FAO – Katie Christodoulides
South Cambridgeshire District Council

By email to planningcomments@scambs.gov.uk
Katie.Christodoulides@scambs.gov.uk

26th January 2018

Dear Ms Christodoulides,

Planning Application Reference: S/4099/17/OL

We wish to strongly oppose the application reference above.

Whilst one cannot oppose the laudable and ambitious aims set out in the application to help solve the world's population growth and corresponding resources issues, we do not believe the proposed park will be viable as it is proposed, particularly due to the lack of a large institutional sponsor (or key anchor tenant), the uncommercial car parking ratio and over-ambitious transport plan.

Even if the park was deemed to be needed and viable, the site is not sustainable within the terms of the NPPF, and any proposal for such a huge business park should be assessed through a proper strategic planning process.

Our grounds for opposition are set out in detail below, but can be summarised as:-

1. **Contrary to Local Plan Policy**.
2. The proposal **does not provide sustainable development** in the context of the NPPF.
    a. Location and public transport issues
    b. Environmental issues
3. **Traffic Generation and Highways Issues** – traffic forecasts are over-ambitious and will cause delays, rat-running and road safety issues.
4. **Viability** – tenant demand and proposed car parking ratios indicate that the application is not deliverable as currently proposed.

1. Local Plan Process

- South Cambridgeshire's emerging local plan is at an advanced stage and will be adopted this year. The plan has identified sufficient employment land for the plan period in alternative locations in the district and the plan inspector has not raised any issues with the employment allocations.

- If there becomes an issue with a shortage of employment land in the future, then proposals should be considered nearer the time with the benefit of up to date central government policy, demographic and employment forecasts, a knowledge of tenant demand, as well accurate assessment of the capacity of local infrastructure. This would also allow consideration of other developments that have come forward in the interim period, including those that have some

standing in Uttlesford District Council's emerging plan (Chesterford Research Park and North Uttlesford Garden Village), as well as proposals at Wellcome Trust's Genome Campus and other schemes in SCDC.

- Such a significant scheme should be promoted through a local plan process to allow evaluation against other possible sites in the district. As the application has not been through such a process, it should be refused on the grounds of being "premature" in planning terms. We understand that SCDC has committed to an early review of the Local Plan, so the mechanism for a proper promotion and assessment of the site will be in place.

- In part to justify this departure from a plan-led allocation, SmithsonHill have provided an assessment of alternative locations in the East of England. The selection of alternative sites and the assessment tests is very subjective and unscientific. There is no highways impact assessment included in their criteria and all the criteria are afforded the same importance. One example of the subjective judgement is why Fulbourn is worse than Hinxton in relation to proximity to other key centres in the Agritech Sector?

- On the basis that the ultimate aim of solving the world's food issues should be of national importance, if central government were to request suggestions for an Agritech site then I am sure a lot of sites would come forward that SmithsonHill may not have considered – hence the reason that such a large allocation should go through a local, regional or even national selection process, to ensure it is the best location, based on an objective and independent assessment.

2. Sustainability Issues

2.1 Location and Public Transport

Bus There are currently extremely limited bus services in the locality and the application does not make it clear what additional Citi 7 services will be provided to achieve the proposed 15% of staff arriving by bus.

Train The proximity of the development to Whittlesford Parkway Train Station is given as a benefit of the location. The Traffic and Transport report suggests the site is 1.6km from the station, but this is only to the nearest corner of the park and appears to be taken from the new bus interchange. The centre of the proposed buildings is around 2.5km from the rail station, therefore the average distance from the station is over 30 minutes walk (adopting the suggested 80m per minute). The accepted walking distance from a station is 800m (i.e. a 10 minute walk) - any more than that and people will revert to using their car. The whole of the Smithson Hill site is well beyond a 10 minute walk from Whittlesford Parkway or the proposed bus interchange.

Walking

It is notable that the SmithsonHill's initial proposed masterplan included development in the north-west corner of their landholding, next to the McDonalds roundabout. It was only when the significant constraints imposed by the gas pipeline were discovered that the development was shifted about 1km to the south – this has had a material impact on the sustainability credentials of the proposal as it puts the whole park well beyond walking distance.

