



GL Hearn

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Mixed Use Development: Overcoming barriers to delivery at North East Cambridge

**Cambridge City Council and South Cambridgeshire District
Council**

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1 NORTH EAST CAMBRIDGE: MIXED USE

- 1.1 North East Cambridge (NEC) is identified in both the local plans of South Cambridgeshire District Council and Cambridge City Council as an area of major change. An Area Action Plan (AAP) is being developed to enable the site to coherently deliver new homes and employment floorspace in line with innovation district principles. In 2019, the NEC AAP Issues and Options Consultation identified the key policy areas: <https://www.cambridge.gov.uk/media/7003/north-east-cambridge-area-action-plan-issues-and-options-consultation-report.pdf>.
- 1.2 This paper considers some of the challenges that NEC may face in delivering higher density mixed use development, particularly integrating business with other uses, and how these might be overcome.

What is mixed use development

- 1.3 Mixed use refers to development that comprises a mixture of more than one land use. In planning terms, this is for buildings that contain uses for more than one use class. Mixed use developments can be ‘vertical’, in which a building accommodates multiple uses over several floors, or ‘horizontal’ where a range of different buildings on the same site have different uses. Both of these are relevant to NEC but in particular the horizontal model.
- 1.4 Whilst mixed use development relates across uses including residential, retail, leisure, community or employment within the same block, the combination of employment including office, labs and light industrial with other uses – notably residential – is of primary interest for NEC. Integrating residential above retail is common, whereas examples of employment and particularly industrial activity with other uses is less so and presents different challenges. The phrase ‘co-location’ is more common when industrial and residential uses are placed in mixed use buildings.
- 1.5 In the case of NEC the challenge extends to how the intensification of existing floorspace is managed – as the Area Action Plan (AAP) includes Cowley Road and Nuffield Road Industrial Estates. Here lessons can be drawn from the emerging New

London Plan policies and evidence which seeks to optimise existing industrial land in the capital.

- 1.6 Examples of employment mixed use schemes are included herein as a guide to inform policy making and wider relocation and retention strategies.

2 NORTH EAST CAMBRIDGE PROPERTY MARKET OVERVIEW

2.1 This section provides a brief overview of the NEC property market.

Office

2.2 Office space is highly desirable in NEC due to a presence of other “high-value” tech companies and research and development (R&D) facilities. Key areas for offices include Cambridge Business Park and St. Johns Innovation Park.

2.3 Floorspace take-up and availability remains highly concentrated in larger size-bands (above 500 sqm), however this is not necessarily due to low demand for smaller size bands, but rather a lack of available supply. Smaller office floorplates of high quality were not typically available in and around parks like Cambridge Business Park, which typically only houses headquarters (HQs) of large businesses.

R&D

2.4 This area is key for R&D due to Cambridge Science Park. The Park has an R&D clause in its design requirements which therefore concentrates this type of development.

2.5 R&D companies are focused on Cambridge Science Park and Cambridge Business Park, but recently they are noted also to be taking space around Cambridge North station. The recent opening of the station in 2017 has created more development opportunities within this part of the city, and thus many other high-value companies have now started looking to Cambridge North for easy transport links. These “high value tenants” would drive the rental values for existing tenants in the area, similar as to what has occurred close to Cambridge Station.

2.6 Smaller R&D floorplates of high quality are not readily available in parks such as Cambridge Science Park or St. John’s Innovation Centre, which has smaller floorplates available but at leases of longer than 5+ years.

Industrial

- 2.7 In terms of industrial floorspace in the submarket, the Cowley Road and Nuffield Road Industrial Estates provide floorspace.
- 2.8 There is very low industrial vacancy in NEC, and trade counter rents typically start at around £12 psf (£130 psm) but can be greater. Whilst some trade counters and local industrial uses could move elsewhere, there continues to be low vacancy of a suitable type of units in the surrounding areas such as Milton and Histon.
- 2.9 Occupiers may in some instances be suited to relocation. Whilst occupiers such as trade counters are attracted to NEC due to locational proximity to the city centre and strategic highway network, they could successfully operate elsewhere. However, such trade counters would have an issue relocating to any areas closer to the city centre due to affordability constraints and so would need either replacement accommodation on the periphery or beyond the urban area.

