400
Land Supply (ha)		1.11	1.13	
Comments and Constraints		New office units on expanding Business Park.	Mixed residential and employment development site. The proposed new employment adjoins existing Station Road Industrial Estate. This would form part of the Economic Chapter to the neighbourhood plan that is underway. Strong commitment from businesses, including developers exist, with the need for space to expand and to keep employment opportunities in the village	Business park with a range of industrial and office buildings. One unit remaining on phase 1, Phase 2 land available.





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