Shuttle Buses

Shuttle buses are proposed, but common sense suggests that the vast majority of people will want to drive to the proposed park, rather than have the hassle (and cost) of driving to and parking at stations, relying on trains and then waiting for shuttle buses or walking the 30 minutes to the park (suggested as being undertaken by 25% of rail passengers). This is especially the case when relying on shuttle buses in heavy traffic in the evening commute to catch infrequent trains home – they will certainly take longer than the 21 minutes forecast to complete the round trip including drop offs/pick ups, as they will often be queueing for 10-15 minutes to get back to the roundabout. The site is therefore unquestionably a car commuting location, which will have a huge impact on already over-stretched local road infrastructure.

Access to Services

The site is unsustainable from a services perspective as there is nothing closeby, including no retail or leisure facilities and only limited facilities will be provided on site.

IF more business park space is required at some point in the future, there are more sustainable sites available around Cambridge where people could walk or cycle to work, and where existing or planned infrastructure has capacity and alternative modes of transport could be employed (e.g along the guided busway, near park and ride sites, or the proposed train station at Addenbrookes or other stations along the East West Rail link in due course).

Although the perception is that green belt releases are controversial, it would also be more sustainable to release green belt land closer to Cambridge to benefit from proximity to local services and housing, and to avoid the high level of commuting through the green belt to locations such as Hinxton.

Overall the location contravenes Policy TI/2 Planning for Sustainable Travel as the site **does not have "sufficient integration and accessibility by walking, cycling or public and community transport."**

2.2 Environmental Impact & Site Constraints

The numerous constraints identified in the Council's Strategic Housing Land Availability Assessment are equally relevant to a commercial application, namely:

- The site lies in an area of very open and attractive landscape in the East Anglian Chalk Landscape character area. It is very visible from distance - from the west on the A505 at Duxford and on the Duxford Road to Whittlesford and it will be visible from the M11 south of junction 9. The proposed business park would have a very damaging impact on the landscape character of the area and I don't believe the proposed landscape bunds will provide attractive mitigation - their use would seem more to avoid having to cart away tonnes of surplus soil from a sloping site.

- The scale of the proposals and its proximity to the village of Hinxton would completely change the special character of this historic village.

- The site lies above the Granta Chalk aquifer. It would seem very difficult to forecast what the impact of the development will be on this important water resource.

3. Traffic Generation and Highway Issues

The Traffic and Transport analysis is fundamentally unsound. The reasons for this are explained below:

3.1 Staff Numbers

- The proposals are for 100,000 sq m of accommodation (Net Internal Area). SmithsonHill forecast that this will generate 3,333 employees. This is in part because 46% of the space is anticipated to be R&D and 10% Laboratories, with employment densities of 1:430 sq ft and 1:645 sq ft respectively.

- The standard R&D occupancy ratio is 1:250 sq ft, which would equate to 4,300 staff working at the park. However, the R&D planning user restriction does not limit companies in the research arena from occupying buildings as more traditional office space at much higher densities of closer to 1:100 sq ft. Smithson Hill forecast that only 12% of the space will be occupied as offices at a ratio of 1:140 sq ft.

- Companies such as Bayer Crop Science occupy space at Cambridge Science Park at a ratio of 1:100 (and satisfy the R&D planning restriction) and other agritech type users such as Monsanto at Cambourne or Syngenta at Capital Park would also qualify as R&D and occupy buildings at normal office ratios. It is therefore likely that once fully built, there could be considerably more people working on the park than the 3,333 suggested, or the 4,000 used in the traffic analysis.

- As an example, Cambridge Science Park, which has a similar R&D user restriction, provides total floorspace of 1.6 million sq ft and there are 8,000 people working on the park, a ratio of 1:200 sq ft. This is despite some buildings being used for biology laboratories, with correspondingly low employment density. Applying the same ratio at Hinxton would imply 5,000 workers.

Conclusion – there are likely to be significantly more staff on the park than SmithsonHill's forecasts.

3.2 Trip Generation (para 5.1)

The assumptions regarding trip generation appear to be beyond aspirational.

- The comparator Business Park sites selected in Table 5.1 are completely irrelevant to the proposed development, despite the reference to them being "similar". The sites selected are described as "Edge of Town" or "Surburban", whereas Hinxton could not be classed as either, and is a rural location. Three of the six sites are also below 5,000 sq m, which is clearly not comparable.

