

LSCC Commission - Understanding potential

Submission on behalf of the Cambridge South East Cluster – 7 January 2016

One of the key issues highlighted by Professor Michael Enright in his Expert Evidence Paper to the LSCC (November 2015) is the need to identify critical mass nodes in the London Cambridge Corridor.

A key multi -transport and economic node along the Corridor is the triangle around the M11 - A505 - A11 or South East Cluster.

Not only is it an attractive place to live and work, the area boasts a fantastic road, rail and air transport network:

- A semi-fast railway station at Whittlesford Parkway - Liverpool Street (63 mins), Cambridge (10 mins) and Stansted (26 mins)
- Road access to the East (A1307 – Haverhill, A14 - Newmarket, Bury St Edmunds, Ipswich, Felixstowe and A11 - Norwich)
- Road access to the North (Cambridge, Huntingdon/A1M and A14 towards Birmingham)
- Road access to the West (A505 - Royston, Baldock, Stevenage, Letchworth, Hitchin and Luton)
- Road access to the South (M11 - Bishops Stortford, Stansted, Harlow, M25 and London).
- The proximity to Stansted both by road and rail cannot be underestimated. Not only flights to Europe (and increasingly internationally) but also as a commercial freight airport with both Fedex and UPS to name but two operators. Stansted is also a key driver for export from the region.

The area is also a rapidly growing economic network providing scale and acclaimed international recognition in the South East Cluster's own right:

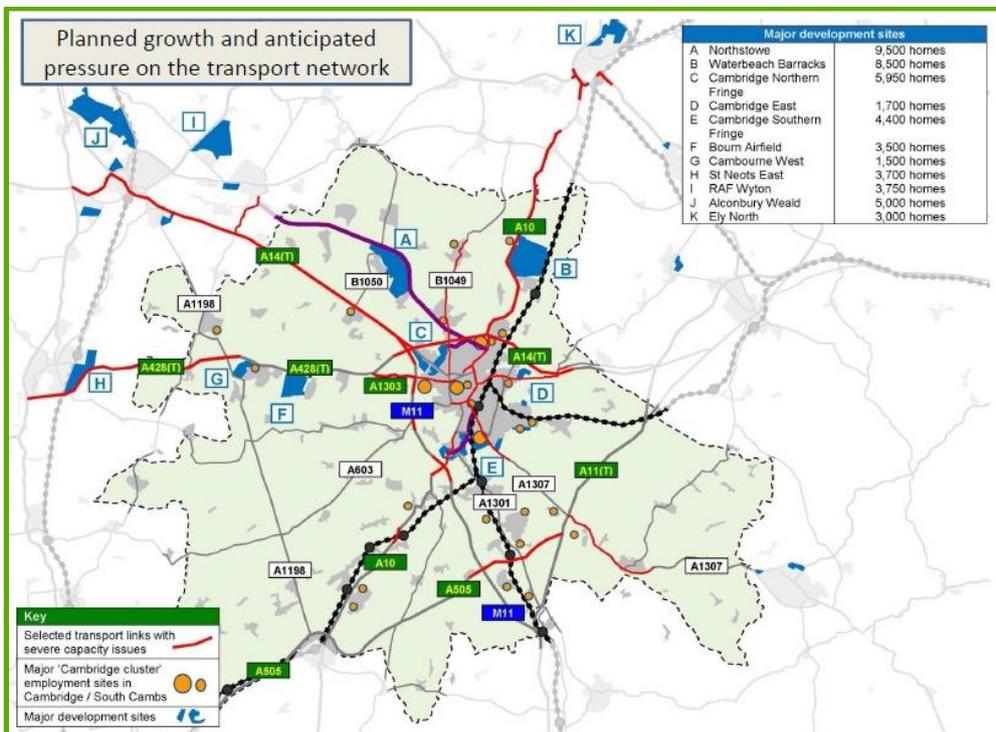
- Wellcome Trust Genome Campus
- Granta Park
- Babraham Research Campus
- Iconix Park
- Former Spicer site/Aracaris Capital Ltd
- South Cambridge Business Park
- Chesterford Research Park
- Proposed SmithsonHill land

The companies and organisations on the Parks have national and international acclaim for their ground breaking scientific research and achievements. The growing importance of 'open source innovation', collaborative working, and the drive to see greater success in the transference of research into the commercial sector are all driving growth and closer working relationships between institutions and businesses. Clusters, and relationships between clusters, are becoming increasingly important in encouraging and fostering innovation and successful transference. Whilst not being able to afford city centre land and property prices, and seeking a high quality environment for employees, and space to expand, these research institutions have gravitated to the south of Cambridge, where there is easy access to the academic institutions in the city, without the high land prices and congestion.

