

### **The Challenge**

There is a major challenge to create new jobs to support Central Bedfordshire's ambitious growth targets set against the background of the current global and national recession. The Council has adopted a jobs led approach to managing growth effectively plan, with the two LDF Core Strategies planning for significant job growth (17,000 jobs in Central Bedfordshire North 2001 to 2026, and 35,000 jobs in Central Bedfordshire South and Luton 2001 to 2031). In both LDFs it assumed that approximately 50% of the jobs will come from Planning Use Classes B1 (offices, research and development and light industry, Use Class B2 (general industry) and Use Class B8 (storage and distribution). The remaining 50% will come from other service related employment generating sectors such as retail, hospitality and tourism, public services such as health care and education, and transport.

### **Town Centre Regeneration and Renewal**

Vibrant town centres are good for business, create jobs, attract investment and generate income. We are therefore aiming to

- Help our town centres to thrive and prosper economically, environmentally and socially
- Make them attractive, well designed and well managed for all users
- Safeguard what is positive and address what is negative

The approach is to intervene through the development of Masterplans (in Dunstable, Biggleswade and Houghton Regis), Planning and Development Briefs on key opportunity sites in Leighton Buzzard, and a Planning Framework and Indicative Masterplan in Flitwick. The aim is guide, promote and encourage development and physical regeneration, to provide a clear policy framework against which development proposals can be assessed, and where necessary assist with land assembly

### **Reviewing the Portfolio of Existing Employment Sites and Opportunities for Acceleration**

Section 3 of the main report sets out the approach. The review of

- amber sites identified in Employment Land Studies carried for the LDF process (amber sites are those which have been assessed as being fit for purpose for employment use, but where some improvements or interventions are required in order to improve their offer or secure their future suitability)
  - unimplemented planning permissions, and
  - undeveloped Local Plan allocations
- are summarised at Appendix 3 below (Tables 1, 2 and 3). If all the sites were to come forward as indicated above they could generate in the region of 8,300 jobs mainly in the Use Classes B1/2/8.

The range of proposed interventions is set out in Section 4 of the main report, focusing on:

- Forward funding of infrastructure
- Direct delivery
- Planning and Development Briefs
- Marketing support
- Strategic land acquisitions
- Targeted support

### **Working to Bring Forward Portfolio of New Employment Sites**

Considerable provision will be made in the two LDF's for new sites. In the former Mid Beds area the Site Allocations Development Plan Document will identify new employment sites. It moves to the Preferred Options stage this autumn, with public consultation planned in early 2010, and final adoption due in early 2011. It is expected that 77ha of new employment land will be allocated through this process. In the Luton and former S Beds area, the Core Strategy will identify broad strategic employment allocations in the urban extensions, and the specific employment sites will then be identified in Masterplans for each urban extension. The Core Strategy adoption is envisaged in early 2011. It is expected that 120 ha of new employment land will be identified through the process, much of which will be in Central Bedfordshire.

There will be close working with colleagues in the LDF Teams, Development Management, the two Local Delivery Vehicles, landowners and developers to ensure that the new sites are brought forward as soon as possible.

### **Delivering the Growth Programmes**

There is close working with our partners in the growth areas, in particular the two Local Delivery Vehicles, to ensure that the Growth Area Funded Round 3 (GAF3) Programmes of Development are delivered. This will be the subject of a separate report to the January Executive.

## Review of Legacy Capital Projects Including PIDs

## Appendix 2

A number of capital investment projects were already under way in the three legacy authorities, which provides a firm foundation on which to build, and represents ongoing activity. The table below summarises each project, the outcome, the carry forward to 2009/10 from the legacy authority, progress to date and key outputs.