3 CHALLENGES AND SOLUTIONS IN EMPLOYMENT INTEGRATED MIXED USE

3.1 Below we consider some of the main challenges and solutions in delivering employment orientated mixed use.

Operational - Noise, vibration, air quality

3.2 Industrial activities can give rise to a range of bad neighbour environmental effects. This worsens with heavier industrial practices and logistics uses, reliant on typically polluting heavy goods vehicles (HGVs). Integrating development increases the need to manage these effects. At NEC it is anticipated that the majority of future commercial activities will be use classes B1abc, with some B2 and B8 uses clustered around the existing Aggregates Railheads.

3.3 For vertical mixed use, typical load bearing ceiling slabs for taller buildings can act as sound barriers between commercial ground and upper residential floors. This has been the case at Kings Cross Travis Perkins and Caxton Works at Canning Town. The slabs mitigate noise to enable trade counter / light industrial or other commercial activities at ground or lower floors to coexist with residential uses on upper floors. Larger floorplate industrial units can also be accommodated in such developments with the use of structural columns to enable spanning. In terms of air quality and odour control, internal plant equipment with venting is required for regulation.

3.4 Of relevance is the 'agent of change' principle, introduced through the National Planning Policy Framework in 2018. This places responsibility on new developments to mitigate impacts such as noise effects from current land uses. For example, new residential developments bear responsibility for ensuring existing industrial units do not have adverse impacts on new residents. Whilst in most new mixed use developments this principle is not applicable in the same way, it highlights the importance of managing change and ensuring pre-emptive mitigation such as double or triple glazing. The principle is also relevant where phased development is occurring which may be the case in NEC around Cowley Road / Nuffield Road, in terms of ensuring new residential introduced is not adversely affected by existing industrial uses.

Operational - traffic

- 3.5 Trips associated with commercial units may need to be regulated in higher density mixed use or urban areas as these can contribute to noise, air pollution, and congestion. Developments need to consider the trip impacts of employees, deliveries and customers. Nuffield Road employment area currently contributes a number of commercial trips on local roads, whilst Cambridge Science Park has a significant number of commuters arriving by car. Future development across the NEC area will need to ensure that it minimises the number of trips on the local highway network.
- 3.6 Managing parking space is key to mitigating trip impacts. Commercial uses – office and industrial - may require loading bays and potentially commercial visitor parking, although this also depends on the level of public transport accessibility. Developments with higher public transport accessibility are likely to have fewer parking requirements. Design needs to be sensitively approached in terms of parking bays and space management particularly in an environment which is focused around minimising car ownership and supports sustainable transport modes. This may include no parking, or shared bays, and the provision of cycle parking that includes space for non-standard cycles.
- 3.7 For industrial activities outdoor / indoor loading and storage areas may also be necessary. Travis Perkins at Kings Cross demonstrates that these areas can be fully internalised under extreme land use intensity and efficiency needs, however typically it preferable to move such land hungry requirements out of higher value residential areas. Where storage and loading is necessary for the land use type such as B1c, the design needs to balance both the functional operator needs as well as sensitivity to non B Class uses. This might include covered yards where covering rooves can be used as roof gardens, or restricting hours of use to minimise noise / air quality effects.
- 3.8 Developments can actively push for modal shift. This can be through monitored travel plans that encourage employees to walk and cycle to work, take public

transport, or car share. The use of green leases too, has seen developers include specific responsibilities for tenants with regards to the sustainability, including in some cases looking to use cycle couriers or delivery services.