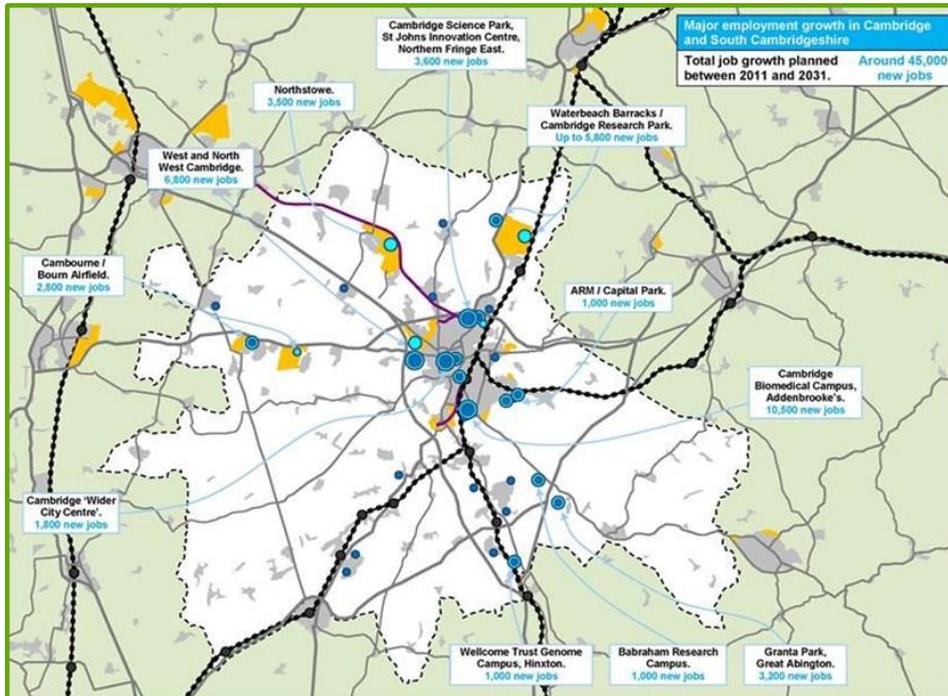


For many years the Cluster has grown successfully as individual Parks and Research Campuses but future proposals and growth, not only in the Cluster but also the Bio-Medical Campus to the north, have started to put pressure on the area.

Planned growth tends to be discussed in the context of housing numbers as shown by the City Deal plan below.



A commercial plan has also been prepared by the City Deal Group.



However, as the South East Cluster is already active, job growth is likely to be delivered faster than in the new settlement areas. Whilst the plan above is from 2011, looking forward over the next five to ten years the growth in jobs could be significantly higher than proposed:

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|---|-------------------|
| • Wellcome Campus - | 2,000 jobs |
| • Granta Park - | 2,000 jobs |
| • Iconix Park - | 500 jobs |
| • Chesterford Park - | 900 jobs |
| • Babraham Research Campus - | 1,000 jobs |
| • Former Spicer site/Aracaris Capital Limited - | 2,000 jobs |
| TOTAL INCREASE IN JOBS | 8,400 jobs |

The Cluster is also home to Duxford Air Museum, a significant tourist attraction and the soon to be relocated Cambridge City Football Club in Sawston. The Bio-Medical Campus to the north is looking to grow significantly with the 2020 land now allocated and the 2040 land being considered for earlier development. This could be around 6,000 jobs in the next five years. Together with the possible new station at Addenbrookes the demand on Whittlesford Parkway for parking and bus/cycle connectivity will also be far greater than ever before.

The southern side of Cambridge could therefore be delivering around 40% of the employment growth planned around the City.

The success of the Cluster is predicated on its accessibility and proximity to both Cambridge and London and also the villages and towns around the Cluster. Increasingly access to Stansted via road and rail has become more important and will continue to grow as Stansted plays a greater role with more flights within Europe and Internationally.

The key to maintaining the success of the area both economically and internationally is transport and enhancing all links – public transport, car and train to ensure that the Cluster literally keeps moving forward.

A vital role for the LSCC group is to help identify and manage the area. With ten Parish Councils, two District Councils and two County Councils, managing the planning and co-ordination will be essential. This means planning policy co-operation, management of CIL spending, s106 payments and other planning conditions.

A significant step forward is the new collaboration of the Parks to co-ordinate transport planning. In time this will hopefully develop into other areas such as utilities and communication.

The ambition for the Parks is to co-ordinate the movement of people both into and out from Cambridge, London and increasingly the lower value villages mainly to the north and east. This means the co-ordination of buses, trains and possibly private cars through car sharing to ensure that the growth of the area does not hinder the movement of people. The cost of buses is also high with the Parks themselves spending hundreds of thousands each year to move their tenants in and around the Cambridge sub region. The cost of public buses is also high with fares increasing significantly outside the City boundary.

How the significant housing growth proposed to the north and west co-ordinates with job creation to the south east will also need to be assessed carefully.

A developing requirement is also the movement of people between the Parks as greater cross-collaboration occurs between tenants.

However, this internal Cluster movement is not just a Park requirement. The Parishes also have a vision of improving the A505 / A1301 McDonalds roundabout, which is heavily congested at peak times, increasing the car parking at Whittlesford station (and removing the parking from the village), a better bus and cycle network between villages, transport nodes such as the station and the Parks.

The South East Cluster is therefore an easy win – both Parishes and Parks want to improve the area and deal with the transport issues head on. The City Deal has identified that the A505 needs improvement and is a key strategic cross-county link in the region.

The Cluster provides a vibrant and significant interaction along the Corridor and should be acknowledged as an attractive package – a great place to live and a key growth area for economic development.

We believe that there is a real opportunity for collaborative planning and private/public partnerships to develop a 25 year plan for the Cluster.

This area should therefore be identified as a ‘critical mass node’ between Stansted and Cambridge in recognition of the existing cluster of science and biomedical parks in the area, which are already collaborating on travel planning and transport. It should also be identified as an Opportunity Area / Site within the LSCC corridor in recognition of the expansion plans of the Wellcome Trust, Granta Park, Babraham, the former Spicer Site and the availability of a significant amount of land at the heart of the cluster to deliver further growth potential and infrastructure and facilities to serve the wider cluster, providing cohesion to the Cluster and facilitating the coordination of infrastructure and travel planning. Such recognition could also assist with the securing of grants and funding to improve accessibility and alleviate current congestion on the A505.