<b>Project (Legacy Authority)</b>	<b>Outcome</b>	<b>09/10 Budget</b>	<b>Progress</b>	<b>Key Outputs</b>
1. Bedford Sq Houghton Regis (Beds CC)	Major new multi-purpose civic building - library, contact centre, community centre and health centre	£1.1m	Building opened to public on 1 Sept 2009, public art to be installed later	Support to local community and implementation of town centre masterplan.
2. Dunstable Town Centre Masterplan (SBDC)	SPD to guide future investment and development	£250,000 GAF3	Adoption of SPD in March 2010	Option 3 could generate over 300 new homes, and 1,700 new retail and office jobs, and 20,000 sq m of new retail floorspace
3. Flitwick Town Centre Enhancements (MBDC)	Town Council led High St enhancements	£80,000 + £50,000 S 106	First phase of enhancements agreed, next stage under discussion.	Support to existing businesses
4. Flitwick Town Centre Development (MBDC)	Essential support to enable new town centre development	£3.6m GAF3 (spread over 09/10 and 10/11))	£100,000 earmarked for Network Rail Progression Project (PID attached). Remaining GAF3 monies likely to be directed to land acquisition	150 new homes, 15 new retail units and new enlarged Tesco store creating 270 additional jobs
5. Flitwick Town Centre Development (MBDC)	Further development appraisals	£18,170	Appraisals by Bidwells and BNP Paribas complete	See above

6. Biggleswade Town Centre Masterplan Implementation (MBDC)	Improved junction and gateway to town centre as Masterplan quick win	£75,000 GAF3 + S106 funds	Scheme in design (Baulk/London Rd junction)	The Masterplan will support existing businesses in the town, help to create new businesses, and new homes as part of mixed use developments
7. Kingsland Skills Institute (Beds CC)	Improvements to the Institute	£100,000	Substation and electricity supply works due for completion this autumn	Support to training establishments based at Kingsland
8. Stratton Business Park (Beds CC)	Support to enable Phase 4 to progress	£124,000	Focus on new balancing pond, adoption of roads and sewers, diversion of right of way and A1 junction improvements. Ongoing discussion with Property and Asset Management over programme, costs and funding	Stratton Phase 4 could generate 1,700 new jobs
9. Brewers Hill Rd, Dunstable (Beds CC)	Bringing forward new development site	£100,000 (EEDA funded)	Ongoing investigation of ground water contamination issues, involving the Environment Agency. PID attached	Up to 300 jobs could be created
10. Cranfield Technology Park Acceleration (Beds CC)	Assisting further phases of the Technology Park	£290,000 (forward funding to be recouped as development proceeds)	Programme for progressing acquisition of land for off-site highway improvements being finalised. PID attached.	Future phases of the Technology Park could generate 1,800 new jobs

## Project Initiation Document

**Client: Economic Growth and Regeneration Service**

**Version:1**

**Date: October 2009**

### Document Control

**Client Economic Growth and Regeneration**

**Project: Flitwick Town Centre Development - Network Rail progression**

**Author Jon Cliff, Head of Growth Programme**

**Published Date October 2009**

**Version 1**

### Change History

The document is to be submitted to the project team for approval and signoff.  
Thereafter amendments are to be approved by the appropriate change control procedures.

Issue	Date of Issue	Comments/Reason for change

### Distribution

Name	Position	Organisation

### Abbreviations

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## 1. Introduction

The Flitwick Network rail progression project forms a key element of a wider project to progress the Flitwick town centre development.

Central Bedfordshire Council (in the context the Flitwick Town Centre Planning Framework and indicative masterplan adopted by Mid Beds DC in 2007) is working very closely with the private sector partners and Network Rail to facilitate this development.

When complete it is expected to bring with it a number of improvements to the town centre, including:

- The creation of a new town centre focal point, including the provision of new retail and commercial space, library facility and community space
- The creation of a high quality public transport interchange
- The redevelopment of a new Tesco's store and petrol filling station
- The provision of additional car parking capacity at Flitwick Rail Station
- Improvements in public realm and linkages across the town centre
- Improving traffic flows and reducing congestion

The Flitwick development is a complex scheme which involves a range of private sector partners, land owners including Network Rail and First Capital Connect, the current rail franchisee delivering rail services to and from Flitwick rail station. The improvements at Flitwick Station are a key element of the overall improvements.

In order for the wider development of Flitwick town centre to be substantially progressed it is necessary to quantify what improvements, infrastructure/engineering related and otherwise, can be made at Flitwick Rail Station and associated Network Rail owned land.

There are four key issues in this regard which must be evaluated and fully costed. These are:

- Extension of the existing Rail Station Car Park through
- A new footbridge providing DDA access to platforms and link to the High St.
- Improvement to the station realm including a new transport interchange.
- Potential extension to the station building to allow for revenue protection opportunities.

Because of the complexities of railway operations and in order to fully identify all the issues concerning these outputs, cost and securing agreement with Network Rail to progress, it is necessary to commission Network Rail to carry out detailed work.

