


## Westbrook Centre Re-development Member Briefing- 20240125\_160331-Meeting Recording

January 25, 2024, 4:03PM

1h 4m 31s


 **Toby Williams** 0:03  
OK.

● **Toby Williams** started transcription

 **Toby Williams** 0:05  
So good afternoon everyone.  
My name is Toby Williams.  
I'm the development manager for the East team, part of the Joint Planning Service.  
I'm the chair of this meeting and I would like to welcome you all to today's briefing for the Westbrook Center. The briefing allows councillors to see and understand and emerging proposal for Life Sciences office and lab space building at the Westbrook site. This would involve partial demolition of existing buildings, retention of the basement and erection of new floor space, including alterations to the site layout, it's access, parking and hardened soft landscaping. The summary details of the proposal and the site constraints have been set out in the briefing note attached to the teams invitation by the Council's case Officer Alice Young.

Alice, would you just like to wave and say hello?

 **Alice Young** 1:01  
Hi.

 **Toby Williams** 1:03  
Thanks Alice.  
So the briefing will be led by Savills Tim Price at Savills on behalf of the applicant ForgeBio, with Reef architects taking the main part of the presentation. There are also various other colleagues in support of the presentation. I think from Arab and others. It's going to be structured around a 20 to 30 minute slot for the presentation followed by a similar slot for questions with a bit of overrun time if necessary.

I'm in a moment I'll ask the developer team to introduce themselves, but first some housekeeping.

This meeting is being recorded and councillors should treat the meeting as a public meeting. The meeting is specifically for councillors, albeit members of the public are entitled to listen in to the briefing. The details of the meeting can be subject to a Freedom of Information request or similar, and the video recording of the meeting will be posted on the Council's YouTube channel. Can I ask all participants to keep themselves muted and to keep your backgrounds blurred unless you are invited to speak. If counsellors at the end of the presentation would like to ask a question or get my attention, please raise, raise your virtual hand, we will deal with questions after the presentation has finished. Members of planning committee should not express an opinion upon any aspect of today's presentation which might give rise to a view that you have a closed mind to the proposal. However, please don't feel stifled in raising issues and concerns that you foresee arising from the proposal to aid discussion. Uh, the recording of the meeting will be available for public viewing for six months. Uh. From today.

OK, so if Members could turn off their cameras and please could the developer team introduce yourselves and begin your presentation?

**TP** **Tim Price** 3:06

Many thanks, Toby. Yeah. Nice to see members. My name's Tim Price. I'm a director of planning at Savills. What I'll do is I think for for will hand over to the Reef team as Toby alluded to for them to carry out the presentation. I'll just allow that team to introduce themselves, but as has been referenced, we do have a suite of technical consultants who are able to assist with the Q&A session afterwards.

I don't think it's a requirement for them to intro just yet.

So Sam, over to you and your team from Reef.

**SP** **Sam P** 3:34

Yeah. I'm. I'm Sam Potter, design director at Reef Group.

I'm an architect and I've been working alongside Lisa.

**LL** **Lisa Liu** 3:43


Hello everyone.  
My name is Lisa one of the architects.  
I'll hand over to all of you.

**OF** **Olivia Frew** 3:49  
Hi, my name's Olivia.  
I work as a development manager here at Reef Group.

**SP** **Sam P** 4:02  
Should we ...

**WR** **Will Rohleder** 4:02  
I'll so I I'm sorry.  
I'm also on the Reef team, but I I was gonna stay quiet.  
I'm I'm managing director of our Forge KN and joint venture with UBS, but to be quite honest, the the three people you see on the screen being leading the project.  
So I'm gonna turn my camera off and and just watch.  
Thank you.

**SP** **Sam P** 4:31  
Hey so we shall we proceed.

 **Toby Williams** 4:33  
Yep, please please go for it.

**TP** **Tim Price** 4:36  
Please do Sam.

**SP** **Sam P** 4:38  
OK, so uh, what we've got for you is a slide deck about 30 slides and then we've got an animation at the end which we think will help bring the proposals to life and give you a really good understanding of of of where we've come and what we're what our proposal is. So, without further ado, we'll move on through, at least if you could go to the next slide please.

Ohh, at this point actually I was gonna ask Olivia just to touch on the first two slides to introduce the wider portfolio of which the Westbrook Centre is one.

**OF** **Olivia Frew** 5:12

Great. Thanks Sam. Uh, so the development forms part of the wider network of life science assets under the Forge KN platform. That is, a JV between Reef Group and UBS who have a joint ambition to further the growth of the life science market and technology market across the UK and Europe. We've currently got six sites in the platform which sit across the UK and the USA, and that's with just over 2.7 million square feet, which is due to be developed. And if you can go to the next slide, please.

So we're particularly excited about the Cambridge asset. This is because Cambridge is really strong cluster within the life science market and it's got 4 main specialisms which we really think that the Westbrook can foster collaboration for. So the first is kind of genes and genomics with the Sanger Institute being located within Cambridge, and the second is stem cell research, which is a really strong strong area for the University of Cambridge and which performs cutting edge research. And they've also got the mill that Therapeutics Institute. Thirdly, we've got Cancer Research which is hugely important in Cambridge, particularly with the new cancer hospital coming online CBC and lastly, it's also neuroscience, which there's been a lot of inward investment into the UK, particularly by MSD, who recently actually brought out Serivants. I will hand back to Sam to lead the rest of the presentation.

**SP** **Sam P** 6:55

So the existing site outlined there, here in blue, it's to the north of the city center just to immediate north of Mitchams corner for those who know that. And just just South, as there is Jesus Green and within 10 to 15 minutes of the city, the this sort of historic city core. We border onto the Castle and Victoria Road conservation Area and we are a designated employment site within within the local policies. We're pretty excited about this location, cause the proximity to the city core and the accessibility of the site both from stations and other modes of public transport, as well as course on foot and front bicycle. Next one please Lisa.

Here's a quick overview shot of the existing site outlined in dotted red is the extent of the ownership and the application. What you'll see there, the existing office

buildings, which part they can currently with their private courtyards and center and a large amount of surface car parking and roadways that go around the perimeter to the immediate periphery of the site. You see, just to the right hand side of the image is the Lilywhite Dr Development completed in the last five to 10 years and then Milton Rd is off to your left hand side and a Corona road to the north and the Victoria Homes to the the very deep North within that you can just see on the image in front of you. Excellent.