- For a 100,000 sq m park, traffic forecasts from TRICS indicate a very significant 9,000 vehicle movements per day (see analysis attached), which would obviously be concentrated within the rush hour periods. This is comparable to historic analysis for Cambridge Science Park which generated 9,929 vehicle trips from 118,448 sq m of accommodation. It is likely that the TRICS forecast will be an under estimate for Hinxton, as fewer people would be able to walk or cycle than more central and better located Science Parks.

- The 9,000 likely trips should be compared to Smithson Hill's "Business as Usual" forecast of 7,532 vehicle trips, or "ambitious Target" of only 4,756 trips.

Conclusion - the assumption about "Person Trip Rates" does not appear to be based on sound comparable parks or locations.

3.3 Mode Split (para 5.2)

Of all the assumptions, the Target Mode Split looks completely unachievable in a rural location such as Hinxton. The transport plan assumes only 50% of employees drive their own car to work, compared to 79% currently doing so according to Census data.

I have taken advice from highways consultant, Journey Transport Planning, who have reviewed the proposals and commented:

"I would expect the level of trip generation discount as proposed would be more suited to an area with excellent public transport links and locational advantages such as being very close to or within a large residential area with existing high quality public transport, cycle and walking routes. This site does not benefit from any of these advantages and, as evidenced by the report, is very well located for access by car, which will not encourage alternative access. The proposed improvements will only serve those who live on the rail or bus route (which are essentially the same) and as such only a very small part of the catchment area will be served by public transport. As such the 50% cap on drivers should only be applied to areas covered by the proposed improvement, notwithstanding the fact that the target is optimistic in any event. The improvement to walking and cycle routes will benefit very few users and cannot be realistically used as a reason to reduce the rates."

If Wellcome Trust can only achieve a ratio of car use of 60% (+10% as passengers) with all the effort and resources they commit to encouraging alternative forms of transport, it seems very unlikely that a park occupied by a variety of different institutions would be able to co-ordinate itself to achieve such a shift in attitudes.

The report itself suggests this is an "ambitious" target. We would suggest that decisions on planning applications can't be made on ambitious targets, but should be based on achievable ones, based on actual experience and evidence from truly comparable parks.

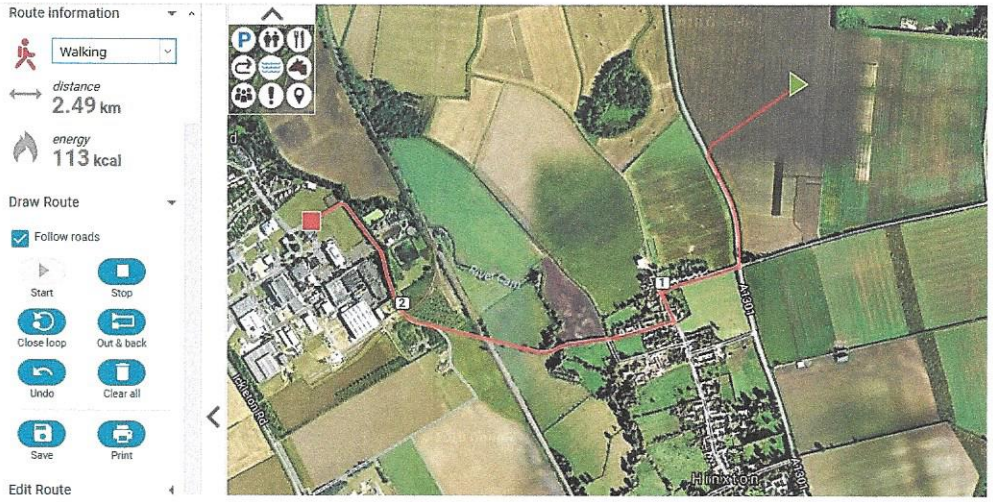
Conclusion - The ramifications of the above assumptions are that the vehicle trip rates have been significantly understated.

3.4 Car Parking Ratio

The scheme proposes only one car space per two employees in an effort to force people to use alternative methods of transport. As per the comments above, Journey Transport Planning and the empirical evidence from other parks provided by SmithsonHill indicate that this will be beyond "ambitious".