Delivery – development and management

- 3.9 Many developers are traditionally single use type orientated, such as housebuilders or office developers, enabling them to specialise in particular market products. They are therefore less knowledgeable about issues of designing or delivering mixed use schemes. There are however mixed use developers with skills across the use class spectrum who can better manage the process. Procurement is key in this regard, as well integrated design teams working in a coordinated manner can ensure that construction phases, decanting, and occupancy all occur in a way to mitigate development impacts and add value to neighbours and prospective tenants alike.
- 3.10 The introduction of meanwhile uses in mixed use development at NEC may be relevant to provide services and amenities alongside construction processes. The Centre for London¹ highlights a number of examples of meanwhile uses short term retailing to event spaces. Of note, U+I's redevelopment of Preston Barracks (army barracks) in Brighton involved allowing local start up entrepreneurs to use the space to experiment and hold local events and projects. In Camden, the Camden Town Business Improvement District is running Camden Collective, a charity offering free workspace to entrepreneurs by bringing empty buildings back into meanwhile use.
- 3.11 Landowners should be encouraged to partner with suitable developers or joint venture structures to ensure that piecemeal development is avoided. Where concerns arise about the ability of landowners or fragmented land ownership structures to deliver development in line with policy, there may be a case for authorities to use their compulsory purchase order (CPO) powers, under circumstances where there is a compelling case in the public interest and other tests are met. The intensification of Old Oak Common / Park Royal by the Old Oak and Park Royal Development Corporation (OPDC) includes where necessary the use of

¹ Centre for London: 'Meanwhile, in London: Making use of London's Empty Spaces' 2018

CPO powers as a last resort in negotiation. This is one of the most ambitious industrial intensification projects currently in progress. As of 2019 OPDC is 'land referencing' which entails researching and identifying those with legal interests in the area. Similarly the Elizabeth Olympic Park in East London went through a detailed process of site assembly by negotiation and included a number of site CPOs.

- 3.12 Planning authorities can introduce pre-commencement conditions that stipulate, for example, that no occupancy of residential units takes place before commercial floorspace is completed. This ensures that development is comprehensive although it does not guarantee the functionality of the design.
- 3.13 One of the issues of delivering mixed use development is that of ongoing management. A residential freehold sale will divulge the developer of responsibilities. Commercial premises may be sold freehold but more commonly are acquired as assets for leasing. This should not be problematic if developments are well planned, designed and built. However should conflicts arise for example out of hours industrial noise without an overarching managing structure they can be difficult to remedy.
- 3.14 Ongoing management is important to ensure viability, quality and values for both residential and commercial new build elements are maintained. Larger scale development sites will be of more interest to investor / developers looking for ongoing rental stream over the longer term such as an institutional investor. Effective estate management, including management and maintenance of roads, infrastructure public realm and its curation / event management is often identified as key by the most successful mixed use developments and commercial areas – see Deptford Market Yard curation below. The process of establishing successful management arrangement starts from the land assembly and delivery arrangements - including co-operatives or public private partnerships. Poundberry in Dorset built out in the 1990s has three management companies, one for each development phase, with annual charges levied to occupiers upkeep of areas not adopted by the council.
- 3.15 In some instances mixed use developments can be best suited for rental / leasehold residential ownership which also avoids the issue of potentially adversely affecting

sales prices. For example, Unite manage the student accommodation above Travis Perkins at Kings Cross which caters therefore for transitional residents. Equally mixed use developments can provide ideal sustainable neighbourhoods for communities, as shown by the example of Caxton Works in Canning Town with over 300 private sale units or Nestle Factory in Hayes with a mix of residential typologies.

Delivery – managing occupier floorspace transition

- 3.16 Mixed use schemes may be seeking to provide replacement floorspace of existing industrial or commercial floorspace. This is likely to be applicable to NEC and is increasingly common in London where competition for land is high and reportedly under utilised employment sites are being protected to ensure retention of commercial floorspace whilst allowing the introduction of residential units (see below). The purpose of such an approach is to prevent lower value but functionally necessary activities being squeezed out at the expense of high value residential.
- 3.17 Whilst planning policy can control the floorspace being re-provided by use class, mechanisms do not exist through planning policy to ensure the transfer of existing occupiers unless there is a relocation policy within a framework plan. If this is desirable then alternative mechanisms would need to be introduced including the acquisition of units by public authorities or other pre-let agreement with owners. Deptford Market Yard involved a selective local occupier strategy by developers U+I which has been curated as a successful regeneration project.
- 3.18 Decant and relocation of existing occupiers presents challenges. To ensure business continuity and viability, new or temporary units need be completed prior to relocation. Some businesses will be more vulnerable to temporary locations that are greater distanced from their customer or workforce base and this needs to be assessed on an individual basis. Using temporary units requires ensuring the needs of individual businesses can be fulfilled on available plots or units, again requiring appropriate lease or ownership structures to be in place incurring further costs. In Southwark on the Old Kent Road the regeneration process covers some 800 businesses, some of which need relocating. As a result the council has secured new

affordable local workspace. The process has been met with some resistance and challenges, highlighting the sensitivity of the matter.