Next slide please Lisa.

The buildings that are on the site, do you see the top left are not exactly in keeping with the surrounding area and they present quite hard approach to to the site at present and a bit of a wall. There's also a lot of parking on site. A lot at surface that the previous slide showed in the large undercroft area, which is open and visible to the surrounding periphery, a lot of the parking that's on on site, as you see in the bottom left hand image is underutilized and takes up a large amount of site, presenting great opportunities that you'll you'll see what we've done with those later.

The building itself, the fabric is relatively poor performance. The infrastructure is tired and you can see here a shot within the roofscape of the state of the the condition of the buildings as they are.

Next one please, Lisa.

So our vision is to create world class facilities as part of the wider the wider platform as Olivia described. We want to create a life science and research facility which Cambridge can be proud of, but also that is very planet conscious and we're looking to have a very long life cycle to this development, ensuring that it's adaptable, reusable for other purposes should life science become something which passes by and we're looking at around 120 year life cycle. But as we've moved through on this journey over the last 10 months, we've we've very much focused on the community and trying to ensure that the there's a scheme which is as ownership by the Community and has led by their aspirations and also provides a development which, unlike what's currently there is something that can be easily engaged with and provide benefit to local residents as well as wider visitors to the city and the right hand at the bottom right image. Sorry, it's just really saying that we are very aware of

the sensitive setting which we sit and the importance of ours responding appropriately to the local vernacular.

Next one please.

So that journey we've been on, we've had five days of engagement with the general public, ranging from a listening event through to various public exhibitions as well as various other stakeholder engagements with local vested interests, residence groups, schools and local media stakeholders and property owners, as well as two youth engagement workshops with Milton Rd Primary School, which we've been looking specifically at Playground, which will come on to you that we looked to looking to introduce into the scheme.

Next one please.

So yeah, what do we learn from all of that engagement?

Ohh.

Uh.

Unsurprising love people would like to see more public.



**Toby Williams** 11:22

Sam, can I just?

Can I just interrupt you, Sam?



**Sam P** 11:25

There's a great option.

That's his car parking.

You saw an existing provide publicly struck out, yes, sure.



**Toby Williams** 11:29

Sam, can I just interrupt you, Sam? You're. You're breaking up on my computer?

I don't know if that's the same for everyone else. It might be advisable if you if you turn your camera off and Olivia if you turn your camera off as well.



**Will Rohleder** 11:39

Yes.

**CT** **Cllr Katie Thornburrow (Cambridge City - Petersfield)** 11:40

Yes.

 **Toby Williams** 11:47

Hopefully the audio will be slightly slightly better.

Thank you.

**SP** **Sam P** 11:53

OK. Can you hear me now? Is that working?

 **Toby Williams** 11:56

That that's definitely clearer.

**TP** **Tim Price** 11:57

Yes, that's better.

 **Toby Williams** 11:58

Thank you.

**SP** **Sam P** 11:59

OK. So what did we learn? We touched on, I just touched on the gardens, the cycle facilities at the importance of cycling cycle lanes and and greatly enhanced cycle parking on site. There's a desire for amenities, public accessible amenities, particularly in the form of a cafe, hireable meeting rooms, and there was interest expressed in EV charging. The local schools, also very keen not just in the interest of after school, a play areas, but also engaging with the building and and and science itself and the potential to have access to exhibition space or even a a sort of shared use facility within the building. The play area came up time and again, particularly amongst the residents of the Lilywhite Drive and we've identified a great place that we think we can introduce that within the scheme and and access into the site was a was a key topic, but particularly with a focus on making sure that what was accessible was of the highest quality, appropriately controlled and and accessible.

Next slide please.

 **Lucy Tucker** joined the meeting

 **Sam P** 13:10

So having learned all of this, where do we start?

We always go to our a sustainability framework first and that's obviously includes things like carbon reduction, but it's particularly with Cambridge. We're very focused on water management. We made that key aspect of our proposals.

I'm we we also very keen to minimize waste in in the in the development itself and seeking the highest accreditation that we can. Um whenever we approach the project, we always start from a point of looking at what we can use to minimize our impact impact, but also look at the whole life cycle and look at a proposition which will give the best outcome for the development over the longest possible period. If we could go to the next slide, please.

So we started with looking at the existing buildings and we're trying to examine how much of those we could retain and we're, we're happy to say that we're we've been able to come up with a hybrid proposition whereby we can retain all of the substructure. We don't need to do any further digging. No basements are required for the facility, and so we're able to reuse, reuse part of the substructure within the development. We looked also at the main building, the buildings above ground. See whether there is the possibility to retain those. So the challenge we have is they have very low floor to ceiling heights with something like less than 2.5 metres, clear height for a for a laboratory, which is something which basically is very difficult if not impossible, to work.

 **Debbie Thorpe** joined the meeting

 **Sam P** 14:38

The buildings also have a very unusual diagonal grid, which makes it nye on impossible to lay out labs and and also not exactly appropriate even for modern office use. And the final piece was that the floor plates are very narrow, again making it very difficult for multiple different uses where the research laboratory or office themselves within the the modern complexities of of what we're hoping to achieve. So in the end, we were able to retain the substruction foundation. We also retaining



the carriageways which which to the residential area which is obviously a mandatory thing to to ensure access to the residents in Lilywhite drive a lot of the utilities infrastructure is retained and we're able to retain a lot of the mature landscaping, particularly to the perimeter. The remainder of the fabric is going to be reused or recycled. The concrete frame and the envelope can be crushed and reused on site, or transport and used elsewhere. The MEP components can be recycled and refurbished and sold on and, and the glazing and planting can also be reused elsewhere or recycled. So we've we're sort of looking at the whole menu of how we can reuse what's there.

Next slide, please.

So that then took us to our design concept, having evaluated the existing, we started with the landscape. It's a fantastic site, broad open site and until the Westbrook Centre was there, it was actually open fields adjacent to the football. The previous city football stadium and we're really keen on looking at how we can create a landscape within which the series of building sit and to that end we started with the having learnt from the Community this sort of interest in something which was a focal point. So we we created the heart of the scheme, what we call the communal connector or a communal reception where all people can arrive, whether pedestrian, cyclist, drivers, visitors, public and have access to various facilities. And with that and then around that stitch together by the connector, we introduced 3 buildings, 3 laboratory and office buildings, 60% laboratory, 40% office and each of those is orientated and and disposed in its scale and massing to respond to three different character areas surrounding the site as you see sketched out there in the green, the yellow and the and the beige that arrangement we felt could work very well for the site and and sit within the landscape and make sure that the connector was the focal device.