Conclusion: The proposed car parking ratio will have a number of likely consequences:

a) Staff will 'fly-park' off-site in Hinxton, Duxford and in laybys and on the side of the A505 and A1301 and along the private Tichbaulk Road. Note that Duxford is a similar distance as Whittlesford Parkway from the centre of the site – see map below. Parking controls will be needed over a wide area. Some may also park at Whittleford Parkway Station, which is already at capacity.



b) The low car parking ratios will deter tenants from occupying the site. Correspondingly, institutions will not fund the development based on the increased risk associated with the proposed car parking ratios. See Viability below and attached opinion from agents, CBRE.
c) It is therefore likely that further car parking would be required for later phases of the development.

3.5 2017 Baseline (Observed Traffic Flows)

The report acknowledges the queues on the A505, although suggests that these are "rolling queues", whereas they are frequently stationary.

However, the junction most affected will be the A1301/A505. The report suggests that currently there are 2 vehicles and a 10 second delay and forecasting is based from this very low level. This is complete fabrication and contradicts other reports relating to other nearby schemes, as set out in Hinxton Parish Council's representations. Even with such a low starting point, the southern arm is forecast to be "slightly further over capacity" in 2030 with drivers experiencing a 21% increase in driver delay.

The queue count seems to be based on one day (Wednesday 1st February 2017) and includes periods outside of the rush hour (9-10am and 6-7pm) and also seems to be based on averaging across both lanes, which is farcical. All these assumptions render the starting point for the highways modelling as flawed.

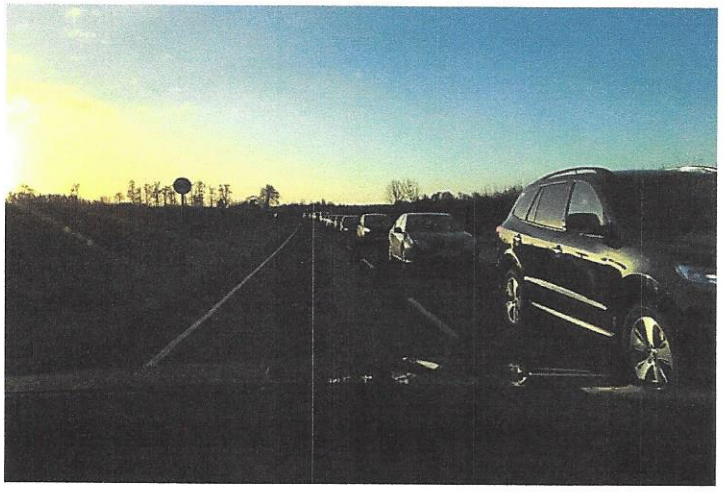
We drive along the A1301 on a school run most days and have recorded the data below for the past two weeks, which is coincidentally approximately the same period as that monitored in 2017 by Alan Baxter. The average queues have been 17 cars in the morning, as we leave before 'the rush', and 33 cars in the evening when we are travelling in the other direction (so are not able to time the delay). Travelling north between around 7.40 and 9.00am or 4.00 and 6.00pm, you can frequently be queueing 15 minutes to access or cross the A505.

Queue times Northbound at A1301/A505 roundabout

Date	Day	Time	Number of cars	Waiting time (mins)
16/01/2018	Tues	07:10	1	0
23/01/2018	Tues	07:15	4	0
11/01/2018	Thurs	07:30	6	3
17/01/2018	Weds	07:30	13	3
17/01/2018	Weds	08:46	54	N/A - going opp direction
25/01/2018	Thurs	07:30	9	2
18/01/2018	Thurs	07:35	32	10
24/01/2018	Weds	07:35	10	3
19/01/2018	Fri	07:36	15	3
15/01/2018	Mon	09:15	11	2
22/01/2018	Mon	09:15	16	3
23/01/2018	Tue	09:20	28	4
		Average AM	**16.6**	-
15/01/2018	Mon	15:40	15	N/A - going opp direction
10/01/2018	Weds	16:25	64	N/A - going opp direction
24/01/2018	Weds	16:25	43	N/A - going opp direction
11/01/2018	Thurs	16:30	0	N/A - going opp direction
12/01/2018	Fri	16:30	9	N/A - going opp direction
18/01/2018	Thurs	16:40	25	N/A - going opp direction
19/01/2018	Fri	16:45	54	N/A - going opp direction
22/01/2018	Mon	17:00	16	N/A - going opp direction
23/01/2018	Tues	17:10	62	N/A - going opp direction
17/01/2018	Weds	17:20	43	N/A - going opp direction
25/01/2018	Thurs	17:51	30	N/A - going opp direction
		Average PM	**32.8**	

A couple of photos to illustrate the queues are below:

Wednesday 17/1/18 – 8.46am – stationary traffic back to the bend in the road at Hinxton Grange (54 cars)



18/1/18 – 10.46am – stationary white vans illustrate the traffic observed back to the bend in the road at Hinxton Grange

Conclusion - The 2017 Baseline Figures and therefore the Capacity Analysis contained in the Highways Report is incorrect and cannot be relied upon.