3.19 As noted above the transition to co-located industrial development can result in concerns over bad neighbour environments. This runs the danger of sterilising units intended for industrial / light industrial, with some occupiers unlikely to take leases for fear of reprisal over environmental effects. In theory the B1c use class designates activities suitable to take place in a residential area – whereas B2 uses are far less likely to be suited to such development. Restrictions on parking and delivery hours can exacerbate this. A realistic approach needs to be taken to the kind of occupiers likely to take space in developments involving sensitivity residential and community uses, with light industrial and creative space occupiers likely to replace heavier metal works, for example.

3.20 New units are also likely to achieve higher rents than the original pre-relocation units. This can be due to wider improvements increasing the areas desirability, the creation of higher specified units, or developers looking to recoup build costs. All risk squeezing out many original occupiers. Many industrial occupiers rely on ageing marginal stock with lower rents – Cowley and Nuffield Road are likely to have occupiers in this category. The use of planning policy to achieve affordable workspace cross-subsidisation from residential values can mitigate premium rents. London Borough of Southwark's affordable workspace policy (Policy P28) is notably effective seeking 10% of workspace as affordable and prioritising small businesses at risk of displacement, supported by New London Plan Policy E3.

Office and community uses

3.21 Delivering office and laboratory floorspace as part of mixed use developments with residential presents different challenges compared to industrial floorspace. City centres across the UK and worldwide contain examples of adjacent blocks of commercial and residential uses, or with ground floor commercial activity. However there remains a tendency, through both planning policies and natural business

clustering, for zones or districts to be created with city centres to provide the most active and dense office space.

- 3.22 Vertically integrating stacked uses present many design challenges. These include the need for multiple cores for residents / workers; as well as the intense need for plant with extraction flumes. As a result horizontal integration can be more effective. However, office uses over light industrial uses are increasingly common particularly in Cambridge where mid-tech research and manufacturing require supporting office space. Enterprise at Cambridge Research Park has recent examples of this.
- 3.23 The Kings Cross redevelopment in London includes a range of use types including office and residential as does CB1 in central Cambridge. Accessibility is one of the most critical issues in designing for high density employment and residential taking into account daily movement patterns of workers and residents, with in/out commuting to workplaces being a major footfall event.
- 3.24 For build to rent (B2R) or co-living developments, co-worker or flexible space can be delivered as access only ground / mezzanine. The Collective's co-living development at Old Oak in London includes The Exchange co-worker hot desking space whilst Locke's apart hotel at Broken Wharf in the City of London also provide design led workspaces. Where B2R takes place in NEC the potential for linking employee requirements to workplaces could be investigated.

Lessons from the London Plan

- 3.25 The rapid contraction of industrial land in London has been identified as an issue for a number of years, first raised as a major concern in the 2015 Industrial Land and Economy Study identifying a release of industrial land above the preferred rate in a number of boroughs, rising rents and low vacancies. The 2017 London Industrial Land Demand Study introduced new rates of future need including linking future warehouse needs to GVA growth rather than trend based (historically constrained) or labour demand (rising floorspace densities). The study also introduced the notions of intensification of existing land for industrial use; colocation with others uses

including residential; and substituting out activities to beyond the city. A number of these suggestions followed through into the New London Plan.