**DT** **Debbie Thorpe** 16:34  
But.

**SP** **Sam P** 17:06  
So we then evolved the concept with officers. If we could go to the next page.

And in discussions with the the general public and we were able to look at how we

took that initial concept and over the course of it's actually being 6 pre apps now. We adjusted the the scheme in terms of its scale and massing. It's disposition, it's, it's the the way that the light was would feed into the buildings and we arrived broadly at the the situation on the right with three buildings ranging in height from three to four to five stories around a single storey element that you see in the middle of the screen there responding again to the scale and massing around the site in, in and in certain key townscape views.

Next slide please.

That game is a master plan that you see on screen now, and we started to get into the what are the character of this space could be. We looked very hard at how we could maximize the gardens and so the existing building has a road that goes around the whole development. We're closing this whole southern part of that road and returning it to landscape gardens publicly accessible for workers, visitors, dog walkers, residents, the like. You're able to walk around the entire perimeter, and we've also looked at how we can detune the road that runs around to the north of your screen, connecting Lily, Lilywhite drive housing, and the main way we've done that is move an existing car park entrance which was near to the Lilywhite Drive to the immediate entrance of the site, thereby greatly reducing the the movement of vehicles within the sides and returning it largely to a pedestrian and cycle focused area. And and then at the heart of the site, there's a little circle right in there and that's that is become a real focal point for us, around which all the buildings and landscapes pivot. And that's all. That's all rainwater garden. We've done a lot of research into how we can reduce the the water usage on site. We wanted something very manifest to express how the building works in symbiosis with the landscape and the the water within the within the the the works within the site itself.

Next one please, Lisa.

Then within that, we wanted to make a very porous set of landscape and buildings. There are three real character areas within the landscape, one to the north, which is against garden, which is the site of the playground, the broadest, most open area of the site, then to the the West is a sort of linear garden link which you'll see shortly in an animation as it gives you the tools around the buildings and to the South is really an outdoor working area, likely to be most used by the the the workers and the scheme. And then the final piece is on the arrival is a public very public open terrace

south facing which leads you into the communal reception area. And that rainwater garden that we touched on and within that is included a public cafe with outdoor seating areas. And what we wanted to ensure was with all these blue lines was that there wasn't simply just one entrance into the building, although there is a primary entrance where you see the big green arrows leading up the blue. Umm. Signify secondary entrances where there's will come to you. There's various forms of cycle parking and connectivity, so all around the periphery of the buildings is a real active landscape with comings and goings throughout the day, whether it's from public or the users of the building, next one, please Lisa.

And then we we once we've understood how we wanted to do that, we wanted to look very carefully at how the buildings would appear and be expressed. And we we did a lot of analysis of the surrounding context of the scale, the height, but equally the materiality. Largely brick developments, residential in scale where the residential hotel care home but a variety of different brick works, aperture sizes, quite a lot of interesting metal work and we wanted to look at how we could respond to that and we determined this sort of three or so character areas to allow the three buildings to have slightly different but similar appearances as as we as you would move around the site and be viewed across and and and glimpsed from other areas in relation to their surrounding buildings, so the next one, please, Lisa.

So this is the scheme. Diving straight in the three you see the three buildings on the main approach. There's if you've come off Milton Rd. You see the the single Storey communal reception, very glazed transparent with a view through to an internal courtyard. And what we call building 1 on the immediate left in the middle is building 2 and on the right is building 3. All in a brick work, all slightly different architectural expressions, and each has a slightly different, darker or well from dark to light coloured brick, but responding to the surrounding individual buildings as well as metal work where there is a set back floor in the uppers again in the champagne or bronze color in in response to most of the the recent modern buildings that have been built on the periphery on various sides of the buildings. You see in the foreground, pedestrian crossings cycle route to the the sloped access to the secure cycle parking and in the as you approach you'll see the main entrance on arrival and then as you you can see the landscaping as it embraces, and or the landscape architect describe it's hugging, the building which would rather enjoyed so

that it's very much buildings that arising from a wider landscape setting. Next one please Lisa.

As you go around the site towards Lilywhite drive housing. You then start to see the entrance on the left to the cycle parking. So you would descend down as a step free routes into the secure under crossed cycle parking area. A terrace that's on the left. There up to the building 3 and then on the right is the play area, which we're starting to evolve the detail of with with Milton Primary and a a very detuned Road. Graphically different private road effectively so we can be you could be very playful with how that's articulated and what one that will be very quiet, largely just being for the private vehicles of LilyWhite Drive. And you can see the general green setting the existing trees that are retained in the in the image here. Next one please Lisa.

Here you see going around to the the north, the how the building sits in the setting of Fellows House and Emmanuel House, part of the Lilywhite Dr Development. In the media foreground is the only surface car parking we have which is EV charging and is going to be shared use with the residents. You'll see it that at one of the secondary entrances there on the left and some of the at grade cycle parking as well as the landscaping, again embracing the buildings.

Next one please, Lisa.

Then as you move further around the building, you'll now sort in proximity to the Victoria Homes, for those who knows where it's where that is. And you're looking back at building 3 within very much the the, the new landscape with planting, which is new on the right and the existing foliage and trees retained on the left with the building stepping and articulating themselves as as you move around giving different arrangements and forward vibrancy is as you move through the spaces.

Next one please Lisa.

This then takes you around towards building 1 and again a break for a terrace between building one and two and you see various pieces of furniture within the therefore outdoor working area great southern aspect here lots of good light that you get into the development, you see some of the planting around you, a very robust, drought resistant palette that we're going to be looking at in a very clever SuDs of water management strategy which will come on to shortly is working in this

area.

Next one please, Lisa.