The key output of this will be a GRIP 1 to 3 analyses that will form the basis for future negotiation and partnership with Network Rail and other stakeholders concerning Network Rail land. GRIP (or guide to rail investment projects) is an 8 stage process established by Network Rail that is designed to minimise and mitigate risks to Network Rail and its partners. As part of the GRIP agreement Network Rail will deliver in terms of the new footbridge element:

- Provision of options available with feasibility of each of these options;
- A GRIP stage 3 Options report of options including information regarding each option available;
- Architectural Sketch Plans demonstrating the options available;
- Architectural design statement and draft DDA statement;

- Cost estimate to GRIP 3 level;
- Site location plan showing options;
- High Level programme;
- Quantitative Risk Assessment;
- Value Management;
- Environmental Impact desktop study;
- Buried Services Information;
- Identified preferred option.

Network Rail will also review the documentation provided by the Council and other development partners concerning Network Rail property, operational processes and procedures and interfaces with Network Rail property. This review will test the documentation against GRIP to establish all issues and evidence that will be required to deliver the proposed car park extension, improvements to the station realm and potential extension to the station building.

Upon completion of this detailed study, Central Bedfordshire Council in conjunction with private sector development partners will possess a fully costed and appraised pathway to realisation of the railway elements of the Flitwick town centre development. The timing or phasing of such a development and the improvements can then be more accurately programmed and greater certainty can be given to both the project's overall viability and also the timetable for its implementation. The residents and businesses of Flitwick town centre will then be better informed of when and how the additional facilities and improvements necessary for the betterment of Flitwick town centre will be made.

The vehicle through which all of these activities will be delivered is through a Basic Services Agreement with Network Rail. Network Rail through this agreement with Central Bedfordshire Council will establish a broad team to quantify all issues, financial, engineering based and otherwise.

## **2. Objectives**

**The primary objectives for this project are:**

Fully quantified costs, options analysis and recommendations for the delivery of:

- Extension of the rail station car parking facilities
- New public transport interchange at Flitwick Rail Station
- New footbridge and links to High Street at Flitwick Rail Station

The report produced by Network Rail will be delivered to the standard of GRIP 3, as outlined in the basic services agreement, summarised under paragraph 1.

## **3. Benefits to the community**

This project is an enabling activity and is but one element of securing the wider benefits a comprehensive redevelopment of Flitwick town centre would bring.

In securing the wider redevelopment of Flitwick, the benefits to the Flitwick community (businesses, residents and other users) will be substantial and long lasting. These will include but are not limited to:

- Enhanced retail and commercial offer, including the development of new facilities separate to redevelopment of Tesco facility
- Increase in floorspace of Tesco facility by 40% to 100,000 sq ft
- Additional car parking facilities at Tesco site and Station sites
- New Library and dedicated community facilities
- Reduced congestion and improved access/connectivity between different parts of Flitwick town centre currently detached by the railway line
- Enhanced public realm, including provision of new open space

#### **4. Project Appraisal**

In order to secure the external funds necessary to deliver this programme it has been subjected to a vigorous and formal project appraisal process by the accountable body for Growth Area Funds round 3 (GAF3), Bedford Borough Council.

#### **5. Description of Work**

This project will deliver to Central Bedfordshire Council through Network Rail:

- Provision of a list of GRIP deliverables for GRIP 1-3 and then GRIP 4-8
- Provision of a GRIP 1-3 fast track report
- Appropriate agreements to allow for transition into GRIP stage 4 upon the completion of GRIP stage 3.
- Cost estimate for GRIP stages 4-8
- Programme for delivery of GRIP 4-8
- GRIP stage 3 stage gate document
- Provide a list of possession opportunities in line with other projects in the immediate vicinity of this project.
- Pathway to progression to GRIP 4 or implementation agreement and input critical milestones for Network Rail such as Authorising Panel dates.
- Guidance notes relating to GRIP products / station design / Bridge design as necessary
- Provision of historical data as required and where available.