3.6 Junction Modifications

The proposed modifications do not alleviate the key issue of the narrowing of the A505 to a single lane where it crosses the River Cam.

In the case of the amendments to the McDonalds roundabout, these would seem to make it more difficult for traffic to join the A505, which will cause even longer queues on the A1301.

3.7 Single Access to the Business Park

We strongly object to the single point of access for a 1.3 million sq ft business park in the proposed location. This would seem to be very ambitious design. The 4,000+ occupants of the park will be queueing to leave, as a car would need to enter exit every 3-4 seconds during peak periods!

Additionally, if there is a constant stream of traffic exiting the business park it will cause queues on the A1301, back to a fast and dangerous bend, causing highway safety issues.

3.8 Overall Highways Summary

- SmithsonHill seems to have been forced to adopt an "ambitious" transport plan due to the already overstretched highway network. Professional opinion and evidence from other parks suggest that their **transport plan will not be deliverable in this location**.

- The highways analysis is not based on a realistic starting point and contradicts other survey data. I would urge the council to commission their own independent highways assessment.

- In my view, no development on this scale should take place until there is full access to the M11 at junction 9 and the A505 has been widened to be a dual-carriageway. Without the improvements, there will be huge queues on the A1301 (and A505, M11) as well as even more rat-running through the villages.

- The Health Impact Assessment suggests that there might be "a potential for a minor negative health and wellbeing impact linked to the potential increase in motor vehicle traffic in the victinity". On the basis that the highways analysis is completely flawed and underestimates the impact, I would suggest that this acknowledged **health and wellbeing impact will be very significant** and unbearable for those of us that already live here, as well as creating an accident risk on the A1301.

4. Viability

4.1 Lack of Tenant Demand

The application has not surprisingly received some messages of support from organisations that are promoting agriculture, or would benefit from an expansion of the Agri-Tech sector in the area, but it does not have the backing of any major research institution or company to provide a key anchor tenant. The support of two start-ups (one of whom says they may "potentially have some kind of physical presence") and an organic food distribution business would not seem to validate the need for a 1.3 million sq ft park. Indeed the distribution business wouldn't seem to have any 'tech' value in relation to an "AgriTech" park and will just add to local highway issues.

In relation to potential tenant demand, Bidwells recently conducted a survey of Cambridge occupiers, which was submitted as part of the EiP process. The survey found that 9 out of 10 Cambridge companies would only locate in the City centre or a maximum of 3 miles from it – the SmithsonHill site is over 11 miles. This is for a number of reasons:

- The primary concern is access to staff.
- To be part of the Cambridge Cluster, companies want to be central to get the benefit of proximity to the vibrant centre of Cambridge, the University and crucially its researchers and graduates, as well as other like-minded companies. Central locations give occupiers the opportunity to attract the best talent. For example, Astra Zeneca stated that the Addenbrookes campus was as far out of the city as it was prepared to go. Similarly, ARM argued that it could not move further out of town to expand as it wouldn't be able to source the required staff, meaning that land was released from the green belt to allow it to expand in Fulbourn. Dark Trace has stated that it would not look beyond Milton, as most of its employees don't own cars.
- Cambridge Research Park, which is closer to central Cambridge than Hinxton, struggles for this reason, as potential occupiers question how to get staff there.

Access to agricultural land is one of the points that SmithsonHill provide as a major benefit of the Hinxton site, but access to staff will ultimately be more important to the occupiers.

4.2 Car Parking Provision – not commercially viable

We have attached an email from the Head of National Capital Markets at CBRE (the world's largest commercial real estate services and investment firm) and an accompanying schedule showing comparable car parking ratios, both around Cambridge and in the South-East of the UK. Most of the existing and competing technology parks have car parking ratios of around double that proposed by SmithsonHill. The only comparable is the Abcam Building at the Biomedical Campus, where parking has been similarly restricted, but this is considered a city centre location and it is a laboratory building.