So to the to the the water management strategy, we wanted this to be something exemplar and we've managed to achieve nearly 40% net reduction and water use compared to the existing buildings on the site. The way that we're achieving that is by using various rainwater capture devices off brown roofs with blue roofs underneath them, which effectively acts as as attenuation devices which slow the movement of water and draw them into a large tank which will sit under our central rainwater garden. That tank is then used partly to control our sustainable urban drainage strategy to reduce the outflow into the main system, but primarily as a resource which we can use as as a rainwater harvesting tank which could be reused in the flushing the toilets and for non-potable uses within the buildings, but also to create what we're calling an autonomous irrigation strategy for the site, such that there's no need to ever bring any possible water to the site for the maintenance of our of our verdant gardens. And that's a fine balance of using drought resistant planting, but also ensuring that where we do have seasonable planting, we have a ample water source as a result of our rain water harvesting, which we can use via electronic pumping to to make that landscape work. And in this way, we think we can work very symbiotically with the landscape and also reduce the impact of the current buildings that are there. What you see on the left or how various bullet points of how we achieve that and we're of course working to to achieve BREEAM excellent if not outstanding and as a result of that, we will be achieving our, our WAT 01 and 04 credits for those who know who they are, those are and the 04 credits is primarily through this unusual approach to the irrigation of the landscape.

Next slide, please.

But water management isn't the only thing we're obviously looking to create a climate resilient net zero carbon scheme, which works well with the circular economy. So to that end, we have photovoltaic array on the roof which is sufficient to power all the LED lighting and small power. We've employed passive design principles throughout from sizes of aperture. We have about 40% closing to the building, a high performance insulated fabric. We're bringing light into the building where we need minimizing heat gains, so reducing demand for calling throughout. We've got low energy plant, source heat pumps, heat recovery, of course, LED throughout no

gas supply to the site. We're through the construction, we've we've identified a partner that we're going to be developing the detail of it with and we think we can achieve at least 95% of construction rate waste being recycled and we're going to increase the the tree cover in the surrounding area and therefore reduce the urban heat island effect compared to what's currently there.

Next one please, Lisa.

So the cycle strategy is something we're quite proud of and we've ensured that we have we we prioritise that alongside pedestrian access with the straightforward sloping path into the undercroft cycle parking you see in the top left image on your screen, and then the courtyard, the rain water garden, we talk about actually sits within the secure cycle parking. So the bottom image there is where the courtyard is sitting within Earth, and you have a view into that from the cycle parking area and also access directly up into the reception. So everybody, whether you're pedestrian and cyclist driver, all arrive in the same place within the building and circulate around this central courtyard, which contains 7 Birch trees. We've been able to provide 850 cycles, which is about one per 30 square meters, 75% of the mode share. As a result, over 40% of those are Sheffield stands and 5% of the total are enlarged to ensure access for all, umm, next slide, please.

Ohh sorry, I should mention a lot of there's a lot of surface parking in orange around it. Around the sides there and that's to ensure that there's choice and proximity to various different entrances as well as the secure parking within the undercroft.

Next one please, Lisa.

So the car parking strategy we're removing almost all of the surface level car parking and transferring that gardens. As we said earlier, we were reducing the total amount of parking by 95 spaces on site and in total that's actually a 50% reduction per employee and we're providing a fully compliant scheme for the Council's EV charging requirements, delivering 88 EV charging spaces, including some at surface to enable community charging facilities, which as you can see from the stats and screen is a big difference from the existing arrangement which sits on the site.

Next one please, Lisa.

So last few slides, this is the uh, the zoom in on the entrance that we've the touched

on with the communal reception area, the green central courtyard showing there you can see where the public cafe is located just north of the main entrance indicated in the orange arrows. So one side is public cafe on the other is reception and a coworking and dual use space which can be used for presentations, exhibition and bookable hireable meeting rooms within that facility. So it'd be managed by ourselves as the landlord for the site. Uh, and and be able to be used by the general community, including the large open terrace S facing which acts as access, but also as a lovely space to sit in the sun, enjoy, a coffee with within that area.

And now a few slides which just show you the look and feel of that space ahead of the animation. So this one is that what the the the feel of the approach to that single storey entrance is sliding doors taking you into the space if we go inside.

And this is the central courtyard of the receptions. One side of secure entry in the immediate foreground here, and you see there the glaze courtyard with the trees sitting within that space. I very much as a manifestation of what we're seeking to achieve within the development this, this particular poem, and then is is formed from a timber structure and a very human and sort of tactile materiality is what we're seeking to achieve within this arrival space.

And finally, Lisa, the cafe space, which is uh, looking out onto the terraces there, a bar which can be accessed from both the secure line on one side and also the public side as you see in the in the in the more distant shot there with the new planting and trees framing that view like dropping in from above and along the fully glazed frontage. And the final slide is just a summary really of all the benefits that we see in the scheme can bring there's an increase in total employment, floor space of about 18,000 square metres. 1.25 acres of refreshed and new public realm big reduction in car parking. Huge uplift in cycle parking and and and making that very much a focal point for arrival to the site. There are big reduction in the water usage on the sides you see there the 39% and a big investment that we've estimated at around 360,000,000 into the area over 1000 full time jobs created a 940 jobs during construction construction with a total GBA predicted over £114 million.

So big ambitions, very excited about where we're traveling and that is the conclusion of the deck and it would be good if people are OK, if we could just show the animation, which is about 3 minutes long and we'll just talk briefly through that. If that's alright on time.



**Toby Williams** 33:18

Just very, very quickly, if you can, Sam. Yeah. Take us through that animation.



**Sam P** 33:23

Absolutely. So it will. It will probably be a little bit delayed as it as it plays cause it it's tricky over teams. What you see here is the site as we described a locating you Jesus green to the South Mitchams corner to the South and all the various forms of accessible spaces. Then this is the look and feel as you approach from Milton Rd. You see the three buildings, you see the the terrace starting to appear with this all the building set back the podium in the foreground and this is approaching up the stairs. There's a sloped path which links you as well to the top of the stairs and delivers you to that arrival point, which then takes you into the entrance. And then central courtyard. And here we just gently descend the stair, which would be taking you down to the the undercroft cycle parking and just giving you a feel for that central courtyard space which looks up and a rain water garden showing how it works as a capturing device with water coming from the blue roofs and from the roof, and when it when there's a deluge. We looked capture that water within this fantastic space.