#### **6. The key tasks and timescale for this project are:**

<b>Task/Milestone</b>	<b>Date expected</b>
• Agree Basic Services Agreement	• October 2009
• NR provide list of Expected GRIP3 products and GRIP 1-3 programme in accordance with the customer	• October 2009
• Commence Fast track GRIP 1-3 study for the footbridge	• November 2009
• Undertake GRIP3 review of Waterman Boreham/Developers report	• December 2009
• Assist in selection of single option to be progressed through GRIP4	• January 2010
• Provision of list of possession opportunities	• January 2010



- Agreements to be written to allow development of the final option (GRIP 4)
- Programme for delivery of GRIP stages 4-8 to be provided
- April 2010
- End of April 2010

## 7. Roles and Responsibilities

The full project team is:

Name	Location	Responsibility
Jon Cliff	CENTRAL BEDFORDSHIRE COUNCIL (Chicksands)	Overall Project Manager
Sam Caldbeck	CENTRAL BEDFORDSHIRE COUNCIL (Chicksands)	Project Support
Ian Evans	Network Rail	Network Rail Project Devt Manager
Allan George	Network Rail	Network Rail Assistant Project Manager
Steve Vidler	Network Rail	Commercial Scheme Sponsor
Peter O'Neill	Network Rail	Asset Steward
Edward Martin	Network Rail	Senior Surveyor
Fabio Caradonna	Network Rail	Senior Architect
Peter Hall	Network Rail	Account Surveyor
Tony Rivero	Network Rail	Town Planner
Simon Woodfield	Network Rail	Structure Maintenance Engineer
Colin Butler	Network Rail	OHLE Engineer
Peter Cushing	Network Rail	PWay Engineer
Carl Baker	Network Rail	Project Engineer

Jon Cliff is the overall CENTRAL BEDFORDSHIRE COUNCIL project manager and will be responsible for ensuring Network Rail deliver the project to the necessary standards.

## 8. Conditions / Constraints / Risks

**The key factors that will impact the success of the project are:**

Specify any assumptions made	Main assumption is that this project will be agreed and taken forward at the earliest opportunity by CENTRAL BEDFORDSHIRE COUNCIL
Specify any constraints	Delays at partner organisation (Network Rail/other private sector partners)
Specify risks affecting the entire project	As this project (standing alone) is designed to evaluate the wider risks/costs of the Flitwick development there are no clear 'implementation' risks that can be attached to it. All necessary clauses and safeguards however have been included in the basic services agreement with Network Rail to ensure the project delivers all necessary outputs to the schedule required.

Specify quality control standards and procedures	The project as a whole will be utilising the national and set standard for ensuring value, effectiveness and minimising risks, this process is called the guide to railway investment projects (GRIP). Grip is an 8 stage process for delivering projects to full implementation. This project will be evaluated up to GRIP 3 level. Future assessments/stages of the project will bring it to GRIP8 level, which would be expected once pathway to full development is clear.
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### **9. Funding sources (rail progression project)**

This project is funded from an external government programme. The amounts and sources are:

- Growth Area Funds round 3 (GAF3): £100,000

The total project costs for all activities described within this report and the basic services agreement have been set with Network Rail at £85,201. This means the project will hold a minimum contingency fund of 15%.

### **10. Funding sources (wider development scheme – ensuring viability and quality)**

In terms of the wider development project, the Council has successfully secured a substantial sum of government funds from the GAF3 programme. The funds in question amount to £3.5 million and were awarded to ensure the scheme not only remains viable but also delivers a high quality regeneration programme that will enable Flitwick to meet the needs of residents, businesses and other users well into the future.

Any proposals relating to this funding will be dealt with through a separate approvals process at the appropriate time.

## Project Initiation Document

**Version: Final**  
**Date: October 2009**

### Document Control

**Project:** Brewers Hill Road, Dunstable – Remediation Work

**Programme:** Job Growth Investment Programme

**Document: PID**

**Author:** Matt Pyecroft, Major Projects Officer, Economic Growth

**Published Date:** October 2009

**Version:** Version 2

### Change History

The document is to be submitted to the relevant Strategic Board (e.g. CAMG/ LTB) for approval and signoff.

Thereafter amendments are to be approved by the appropriate change control procedures.

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### Distribution

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### Abbreviations

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## 1. Introduction

Brewers Hill Road comprises a series of plots of land adjacent to the Council Offices in Dunstable. Bedfordshire County Council purchased two of the plots of land from the East of England Development Agency (EEDA) in March 2007 using Growth Area Funding (GAF) funds which had been intended for use on the Bedford Square project in Houghton Regis, but which due to GAF rules could not be spent in the time required. CENTRAL BEDFORDSHIRE COUNCIL also own another of the plots which forms part of the Dunstable Highways Depot located across the road. A plan of the site is attached.