CBRE's view is that the parking ratios of worse than 1:300 sq ft "have a material effect on the lettability" of any business park and the writer is "almost certain that no institutional money will come forward for a scheme with such a restricted car parking ratio".

Another Cambridge agent made the following comments:

Parking at a ratio of 1:58 sq m on the GFA [Gross Floor Area] will put SmithsonHill at a significant disadvantage to competing land.

Looking at the parks around:

Granta Park – The remaining development land has a ratio of 1:30 on the GFA
Cambridge Research Park – The undeveloped land has a ratio of 1:25 on the GFA.
Chesterford Research Park – The plots have ratios of 1:30 on the GFA.
Cambridge Science Park – The new consents are coming through with ratios of 1:30/1:40 on the GFA.
Peterhouse Technology Park – ARM achieved 1:30 sq m GFA on the new buildings.

Experience of letting schemes that are not in central Cambridge is that parking is essential. The more spaces that occupiers can secure, the more attractive the property. Once parking ratios hit 1 :40 sq m then letting becomes very difficult. This is particularly relevant to schemes that do not sit on public transport hubs. SmithsonHill very much falls into that category.

A parking ratio at the sort of levels being put forward at Smithson Hill will make the scheme unlettable and therefore unfundable. The exception will be to very low employment density occupiers such as distribution type occupiers or datacentres etc.

We do not believe the proposed car parking ratio will be deliverable. SmithsonHill need to demonstrate that occupiers will commit to the park at the car parking ratios proposed.

The risk is that the scheme is approved on the basis of an unachievable parking standard, which is required to try to reduce the highways impact. In due course further parking will then be required to attract tenants.

The application must be analysed based on a more viable parking ratio and deliverable transport plan.

4.3 Infrastructure Contributions

The cost of the required infrastructure and service improvements are very significant and must be analysed in detail by the Council to ensure the proposal is not uneconomic, particularly with regard to the £12m cost of the power connection, foul drainage connections, multiple off-site highway works, "high quality" bridges, improvement to links to Whittlesford Parkway and the station itself and the cost of an enhanced Citi7 service, and running a fleet of shuttle buses (each one costing c.£70k per annum to run). The costs need to be fully appraised to avoid the risk that these undertakings are diluted at a later stage.

Recommendation

In summary, we believe that the application is "premature" in planning terms and the location of the site is unsustainable in terms of proximity to housing, public transport and services and it has very significant constraints from an environmental, social and highways perspective.

We would strongly urge the council to refuse the application.

Yours sincerely

Rupert & Zoe Kirby
Hinxton Court
Hinxton
CB10 1RG

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 100000 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	32190	0.588	587.536	8	32190	0.115	115.333	8	32190	0.703	702.869
08:00 - 09:00	**8**	**32190**	**1.382**	**1381.662**	8	32190	0.193	192.998	**8**	**32190**	**1.575**	**1574.660**
09:00 - 10:00	8	32190	0.675	675.298	8	32190	0.219	219.404	8	32190	0.894	894.702
10:00 - 11:00	8	32190	0.218	217.851	8	32190	0.168	167.757	8	32190	0.386	385.608
11:00 - 12:00	8	32190	0.273	272.604	8	32190	0.240	240.373	8	32190	0.513	512.977
12:00 - 13:00	8	32190	0.295	294.739	8	32190	0.395	394.539	8	32190	0.690	689.278
13:00 - 14:00	8	32190	0.350	350.269	8	32190	0.352	352.211	8	32190	0.702	702.480
14:00 - 15:00	8	32190	0.228	227.559	8	32190	0.288	287.749	8	32190	0.516	515.308
15:00 - 16:00	8	32190	0.223	222.899	8	32190	0.398	398.422	8	32190	0.621	621.321
16:00 - 17:00	8	32190	0.250	250.082	8	32190	0.791	791.019	8	32190	1.041	1041.101
17:00 - 18:00	8	32190	0.150	149.505	**8**	**32190**	**1.118**	**1117.989**	8	32190	1.268	1267.494
18:00 - 19:00	7	35474	0.067	67.253	7	35474	0.373	373.315	7	35474	0.440	440.568
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			4.699	4697.257			4.650	4651.109			9.349	9348.366

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	5000 - 77513 (units: sqm)
Survey date date range:	01/01/08 - 25/06/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Rupert Kirby

From: Routledge, Mark @ London HH <Mark.Routledge@cbre.com>
Sent: 11 January 2018 11:46
To: 'Rupert Kirby'
Subject: RE: Business/Technology Park Parking Ratios
Attachments: Science, Technology and Business Park Parking Ratios.xlsx

Attached are the main business parks in Cambridge and the SE with their car parking ratios.