- 3.26 **The New London Plan** (as of April 2020) is at the Intend to Publish (ItP) stage, having been through Examination in Public (EiP) but requiring amendment in response to Secretary of State (SoS) Directions. The key relevant policies and their implications are:
- 3.27 **Policy E4** Land for industry, logistics and services to support London's economic function aims to ensure that in overall terms across London there is no net loss of industrial floorspace capacity within designated Strategic Industrial Land (SIL) and Locally Significant Industrial Sites (LSIS). Floorspace capacity is defined here as either the existing industrial and warehousing floor space on-site or the potential industrial and warehousing floor space that could be accommodated on-site at a 65 per cent plot ratio (whichever is the greater).
- 3.28 Intensifying industrial land is encouraged through London Plan **Policy E7**, Intensification, co-location and substitution of land for industry, logistics and services to support London's economic function. The policy lists several possible methods for intensifying business uses in B1c, B2 and B8 use classes including the development of mezzanines, multi-storey schemes, basements, high plot ratios and introducing non industrial uses.
- 3.29 It is of note that SoS's Directions (March 2020) seeks to remove the 'no net loss' principle to achieve maximum land use efficiency, however this has not as yet been accepted by the Greater London Authority.
- 3.30 The underlying issue for London remains that rapidly declining industrial land is required to ensure the city functions viably overall, with provision for services such as car repair, trade counter and distribution not suitably able to be provided from outside. Salient points for NEC:

- Cambridge City has seen a rapid decline in industrial floorspace over the last decade whilst South Cambridgeshire has increased, with some net loss across the two.
- Rents and availability within the city indicate a tight supply with high demand, there is also now a very limited amount of more 'marginal' stock.
- Nuffield Road and Cowley Road include opportunities to introduce concepts relating to Policy E7 of the ItP London Plan being
 - Reduction of plot ratios and minimise yard space to that necessary
 - Further multistorey intensification and use of mezzanines – already seen locally
 - Substitution of those activities that can viably operate from beyond the city
 - Integration and co-location of commercial uses with others, notably residential

3.31 The GLA commissioned 2018 'Industrial Intensification and Co-Location Study: Design and Delivery Testing' report provides further insight into the application of the London Plan industrial policies, including design models of how various industrial use types might be intensified, typical occupiers by unit size, yard space needs and floor loading for stacking and example design guidance. Viability testing reports that land value, rents and site scale all influence viability of delivering intensification sites. The most deliverable typologies are noted as:

- Residential stacked over ground level medium sized industrial units or workshop / studios organised around a central yard; and
- Small scale stacked industrial units adjacent to residential development.

Conclusions

- 3.32 A number of issues have been identified above relating to delivering mixed use development which will need to be considered when bringing forward major change at NEC. These are summarised below.
- 3.33 **Operational:** Where commercial / industrial development is integrated with or taking place in close proximity to residential or other sensitivity uses, care needs to be taken in ensuring noise, vibration or air quality environmental issues are managed appropriately.
- 3.34 **Traffic:** NEC is constrained in terms of vehicle trips. Commercial elements need to be managed to minimise effects whilst not being operationally constrained. Parking spaces should be managed through the planning and design process, encouraging sustainable transport modes and through the use of travel plans where appropriate.
- 3.35 **Delivery:** Mixed use development can be more complex than traditional mono tenure developments, with an understanding needed of several land use types (residential, commercial) and well as the issues of integration. Procuring or encouraging developers and development terms will improve outcomes. Where concerns arise about the ability of landowners or fragmented land ownership structures to deliver development in line with policy, there may be a case for authorities to use their compulsory purchase order (CPO) powers – if other tests are met.
- 3.36 **Management:** An integrated approach to management of mixed use development is beneficial, ensuring any conflicts between commercial and residential elements can be resolved – such as noise or traffic. Overall estate management becomes essential to successful development including public realm and infrastructure. Large mixed use developments such as NEC may be suited to institutional investors looking for long term income streams.
- 3.37 **Occupier transition:** Existing occupiers may be displaced through redevelopment and reprovided floorspace may see rent increases. If at NEC it is desired to support

existing occupiers through transition then an understanding of operational needs and locational preferences will be required. Ensuring viable future spaces may also entail affordable workspace provision. Given sensitivities in the process a relocation strategy should be considered.

- 3.38 **Deliverability:** Market evidence suggests that mixed use development is likely to be viable in NEC. It is expected that this will be predominantly in the form of horizontal-adjacent development – but that some vertical mixing should be anticipated and encouraged particularly in light of the innovation district model being sought, where diversity in activities is desirable to support vibrancy.