As part of the purchase agreement, EEDA set aside £400,000 which could be claimed back to cover expenditure on site clearance, preparation, remediation or monitoring work and indeed this funding paid for the demolition of the former fire station buildings in early 2009.

The whole area is affected by contamination, reflecting the former industrial and gas works nature of the site. In particular, the groundwater beneath the site is contaminated. Through consultants, CENTRAL BEDFORDSHIRE COUNCIL has worked with National Grid, the other land owner on the site, to understand the nature of this contamination in order that it can be addressed and the site redeveloped.

This work is ongoing and there is a need for CENTRAL BEDFORDSHIRE COUNCIL to commission work in this area. The funding will be reclaimed from EEDA so there will be no net cost to CENTRAL BEDFORDSHIRE COUNCIL.

## 2. Project Brief and Project Objectives

### Main objectives are:

The site will be remediated, enabling development both of the CENTRAL BEDFORDSHIRE COUNCIL owned land in the area but ultimately of the National Grid owned land as well. This document relates purely to the remediation aspects of this project. A further PID to cover aspects relating to further redevelopment of the site has been produced separately.

### Benefits to the Community

- Remediation will enable a currently disused brownfield site to be redeveloped.
- The site is a brownfield site in a sustainable location

### Spending Breakdown

It is difficult to be precise about the expenditure required as the work is to be undertaken to the satisfaction of regulators such as the Environment Agency. However, the estimate received from Central Bedfordshire's Council consultant to date is as follows:

Phase II Geotechnical Assessment	£49,000
Groundwater Monitoring Work	£15,000
Total	£64,000

There is a budget of £100,000 available for the work, allowing £36,000 contingency to cover any further works which are identified. All of this money can be reclaimed from EEDA.

### Outputs to be achieved

Phase II Geotechnical Assessment  
Three rounds of groundwater monitoring and associated analysis

## 3. Description of Work

- Phase II Geotechnical Assessment (to include soil sampling, insertion of new boreholes etc.)
- Three rounds of groundwater monitoring and analysis over a nine month period.

This work is purely to satisfy regulatory bodies over redevelopment of the site. Any subsequent work beyond this listed above, or work related to any kind of development brief for the site or similar, is the subject of a separate PID.

### Summary of project plan

Key stages	Deliverables/outcomes and environment
Phase II Assessment	Evidence on soil conditions to enable CENTRAL BEDFORDSHIRE COUNCIL Environmental Health to approve redevelopment of CENTRAL BEDFORDSHIRE COUNCIL owned plots
Groundwater work	Evidence on groundwater conditions to enable the Environment Agency to approve redevelopment of the whole site

## 4. Financial Issues

It is difficult to be precise about the expenditure required as the work is to be undertaken to the satisfaction of regulators such as the Environment Agency. A budget of £100,000 is in the capital programme. However, the estimate received from CENTRAL BEDFORDSHIRE COUNCIL's specialist consultant is as follows:

Phase II Geotechnical Assessment	£49,000
Groundwater Monitoring Work	£15,000

This is money which can be reclaimed from EEDA.

## 5. Roles and Responsibilities

The project will be led by the Project Manager. The full project team is:

Name	Location	Responsibility
Matt Pyecroft	Bedford	Project Manager
Peter Burt	Dunstable	Property Issues
Andy Lewis	Dunstable	Team Member
John Eden	Dunstable	Environmental Health
External Consultants		Specialist Consultancy

## 6. Timescale

The key dates for the project are:

Activity	Targeted Completion date
Phase II Assessment	Spring 2010
Groundwater work	Summer 2010

## 7. Conditions / Constraints / Risks

The key factors that will impact the success of the project are:

Response of Regulators	This work is to satisfy regulators so their response to the work undertaken is key



## Project Initiation Document

**Version: Version 3**

**Date: October 2009**

### Document Control

**Project:** Cranfield Technology Park Acceleration

**Programme:** Job Growth Investment Programme

**Document: PID**

**Author:** Matt Pyecroft, Major Projects Officer, Economic Growth

**Published Date:** October 2009

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### Change History

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Thereafter amendments are to be approved by the appropriate change control procedures.