**Deb** joined the meeting



**Sam P** 34:41

You see the cycle in the background there, linking everything together. Then descent arising up the stairs. This is a cyclist experience of arriving in reception the public cafe in the immediate foreground now and then, moving out through that space onto the public terrace, out into the sunlight under that canopy to provide shelter when it's raining and we'll move around the buildings just so you get a feel of their disposition. The front terrace there and then as we turn right, you'll start to move in the direction of the the carriageway that we need to retain. You see the building on the left and down to your left is the sloping path to the cycle entrance store. On the right is the play area. We're just do a little tour of that just to give you a feel of the scale and the the type of space that we can achieve. We want to work up all the detail of the equipment. It's also capable of hosting things like exhibitions and and pop up food areas, etcetera, and moving away from the playground you see Building



3 as you move around to fellows in Emmanuel house, the space between the gardens, the EV charging and parking area, and then you move around past building 3 towards Building 2 which steps down in height and is articulated recesses and through the linear park with a nice area to walk again with access to cycle parking and entrances around that route. And then as you move around the building 2, you move into what we describe as the outdoor working area, another terrace in that mediate space and then various seats. And finally arriving at a little outdoor pavilion sat within the landscape. And that is the animation which we go over to show again if there's time or interest. Thank you.



**Toby Williams** 36:43

That's really, really interesting. Thank you. I think that the animations are actually very powerful tool for giving you a feel for how the scheme sits within the the site. So thank you for that and for the presentation. So I've got a Katie Thornburrow first with a question Katie.



**Cllr Katie Thornburrow (Cambridge City - Petersfield)** 37:08

Yeah. Thank you very much for the presentation.

A couple of things that I like the kind of the surface of the road going around to the residence at the back, but umm, but I wonder if you couldn't make where the road the the access off Milton Rd is just like a normal tarmac Road. Could it not be?

Could be, could you not actually extend the kind of shared surface nature of that road, which is I think really important, part of the landscaping. I don't know why it's a a road from day one from the first bit, but I think it's the shared surface is very is successful.

Umm, I wondered. I'm a bit concerned. I like the idea of the the circle with the rain water garden, but I think you mentioned that there were several trees in there and I wondered it just it's it's a lovely idea. I just wondered whether you've checked the the size of it is adequate and whether it should, whether it might be too small. I'm just worried about how the trees would be in 10-20 years time and when we have trees planted we very keen that they are supported through the whole natural life of the tree. So, you know, 70-80 years time, what's going to? What's that going to be like?

Umm, I do. There seem to be still quite a lot of cars on your a catering for a lot of cars on the site and we're very keen to. It's great that you've there's been such a

focus on walking and cycling and how you've presented it, but they're just that does seem still. Maybe you could have a look at that.

Oh, and the last thing is about the amenity space for. I don't know how many employees this building might have at maximum occupancy, but when if they all come out at if they need breaks, how will they come out of the building because people might arrive in a not all at the same time, but they may all have a break around lunchtime and what will that affect be on the the open spaces that are there and are there breakout spaces for the employees and mean community spaces within the building at all?

Thank you.



**Toby Williams** 39:28

Great. Thank you, Katie. Tim, I'll I'll hand over to you and your team to deal with those questions.



**Tim Price** 39:34

But OK, thanks. Thanks a lot, Toby. I can probably pick up a few to to start with and then and then I'll perhaps pass on to some of the the the, the technical team. I think in terms of the surface for Milton Rd, we are looking at options for how we take that all the way around and to the main carriageway. So I think it's a really good point. You're absolutely right that we want this to be a comprehensive and connected feel. So yeah, that that is something that we are looking at, so that I think we can hopefully tick that box.

In terms of the employees, we're looking at an anticipated figure of about 1075 full-time equivalent spaces. You're right that with flexible working, not all of those people will arrive at the same time. They'll be staggered, working arrangements, et cetera, but yes, there is provision within the buildings, we've got a series of terraces that flow through the buildings, both externally and then we have internal arrangements for amenity. You've obviously seen in some quite great detail the thoughts around collaboration space at grade, you've got the cafe space and we've got a series of spaces within the public realm which are anticipated for breakout recreational users. So so we're we're confident we've got enough in terms of the overall capacity to

support the intended occupation of these buildings. But again, a really important point to raise. So thank you for that.

I think in terms of the the parking, just to be clear, we we've worked really hard on that with the authority. We've had dedicated sessions with both the authority and the Highway authority. You've seen there's a 95 space reduction from what's currently on site. We're assuming a mode share or or we're we're providing a mode share in terms of cycle parking provision for about 75% of staff. So we, we are confident that that will be a major major driver of how people get to this site, no pun intended.

But we're also at the moment this is a location where people do drive to and we're very cognizant that what we don't want to see is any displacement of parking onto nearby residential streets. So it's trying to again get a very clever balance or clear balance around ensuring that we were accommodate all the requirements at that first phase of this development. It has to be commercially realistic. There is a desire for people still using cars at this stage, but that may well change over time and I think Olivia as a developer team we would perhaps react to that over time as well.

**OF** **Olivia Frew** 41:53

Yeah, definitely. I just think as you alluded to, I think the market isn't quite there yet. Tenants are very much still focused around kind of car parking, but it's something that we've tried to be really ambitious about and we've tested with the agents. Umm, but yeah, we definitely made sure we meet planning policy and kind of pushing that beyond as well.

**TP** **Tim Price** 42:13

And I think just in terms of the final question, I I'll just pass over to Paul in terms of that rainwater garden and the space for the trees and poor, I think that's all been designed properly. But just if you could give a very short response to that one.

**PS** **Paul Shirley Smith** 42:25

Yes, it's very good question and it's something we've thought about a great deal and the trees we are thinking of there are Birch and we think maybe a group of seven to five or seven of them and plus in a very tight group. So they're growing really as a multi stem tree really multi stem group and we're thinking about trees being maybe 25 centimeter girth that sort of size semi mature.

 **Charlotte Rumbol-Neville** joined the meeting

 **Paul Shirley Smith** 42:49

It's something we have done before and has been done elsewhere and so we have given it considerable thought.

 **Toby Williams** 42:56

OK. Thank you, Paul. I think from memory where there's some terraces that were being proposed on the upper floors as well, that would form part of that and then unity provisioned him.

 **Charlotte Rumbol-Neville** joined the meeting

 **Toby Williams** 43:08

Am I right? Yeah.

 **Tim Price** 43:10

That, that, that. That's right. Yeah. So building 3 has a because again one of the one of the points that was raised both at design review panel and at some of the community sessions. Where are we maximizing? What Cambridge is really good for you? It's got some fantastic views. I know you were alluding to some of the views from the Council's buildings before, so we wanted to maximize that. So building 3 does have an accessible roof terrace which will be used as an entity space for employees. You're quite right.