Generally if the car parking ratio is worse than 1:300 sq ft this will have a material effect on the lettability of any business park. This will have a knock on effect on whether any institutional money will be attracted. Cambridge Bio-med park for example has a worse car parking ration but is in reality a City centre location- people can walk, cycle and use public transport to get to work.

The scheme you are referring to being a number of miles outside Cambridge will not attract occupiers unless people can drive there. The public transport is just not good enough. Business parks can't hinder themselves with not having enough car parking, they are under threat from younger talent wanting to be located in City Centres where there is more of a sense of place/destination. There are enough other challenges in terms of place making/ critical mass/viability of ancillary uses (cafes, Gymns etc) without car parking being an issue.

I think you can take comfort that no other science/business parks have been developed out with that car parking ratio in a non City centre location. There is also a move for occupiers to use their space more efficiently which is driving down density ratios to 1:100/150 sq ft. If companies cannot get staff to the park they simply will not relocate there.

For the above reasons I am almost certain that no institutional money will come forward for a scheme with such a restricted car parking ratio.

Regards

Mark

Mark Routledge | Executive Director
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Head, National Capital Markets
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PA: Kate Johnson | DDI 020 7182 2372 | kate.johnson@cbre.com
mark.routledge@cbre.com | http://www.cbre.com

From: Rupert Kirby [mailto:rupert@email.com]
Sent: 10 January 2018 12:41
To: Routledge, Mark @ London HH <Mark.Routledge@cbre.com>
Subject: Business/Technology Park Parking Ratios

Mark,

I hope you're well and had a good break.

As you may be aware, Smithson Hill have submitted their plans for a 1 million sq ft (net) business/technology park near Hinxton, with the marketing focus being 'AgriTech'. The proposed parking ratio is 1 space per 58 sq m GFA,

which they indicate is equivalent to 0.5 spaces per employee. This would indicate 1 employee per 250 sq ft of internal space.

I am making representations on the plan and would be grateful if you could give me your view on whether the proposed parking ratio (upon which their highways modelling is based) would be sufficient to attract occupier demand for the space? Note, the park will be around 25 minutes walk from Whittlesford Parkway station, although they are proposing a new bus interchange and improved cycle/footpath links and no doubt shuttle buses would be used.

Similarly, do you have a view on whether institutions, pension funds or banks would be prepared to fund the costs of the development on the basis of these ratios?

Are you able to provide an indication of 'normal' car parking ratios, as the developer acknowledges that the proposal is "ambitious" and perhaps what the ratios are at parks, such as Babraham, Granta or Chesterford Research Park?

I look forward to hearing from you.

Kind regards
Rupert

Rupert Kirby
07799 343407

Science / Technology Business Park

CBRE

Town	Address	Parking Ratio
Milton Keynes	Cranfield University Technology Park	1:189 sq ft
Cambridge	Chesterford Research Park	c. 1:350 sq ft
Cambridge	Abcam Building, Cambridge Biomedical Campus	1:694 sq ft
Oxford	Oxfam HQ, Oxford Business Park	1:283 sq ft
Oxford	Sherard Building, Oxford Science Park	1:255 sq ft
Cranfield	Cranfield University Technology Park, University Way	1:194 sq ft
Oxford	Building 9600, Oxford Business Park	1:239 sq ft
Cambridge	310 Cambridge Science Park	1:337 sq ft
Cambridge	Cambourne Business Park Phase 1000	1:221 sq ft

General South East Business Park

Town	Address	Parking Ratio
Farnborough	Farnborough Business Park	1:260 sq ft
Basingstoke	Chineham Business Park	1:210 sq ft
Luton	Capability Green	1:180 sqft
Watford	Croxley Park	1:335 sq ft
Heathrow	Bedfont Lakes	1:221 sq ft
Reading	Winnersh Triangle	1:246 sq ft
Uxbridge	Uxbridge Business Park	1:364 sq ft
Heathrow	Stockley Park	1:367 sq ft
Reading	Green Park	1:350 sq ft