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### Distribution

Name	Position	Organisation

### Abbreviations

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## 1.Introduction

Cranfield Technology Park is one of the most prestigious employment sites in Central Bedfordshire and is home to a number of companies including Nissan, who have their European Research and Development Centre on the site, and Trafficmaster. The 35ha Local Plan allocation has been under development since the early 1990's and is now approximately half developed with around 18ha remaining, the most recent phase having completed last year.

The site, which is owned by Cranfield University, is designed to provide Science Park-type space for high technology or research and development companies.

Because the space is tenanted, it is difficult to be precise about employment numbers but the number of jobs on the site was estimated to be around 1500 in 2004. Since that date the university understands that there may have been a contraction of employment within two of the larger companies on the site and despite the construction of additional space this total may have fallen, but it is estimated that the site could accommodate 4000 employees if developed in full.

Because of its location, away from the major road network, and separate from any settlement, any development at Cranfield Technology Park has an impact on the local road network in the area. Planning permissions for previous phases have required highways improvements at various off site locations. For example, the most recent phase required traffic calming measures through Cranfield village and which

are currently underway. The requirement for off site highway works has an impact on the development of the Park as improvements usually require the acquisition of, or works on, third party land (i.e. land not owned by the developer or the Highway Authority).

## **2. Project Brief and Project Objectives**

For some time, the University and Bedfordshire County Council (BCC) had discussions on how BCC could help the University accelerate the development of the Technology Park and enable jobs to be created in the area more quickly than would otherwise happen.

It became apparent from these discussions that the off site highways situation was a major issue for the University in developing the Park. In particular the need to acquire third party land for off site highways improvements gave uncertainty to the development. It was suggested that BCC could help the University by identifying and acquiring land that would be required for any improvements required for further development of the Park in advance. These improvements are for the improvement of junctions in locations outside the village. In these discussions it was also suggested that following this, BCC could choose to further assist the University to facilitate any construction by enabling the University to contract Amey to carry out the works.

The County Council's Capital Asset Management Group (CAMG) approved the principle to proceed with the land acquisition element of this project in December 2007, and that the acquisition costs should be reclaimed through a legal agreement linked to the carrying out of development.

Work undertaken prior to April 2009 has identified the land required for this work. The land, which totals around 3ha, is currently in agricultural use and its acquisition would ensure that required off site highways improvements could be guaranteed.

It is considered that continuing with this project will help the University develop the Technology Park more quickly than would otherwise be the case and help accelerate the creation of new jobs.

### **Main objectives are:**

The purchase of third party land which will give the University certainty that required highways improvements can be delivered, thus enabling the development to take place more quickly than would otherwise be possible.

### **Benefits to the Community**

- These land purchases will enable development of the Technology Park site to be accelerated and jobs created more quickly than would otherwise happen.
- There will also be highways safety benefits by the improvement of certain junctions in the area.

### **Spending Breakdown**

No expenditure on the land purchase will take place until a legal agreement with the University is in place covering the process of reclaiming the costs.. £290,000 is included in the capital programme. The exact total of this expenditure is subject to agreement with Highways colleagues over the amount of contingency land required and negotiations with landowners. A full valuation will be carried out to clarify the likely level of expenditure as soon as possible. Most expenditure is expected to take place in the 2010 – 11 financial year.

### **Outputs to be achieved**

Legal agreement in place with Cranfield University  
Initial discussions with landowners  
Purchase of land to enable off site highways works to be carried out (to be completed in 2010 – 11)

## **3. Description of Work**

The project will involve the following:

- Agreement of heads of terms of legal agreement with University
- Signing of legal agreement with University
- Negotiations with landowners over land purchases



- Agreement of terms with landowners over land purchases
- Purchase of land for future highways works

### Summary of project plan

Key stages	Deliverables/outcomes and environment
Dec 2009	Draft legal agreement in place with Cranfield University over reclamation of money etc.
Jan 2010	Commencement of negotiations with landowners
Mid 2010	In principle agreement of terms with landowners
Dec 2010	Purchase of land

### 4. Financial Issues

The costs of the land will be determined once the amount of contingency required is identified and negotiations are able to begin. As the money spent will be recouped through a legal agreement, income will match expenditure though this income will be deferred until development takes place, so it is likely to be staggered across future years.