 **Toby Williams** 43:34

OK. Thank you, Katie Porrer.

 **Cllr Katie Porrer (Cambridge City - Market)** 43:39

Thanks, Toby. Thank you for a very interesting presentation. It's really helpful to see kind of how it's evolved as well. And I think it would probably be useful in future at some point to see the indicative heights relative to the other buildings nearby, just to get an idea of why you're stepping up or why you're not not for this minute just I

think it just helps put it in perspective because I've been looking on Google Maps, but obviously you can't get near to it because it's all private around there.

And second thing, obviously one of the things I think we've always been quite keen on is this idea of local workforce apprenticeships, those kind of things as part of your construction and developments are just putting that out there as something it might be worth considering perhaps and again it's positive to see a reduction in the road surface. And I was a little. I was interested because obviously it's the segregated pathway, but obviously in terms of hierarchy, it's pedestrians and cycles, then cars. I wondered if you'd considered designing in some sort of traffic calming. At the moment I couldn't see any sort of raised tables or something to stop someone from. Is it Lilywhite Drive sort of zipping around quickly because you are going to have that conflict with the playground with the cycles. I mean, it'll be good if it's busy, but you know, certainly we're seeing that in a lot of places where roads have either kinks in or raised things or something or even colour segregation, so it's clear where the cycle routes are. I think that might be quite positive because potentially you know that is an access Road as well as a car park. So you are going to have people shooting through it. I think I'd receive something I've passed on to Alice was it better walking for West Chesterton talking about access routes through it is quite a weird site, isn't it? With the sort of Lilywhite bit above it, but as far as I can see, it's quite hard to tell on the Google Maps, but no, certainly no Road access, but very limited walking access. I suppose it's something to note that generally we're very keen on permeability and I appreciate there are sites outside your control, but it would be really useful to know how and if you've engaged. I see there's some allotments. I don't know if they're the City Council wants or not, but at least pedestrian access. I mean, I think car access generally our policy is not too much car access, but I think those are the things on my list I think and it's positive to see aiming for the high or other low water usage as well.

Thank you.



**Toby Williams** 46:03

Thanks Katie. Over to you again, Tim.



**Tim Price** 46:05

Yeah.

Thank you, Kate. All really good points again and lots of things that we've all been sort of grappling with to get right. You look at I think in terms of the detailed design of how we ensure the carriageway works as effectively as it can for all users. Absolutely critical. I think you raised some really interesting points about how we might designate it with different use of colours, materiality, separation. Take it as red that is all being looked at and it forms part of our next phase of detailed works. I think I'll probably just go on to access because I think that probably deserves a little bit of the more detailed answer because you're right, when you when you look at this site, actually it is a strange one. It is sort of isolated in a way, but has some connections and from the very outset, yeah, we were interested to hear what the Community view was on access because the Council and its opportunity area framework quite rightly, as you said, focus on permeability. How do we improve that? And it kind of sets some notional markers for where you might create connections. So we went into it with the minds eye of well, that all looks very sensible. Let's do it. Let's go for it. Let's speak to people and the response to that. If I'm being very honest, was mixed very mixed. Some people would like to see things because it creates much better connectivity to say some of the local primary schools. Some people are very much concerned about and cut throughs and the the safety aspect that that may or may not ever so actually we're in this sort of quandary as well. We can see both sides of that, you know, both very valid points concerned about safety and social behaviour, yet fully understood. So I think what we've tried and you yourself, Katie, is a very good point around actually it's not entirely within our gift because the third party land here that we don't have control over. So what we've done is we're creating a landscape and a development with a landscape which ultimately does not preclude any access points. Whilst we're not suggesting that we're going to go against the will of certain people create access points that they don't want, we've created a landscape which is flexible enough to if there is agreement with the community or if the authority said actually from a greater good perspective, we think we have to create that, then we would look to design that in again a lot of it is restricted because for example, we don't own the land beyond to the north. So we can't create a connection through to Gilbert Rd without the agreement of that third party. So there are some constraints. I think what we have tried to focus on is ensuring that the space around the site is really accessible. It's it's a space that you would want to be in. So for the people, for example, from the Lilywhite Drive who want to walk through, that's great. We've

talked to Victoria Homes, we've talked to the other care home as well about whether they would like direct access to use. You know, we're talking about edible gardens and things like that with them, you know, and they they would, I think Olivia, you had some of these detailed conversations, but the conversations were we'd like to be able to access it, but we don't want to direct access point again. That's security field. They would say yes, we love the idea of the space. We will definitely come and use it. We don't necessarily want the direct access to our site, so we've had lots of discussions and it's always one that will probably flex and change over time. But at the moment we're creating a landscape which can accommodate that. Hopefully that gives you a few answers, Katie. Thank you.



**Toby Williams** 49:17

Thank you. Thank you, Tim. And I'm, I'm sure Councillor Sam Carling might have some comments to make around access provision as well. So Sam, your, your, your Next up.



**Cllr Sam Carling (Cambridge City - West Chesterton)** 49:30

Yeah. Thank you. And yes, Katie has just taken a few things I was going to raise, but it's it's good to see the kind of the there's more general awareness about that particular issue. So yeah, thanks for the presentation today. I'm one of the ward councillors for the application this this ward falls into West Chesterton as well as being a member of the Planning Committee, so obviously I've got quite a lot of interest in the application. I think there's a huge amount to be commended in here and I want to thank the developers really for the way in which you really taken the time and effort to engage with communities nearby and sort of make improvements and changes that have been suggested as a result of that. I think that's really valuable. A lot of the presentation you you had, you really emphasizing the importance of cycle lanes and cycle, parking and connectivity throughout the site, which ties into what we've just been talking about really. And I think what a lot of what Katie was saying is, right, Lilywhite drive is a really closed off development and it's really unusual in that some people deliberately move to that area because it's closed off and they prefer the kind of secluded nature of it, whereas other people moved there and find that really unfortunate hindrance to active transport. And but I think the other thing that we need to consider is it's not necessarily just the people in that area. It's those more, more broadly and generally and I know you talk

a little to people on Corona Rd, but I think there's there's a broader view and impact on the general area. If you went about whether time when myself very well as to whether you have a link through there or not right, it's not just people who live immediately nearby, the people who perhaps have children walking to school that they don't have to go past Mitchell's corner, which is pretty difficult sometimes and it's not the most safe of areas, so it's it is a really awkward one to balance. So really what I want to ask is, first of all, can you just clarify because I think on the landscape plan you showed up today, it looked like the Gilbert Rd link was still in there. I couldn't quite tell. So have you, have you engaged much with the owners of the site that would link us to Gilbert Rd, just to see what they're thinking? And then just the other one is, have you given any thought to kind of halfway measures like having gates that lock at night or something to address the security concerns and try and strike a balance?