4 CASE STUDIES

Travis Perkins / Unite, Kings Cross

- 4.1 The site is located in the London Borough of Camden, around 800m from Kings Cross and St Pancras Stations. The development is directly adjacent to the Royal Veterinary College.
- 4.2 The site was owned and used originally by Travis Perkins as a typical trade counter store. A partnership was formed with UNITE to deliver London's best example of co-located development. In 2011 UNITE, a student housing provider, secured planning consent in partnership with Travis Perkins. The scheme provides approximately 563-bed student apartments and studios, with Travis Perkins on the ground floor. HGVs are able to drive directly into the ground floor of the site from the street.
- 4.3 As Travis Perkins is a trade counter, it is subject to regular business hours, allowing it to collocate with a residential use in the same development.
- 4.4 The trade counter operates a one-way HGV traffic system and had to develop a unique system to ensure functional vehicle delivery flows and navigation through structural columns not typical of a trade counter unit or operation. Design of pedestrian access was important to ensure safe vehicle / pedestrian movements and designated residential / business access points.

Figure 1: Travis Perkins / Unite, Kings Cross



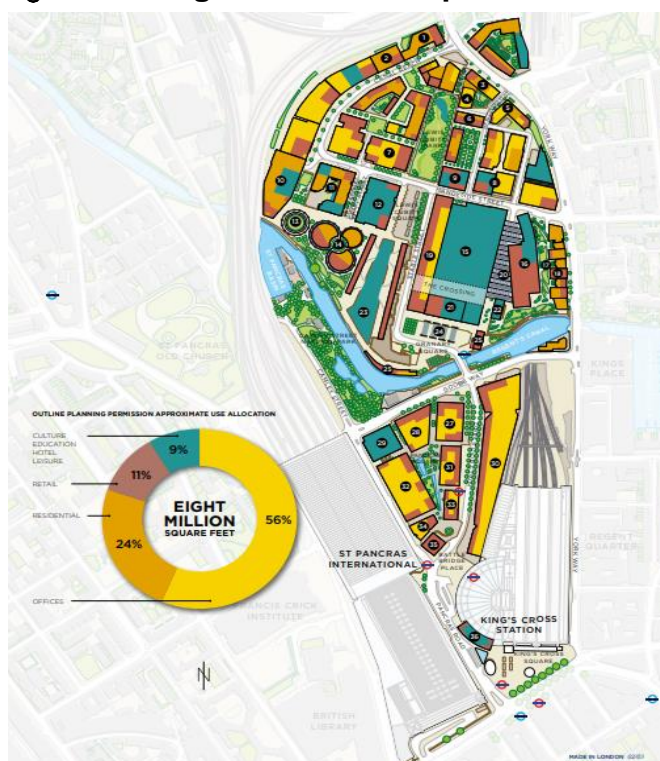
Source: Cooley Architects

Kings Cross Regeneration

- 4.5 Kings Cross Central Limited Partnership has developed, and is continuing to develop, a 67 acre site in conjunction with development partner Argent. It is the largest mixed-use site delivered in London for the past 150 years. Much of the area is now complete with final plots on the northern fringe to be built out. Upon completion 40% of the site will remain principal open space whereas 60% is built space (including private courtyards and gardens).
- 4.6 The site was developed on former brownfield goods yard and other land behind King's Cross Station. Many of the buildings, some new and others reclaimed such as around Granary Square, feature a mix of residential and ground floor retail, or office and ground floor retail. Some residential buildings have ground floor B1a/b office uses, such as Glass Canvas' office in Saxon Court at the northern side of the site. Argent's offices are on first floor above the active and regenerated Stable Street, as are other professional services.

4.7 The residential building block Rubicon court has a mixture of affordable housing, homeownership, and ground floor office, with LD Communications as an occupier. A new Google owned and occupied building is currently being constructed adjacent to St Pancras. King's Cross serves an example for transit-orientated and walkable mixed-use development. Key factors in its success are committed development partners and institutional funding, along with key transport connections, cultural assets and educational uses.

Figure 2: Kings Cross Masterplan



Source: King's Cross Central Limited Partnership

Nestle Factory, Hayes (Barratt / SEGRO)

4.8 The Nestle factory in Nestles Avenue, near Hayes & Harlington station, closed in 2014 when production of freeze-dried coffee was moved to Derbyshire. SEGRO purchased the 30-acre site in 2015 and partnered Barratt to deliver the development. SEGRO, developer of modern big box and urban warehouses, and Barratt London, designed a mixed-use scheme to deliver 230,000 sq ft of largely warehouse employment space alongside 1,381 new homes.