### 5. Roles and Responsibilities

The project will be led by the Project Manager. The full project team is:

Name	Location	Responsibility
Matt Pyecroft	Bedford	Project Manager
Jon Cliff	Priory House, Chicksands	Project Sponsor
Peter Burt	Dunstable	Property Negotiations
Andrew Emerton	Dunstable	Legal Work
Chris Mollart – Griffin	Bedford	Highways Development Management

### 6. Timescale

The key dates for the project are:

Activity	Targeted Completion date
Legal agreement in place with Cranfield University over reclamation of money etc.	Dec 2009
Commencement of negotiations with landowners	Jan 2010
In principle agreement of terms with landowners	Mid 2010
Purchase of land	Dec 2010

### 7. Conditions / Constraints / Risks

The key factors that will impact the success of the project are:

Owners of land	The success of this project is subject to successful negotiations with landowners.
University	The success of this project is subject to the successful completion of an agreement with Cranfield University



**Table 1: Review of Amber Sites Identified in Employment Land Studies Carried out for LDF Process**

(Amber sites are those which have been assessed as being fit for purpose for employment use, but where some improvements or interventions are required in order to improve their offer or secure their future suitability)

No	Settlement	Site Name, size and existing use	Originally Identified Problem	Current Situation	Possible Job Numbers
1.	Amphill	Station Road 13.8ha. Mix of industrial, "bad neighbour" and open storage uses.	Environmental quality and poor configuration	Site in more productive use than might be immediately obvious but southern area (approximately 30-40%) occupied by "bad neighbour" and open storage type uses and low job numbers. There may be scope to relocate some uses to a site in Bedford Borough. Access to the site will be improved through new roundabout developed as part of nearby residential development (Land West of Amphill)	c.400 depending on extent of intensification of uses
2.	Sandy	Girtford Bridge 6.0ha (approx) Partly undeveloped and partly poor quality warehouse building used as cash and carry.	Environmental quality issues	Access, floodplain and piecemeal land ownership are obstacles to redevelopment. Imminent planning application for part of the site (c.1.4ha) may resolve some issues but site assembly required for comprehensive development (remainder of site is in two other ownerships).	600 if the whole site comes forward
3.	Sandy	Station Road. 2.4ha. Disused industrial site.	Environmental quality and access issues	Site is a disused existing industrial site but submission made for residential led mixed use development for the LDF Site Allocations DPD. Preferred	240 if whole site is employment based.

				Options are due to be published in early 2010. There is scope for significant redevelopment but LDF response and owner's reaction key so any action must wait until this process is completed.	
4.	Silsoe	Wrest Park (NB Not originally identified as an Amber site) 9.3ha though around 13500 sqm of floorspace Former research buildings gradually being reoccupied by new uses	Disused former research institute buildings	Site recently purchased by new owner and being promoted as business space. As the original development was built under Crown Immunity, the existing use rights are uncertain (current Planning view is to request the owner submits evidence seeking a Certificate of Lawfulness in order to establish the existing uses classes on the site, which are likely to be B1 and research uses). The introduction of a courier service to the site has led to local complaints and the request for an application for change of use (likely to be determined at Development Management Committee on 21 October 2009). There is a need to work with Planning and Site owner to determine and facilitate suitable uses for site whilst remaining mindful of the sensitive proximity of the site to the Grade 1 Listed Wrest Park and its Registered Garden.	Up to 300 if all floorspace re-used.

5.	Dunstable	Frenches Avenue 6.83ha. Site in industrial use though one building at front of site disused.	Inflexible units with high vacancy rates	Site not badly located but requires access via residential road. Site owners making submission for residential led development through LDF process so reaction to this is key. However, the site is of a size where commercial uses could form part of a mixed use development.	Depends on nature of redevelopment (eg 340 jobs if 50% is employment related)
6.	Leighton Buzzard	Smiths Meadow 5.3ha. Builders merchants, travelling showpeople's site, petrol filling station, doctors surgery and other non town centre uses	Non town centre uses on a prominent site on the edge of the town centre	Proposed Planning and Development brief to guide future development as part of Leighton Buzzard Town Centre initiative.	Possible scope for a variety of uses on this site. Job numbers will depend on nature of those uses (eg 264 jobs if 50% is employment related)
7.	Leighton Buzzard	Land at Railway Station 0.35ha Poor quality buildings in a variety of uses including van hire and taxi depot, and dance studio	Poor quality, accessibility and parking	Regeneration or redevelopment of site could be linked to improved transport interchange There may be scope for redevelopment for B1 offices.	50 jobs assuming small office development
Total		43.98 ha			2,194