**TP** **Tim Price** 51:17

Thanks, councillor Carling. Yeah, you you're right. And you've obviously spoken to some of the same people you're involved and engaged in the same conversations. Lisa, would you be able to bring up the presentation deck and just bring up slide 15, which is the one on inclusivity and access, because I think it would be helpful just to talk around that, because what you've picked up very true what we've added there in terms of those Red Arrows at the North and West points. As we look at them, where possible pedestrian connections, because those were still almost ongoing in terms of conversations. We have been trying to engage with the owner of the hotel to the north currently, they're suggesting that they don't want to engage for for an access point, but we're and I know the Council is also liaising with them on that point to see whether that is something that could be delivered and again, with some of the residents of Lilywhite Drive. So Fellows house and Emmanuel, we were talking about the potential for one for one extra access there as you see on the West perimeter. So they are not proposed, but still kind of in consideration if that's a fair way of describing it. And then I think to your further point around are there, is there a hybrid or is there a sort of the halfway house or there's access, but it's controlled again very much something that we would consider if either the authority thought it was an appropriate solution or the Community came together and thought actually, yes, if it was, say open from 8:00 in the morning to 6 at night and we control that through a lockable gate, we will have a full remit of CCTV and security measures here as well to



give further confidence. But if that felt like it was the right approach, again, it's something we would certainly look to incorporate where appropriate.



**Toby Williams** 53:06

Does that satisfy you for now, Sam, that, that, that, the the matters still live and open in terms of the the applicants start so you know and there are conversations going on at the moment.



**Cllr Sam Carling (Cambridge City - West Chesterton)** 53:24

Yeah, of course. I mean, as I say, I appreciate this is a really thorny issue because obviously you've got people who have very strong feelings on both sides of that. But no, thank you for engagement work that's useful to hear that.



**Toby Williams** 53:33

OK.



**Cllr Katie Porrer (Cambridge City - Market)** 53:38

Sorry, just one follow up question on that last slide. You didn't have an indicative arrow at the end of this it Corona Rd, which to me would kind of if you're going to draw a line through the site, that one and then coming out by the playground particularly I think if that school route and chopping that corner would be the the most obvious ones. But so I just wondered if that was a definite know, if that's something else still exploring.



**Tim Price** 53:59

So. So so I think, yeah, it if you if you imagine the sort of four compass points. So that's what we were looking at in terms for. So the the Gilbert Rd to the north and the corona access to the South. So so as Councillor Carling's alluded to, particularly for Corona Rd, the residents there were very vocal and suggesting that they didn't want to see that and we had that quite detailed engagement with them. They've attended listening events, public consultation events and it's been a very strong message. But again, as we've said, it's deemed to be something which is in the wider public benefit and that's something that the authority considers then that's again something that we as a developer and applicant would need to take on board.

**CP** **Cllr Katie Porrer (Cambridge City - Market)** 54:35  
Umm.

**TP** **Tim Price** 54:36  
But yes, you're right, those would be the sort of the compass points would typically be where we'd started at.

**CP** **Cllr Katie Porrer (Cambridge City - Market)** 54:39  
Yeah, all through the allotment comes in at the top court while the left hand corner of your side. It looks like the allotments, isn't it.

**TP** **Tim Price** 54:44  
Yeah. So.

**CP** **Cllr Katie Porrer (Cambridge City - Market)** 54:45  
I'm just. I'm just interested because I was that idea of the people being able to cut off that corner, though I do appreciate what Councillor Carling said. There are views either way, it's just those to me would seem almost the better solutions if one were going to do it.

**TP** **Tim Price** 54:57  
I think I think very, very logical. So if if you're absolutely right in the way you've presented it there, far more eloquent than I. If you were going to do it, they are logical points where you would look to do it.

 **Toby Williams** 55:11  
Great. Thank you, Tim. Councillor Thornburrow again please.

**CT** **Cllr Katie Thornburrow (Cambridge City - Petersfield)** 55:17  
Yeah, I wonder how the building, what's the form of construction? UM, I know the the the interesting the the water strategy you've got. Umm and I different forms of construction have a lot at you. Some use a lot more than others, and you talked about considering whole life costing, which is really great. But but again, I don't know

whether you thought about the water in construction and whether you actually can pay that back during the course of the life of the building.

 **Lucy Tucker** left the meeting

 **Cllr Katie Thornburrow (Cambridge City - Petersfield)** 55:49

And then just going back to cars, do have you considered well, well, cars and cycling? I I think it'd be really good when you come to uh, do the application and uh eventually come to the committee, we'd be really interested in how you're supporting cyclists and some businesses now at just absolutely fantastic the way they have a a cycling champion to help people get on. But likes news bikes and in you know where to how to get to the office from certain spaces and have maintenance things and cycling and shared showers and things like that, but also just transport congestion is going to get worse in Cambridge. And I just think things like shared cars in the off at the in the within the office space. So that if people need a car during the day, they may be able to use a shared car and still can get in by public transport or active transport, or even whether you might have minibuses on that. You know something so that so that I can help you know, groups of people get around and just kind of travel management focusing on the congestion we've got and how it's going to get worse in the future is something I think all employers need to be thinking about. Thanks.

 **Tim Price** 57:16

Do you want me to take that?

 **Toby Williams** 57:17

Yeah. Yep.