- 4.9 One of the primary challenges when integrating these uses is access and egress points. The site is masterplanned so there are designated entrances for the warehouse units, separate to the entrance used by residents.
- 4.10 Noise is also a consideration when marrying employment and residential uses. The term ‘industrial’ suggests heavy manufacturing, but in fact this type of modern light industrial / distribution space tends to be utilised by logistics, retailers or local SMEs companies who do not cause significant noise. Furthermore, high quality design, including additional insulation for the residential units, means noise from the workspace is barely audible from inside the apartments and within acceptable limits.

Figure 3: Nestle Factory, Hayes (Barratt / SEGRO)



Source: [SEGRO.com](https://www.segro.com)

Caxton Works (U+I / Galliard)

- 4.11 The former Goswell Bakeries buildings and Moss Electrical warehouse in Caxton Street North has been redeveloped by U+I into new homes, commercial premises and retail space. The mixed-use development provides 336 new homes, built by Galliard Homes, and 13 commercial units at ground and mezzanine levels covering 2,000 sqm, include floor to ceiling windows with an exposed concrete finish. The commercial units have been retained by U+I. The scheme won the “Best Built Mixed-Use Scheme” at the 2018 New London Awards.

- 4.12 The commercial space at Caxton Works has been designed for the kind of manufacturing or education enterprises that suit this area of East London, with affordable rents. They do not necessarily rely on passing trade to operate.
- 4.13 The commercial units large spanned areas without columns resulting in large thick slabs which provide sound insulation. As with similar mixed use developments, columns are occasionally required for structural solutions which wouldn't otherwise be there in free standing commercial premises.

Figure 4: **Caxton Works**



Source: <https://studioegretwest.com/places/caxton-works>

CB1

- 4.14 CB1 is a major mixed-use site surrounding Cambridge Station. The development is on the site of former employment land that fell into disuse along with the general decline in manufacturing. CB1 comprises (so far) 250,000 sqft of office with tenants such as Anglia Ruskin University, Microsoft, Amazon, Deloitte, WeWork with ancillary retail, Ibis Hotel, 325 residential units with affordable and over 1,000 beds for student accommodation. CB1 has provided 6,000 bicycle parking spaces, including almost 3,000 in the Cycle Park.
- 4.15 The developers Brookgate planned for office uses to primarily be concentrated along Station Road, with a mixture of retail, residential and student housing on adjacent roads and next to the station. The proximity of the station in particular has enabled CB1 to achieve a mix of uses at a higher density.

Enterprise at Cambridge Research Park

- 4.16 Enterprise is a scheme inside Cambridge Research Park that combines the requirements of research and production within one building. It offers 64,000 sqft of flexible floorspace across six units. Typically these units comprise 10 to 20 per cent of floorspace for offices, but can be retrofitted to meet future occupier need. Rents in this park are approximately £12.50 psf as compared to Cambridge Science park at £33 psf.
- 4.17 Local commercial agents are of the view that these types of schemes will become more common, an evolution from firms having separate lab and production buildings.

Figure 5: **Enterprise at Cambridge Research Park**



Source: www.cambridgeresearchpark.com/

Deptford Market Yard

- 4.18 Located next to Deptford train station, the multi-award-winning Deptford Project has been transformed a derelict 2-acre site into public realm with new commercial premises, well designed public realm and 132 homes.
- 4.19 U+I completed construction in 2016 and have disposed of the majority of the project, but retained the final commercial and leisure element of the scheme.
- 4.20 The scheme is the product of a partnership with Lewisham Council to regenerate the historical railway arches. What was previously an unused area of Deptford has now created new space for independent businesses with quality public realm playing an essential part. The renovated arches are home to 14 independent businesses which have been selected by U+I to support the area's vibrancy. The project is winner of the 'Best Heritage Led Project' at the 2017 London Planning Awards and the Placemaking Award at the 2017 Property Week Awards.

Figure 6: Deptford Market Yard



Source: www.uandiplc.com