**Table 2: Review of Unimplemented Permissions**

No	Settlement	Site Name and size	Reason for Delay	Actions	Possible Jobs
8.	Maulden	29 Clophill Road 2,650sqm of B1 space	Market related. Unwilling to develop speculatively	Have offered additional marketing support through CENTRAL BEDFORDSHIRE COUNCIL website and more general awareness for potential inward investors.	88
9.	Ridgmont	Station Road 1,400sqm of B1 space	Market related. Agent reports difficulty in finding tenants	Economic Growth providing additional market support through CENTRAL BEDFORDSHIRE COUNCIL website. This will also enable more general awareness for potential inward investors	47
10.	Silsoe	Former University Campus site. 2,250 sqm of B1 space	Awaiting signing of Section 106 agreement	Part of housing led development. Need to liaise with owners once Section 106 signed off.	75
11.	Stotfold	Pig Development Unit 18,000sqm of B1-B8 space	Currently unclear but being investigated. Site owner is Government body who are understood to wish to dispose of site rather than developing themselves.	Planning agents have been contacted and assistance offered if required. Currently awaiting response / explanation of delay.	400
12.	Stotfold	Land South of Stotfold 2.27ha of B1 space	Employment site linked to larger residential development	Site is already being marketed by local agents and developer.	227
13.	Dunstable	Humphrys Road (part of Woodside) 13,937sqm of B1c-B8 space on 2.7 hectares	Market related. Awaiting tenants for speculative development	Site is already being marketed by local agents and developer.	310
14.	Leighton Buzzard	Grovebury Road 2,747sqm of B1-B8 space on c.0.95ha	Owner/Developer in administration	Economic Growth trying to contact parent company.	61

15.	Leighton Buzzard	Chartmoor Road. 11,234sqm of B1-B8 space on 3ha	Two current permissions for site – one with large bespoke unit and number of smaller units, one solely for smaller units	Need to make contact with site owner and agent to ensure is being marketed and to understand any other barriers.	250
16.	Dunstable	Trico Site, Brewers Hill Road. 1.2ha	Employment site linked to larger residential development	Scope to include site in Brewers Hill Road brief	120
Total		52, 218 sq m 3.47ha			1578

**Table 3: Review of Undeveloped Local Plan Allocations**

No	Settlement	Site Name and Size (Total/Undeveloped ha)	Issue	Actions	Possible Jobs
17.	Biggleswade	Stratton Business Park Phase 4 20.2/17.22	Strategic Allocation	Economic Growth facilitating resolution of outstanding issues with Property and Asset Management and Highways	1700
18.	Cranfield	Technology Park Future Phases 35.18/18.03	Strategic Allocation	Current action underway to help accelerate development by forward funding land acquisition for off site highways works.	1800
19	Marston Moretaine	Land East of Bedford Road 3.0/3.0	Employment site linked to larger residential development. Developer looking to commence in 2010	Need to review scope for accelerating the employment element	300
20	Dunstable	Brewers Hill Road 3.0 /3.0	Part Council owned, part owned by National Grid. Contamination and current gas holders. Part of the site is allocated for residential uses in the Local Plan.	Work to resolve contamination ongoing, in association with other land owner. Development brief for whole site may be best way to agree preferred uses and promote redevelopment. Possible location for Eco Business Centre	Up to 300 depending on uses of different parts of the site.
21	Dunstable	Gateway Site, London Rd 4.3 / 4.3	Planning permission in place for 6376 sqm of B1 uses but unable to find tenants. Owners unable to fund speculative development.	Possible location for Eco Business Centre. Further discussion with landowner awaiting resolution of planning issues.	Latest planning application is awaited but a previous permission could have delivered 212 jobs.



22	Leighton Buzzard	Grovebury Road 2.4ha without planning permission	Appears to be in same ownership as land with an undeveloped permission	Need to contact owners regarding future plans	240
Total		47.95ha			4,552

**Assumptions:**

For B1-B8 land, an assumption of 100 jobs / ha has been made.

For B1 planning permissions, an assumption of 30sqm per job has been made.

For B1-B8 planning permissions, an assumption of 45sqm per job has been made.

For B8 planning permissions, an assumption of 60sqm per job has been made.

Please note that the job numbers calculated in the final column will alter if any of these assumptions change.

If all the sites were to come forward as indicated above they could generate in the region of 8,300 jobs.