 **Tim Price** 57:18

So. So look again really, really valid points and certainly in terms of that ongoing operation of over the life of a development, how people use it and how that develops over time because it will change some of those, it will all form part of a travel plan in terms of the measures and there will be a dedicated travel plan coordinator here, but all of those little measures that you mentioned, we had something recently where you had a a bike refresher course. So people, me I'm 40

odd now I don't use my bike as much as I should have done but but our company hosted a refresher session for people to get to get people back into using cycles as we go so you know things like that are just the sensible and now actually becoming relatively standardized in developments such as this where you've got high tech companies, people involved in research and development that they want to use cycles and they want to be sustainable. It's kind of in built into what this development is. So all of those little measures that you talk about, yes, 100% will be incorporated into what we're doing and that will be obligated through that travel plan. That will be obligated through that travel plan in terms of the use of, you know, potential car clubs. Yeah, that's something we could definitely look at. We we have been engaged with VOI, the electric scooters, so there will be electric and electric scooter facility here hopefully so lots of different ways about how we're looking to minimise car use. So again, really interesting and valid points, I think in terms of the water and construction, something definitely not my bag, but I don't know if Sam or Philip you wanna take that.

**SP Sam P** 58:45

That's well, Tim, I'll, I'll. I'll just go on that one. Initially, Philip may want to chime in, but yes, we have considered it and it's it's great to hear the the Council thinking like that and there there is a reasonable amount concrete within the development which needs a certain amount of water. And I think the offset is definitely something that we can monitor. We're doing a very big project at the moment in Gloucester with a company called Kiev where we've been monitoring the water usage there for for similar reasons. But in this case we have a a, a clear offset ability. So I think that's an excellent idea and we'll seek to incorporate that as we move forward. I don't know if Philip wanted to add anything to that.

**PS Philip Songa** 59:28

Thank you, Sam, and not much more. Just. Yeah, just to confirm that, as you said that it, it has been looked at and I think many of the things that apply in regard to the operational phase in, in, in, in terms of for the contractor water efficient devices wherever they can use them or rainwater reuse as well for things like dust suppression and any other forms of non-potable water use all and as well as we did look as well as at alternative sources of water which are becoming a bit more

common in in some cases within the construction industry. So have made some suggestions and that's something that obviously can continue to develop.



**Toby Williams** 1:00:16

Have you got a follow up, Katie? Yeah.



**Cllr Katie Thornburrow (Cambridge City - Petersfield)** 1:00:16

If if you really. Yeah, I'd be really interested to if you're looking at new forms of construction and a structural timber, if you if you're thinking about that to help whole life costing, it'd be interesting to learn about that as well. Thanks.



**Toby Williams** 1:00:34

Thanks. I think I think we potentially talked about that in terms of the reception area, don't. I don't know if the design's gone that far in terms of the use of CLT, but it's it's something that you can certainly take away Tim has a in terms of a design review. Umm Katie P.



**Cllr Katie Porrer (Cambridge City - Market)** 1:00:55

Sorry, I realized I didn't mention my usual thing, which is cargo bikes and accessible bike parking, and particularly if you want to attract families with the park, it is really important and I'm sure you know a lot in Cambridge people to drop their kids off at school. You're right next to Chesterton. You know, it's really important to provide covered spaces for workers and also decent sized spaces. Obviously always keen to get more changing places toilets. They're the very, very large uh ones, but certainly having primary access for those using the cafe and potentially the park to a disabled toilet where obviously with baby change facilities and things like breastfeeding rooms, all those kind of things that are not a planning requirement, but they're their benefit to the community. So I just thought I mentioned that. Thank you.



**Tim Price** 1:01:42

Yeah. Council thanks, Katie. We we've we've got about, I think it's about 45 spaces for enlarge provision for for cycles and and I'm a new part parent. I'm three months into being a parent and 100% that you know the accessibility and provision. Whilst not planning requirements, I think in terms of being considerate and socially responsible developers is something we would look to incorporate. It is not difficult for us to do

so things like that, ensuring the cafe has a publicly accessible disabled toilet, with changing facilities. Again, this is just something that we can easily incorporate and it would be wrong not to.



**Toby Williams** 1:02:19

Great. OK. Are there any other councillors with questions? Doesn't look like it for now. Great. Well, I I think I'll wrap up by saying thank you so much for giving the presentation. I found it very informative and hopefully Members did too and we'll make sure that we circulate a link to the recording of the presentation to those Members that couldn't make it and this afternoon and if there are any other kind of follow up questions, then we'll forward them to you, Tim, as a team to deal with. But thank you for everyone attending. I'm just and if you could give us a rough time scale of when you might be thinking of sitting in a formal planning application, I won't hold you to it, but it would be just not not nice to know what an indicative time scale might look like.



**Tim Price** 1:03:14

Well, yeah. Very happy to, Toby. And again, just all thanks to Members for for taking the time to attend today and and ask some really interesting questions and and clearly and informed bunch. So thank you.

In in terms of timings, as you know, we've been through quite a comprehensive pre application process with the authority already. The same goes through with the highway authority. Lots of community engagements taking place over the last year, almost so we're in a position where we're looking to submit an application as soon as we can do. I'd like to think that might be as soon as next month. So we there is still some finessing of detail to to happen for sure and there's lots of technical evidence we need to complete, but that that's it's as imminent as that.





**Toby Williams** 1:03:58


OK. That's great. Thank you.


Thank you Tim and team.


And I guess we'll speak and see you soon.


 **Tim Price** 1:04:06  
Thank you very much.

 **Sam P** 1:04:07  
All right.

 **Toby Williams** 1:04:07  
Hi everyone.


 **Sam P** 1:04:07  
Thanks.  
Thanks all.

 **Olivia Frew** 1:04:09  
Thank you.

 **Lisa Liu** 1:04:09  
Thanks.

 **Hannah Brown** left the meeting

 **Will Rohleder** left the meeting















 **Holly Wheeler** 1:04:11  
Thank you.

 **Tim Price** left the meeting

 **Sam P** left the meeting

 **Charlotte Rumbol-Neville** left the meeting

 **Lisa Liu** left the meeting

-  **Holly Wheeler** left the meeting
  
-  **Cllr Katie Porrer (Cambridge City - Market)** left the meeting
  
-  **Cllr Katie Thornburrow (Cambridge City - Petersfield)** left the meeting
  
-  **Stephen Gregory** left the meeting
  
-  **Claudio Ricci** left the meeting
  
-  **Olivia Frew** left the meeting
  
-  **Cllr Sam Carling (Cambridge City - West Chesterton)** left the meeting
  
-  **Amelia Robson** left the meeting
  
-  **Paul Shirley Smith** left the meeting
  
-  **Philip Songa** left the meeting
  
-  **Toby Williams** left the meeting
  
-  **Debbie Thorpe** left the meeting
  
-  **Deb** left the meeting
  
-  **Alice Young** stopped transcription