

Clarendon House Re-development Member Briefing (RESCHEDULED)-20231211_110246-Meeting Recording

December 11, 2023, 11:02AM

1h 26m 49s



Toby Williams 0:03

What made most of the intros and we can get on with the presentation?

● **Alice Young** started transcription



Toby Williams 0:10

Great.

So good morning 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'd like to welcome you all to today's briefing for Clarendon House.

This briefing allows councillors to be briefed on and provide informal feedback to a forthcoming application to extend and redevelopment, redevelop the existing office development at Clarendon House in Cambridge.



CLlr Katie Thornburrow (Cambridge City - Petersfield) joined the meeting



Toby Williams 0:43

It's an opportunity for members to raise any questions or concerns that can then be addressed by the developer prior to a formal planning application being submitted.

The summary details of the proposal and the site constraints have been set out in the briefing note attached to the invitation by the Council's case Officer Alice Young.

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



Alice Young 1:13

Hi everyone, I think everyone should know me, but nice to see you.



Toby Williams 1:18

Right, great.

So, the briefing will be led by the applicant team and their appointed consultants and will be structured with a 20 to 30 minute slot for a presentation followed by an equal slot for questions. We've got a bit of time to go over if necessary and 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 and I think we have some members of the public with us this morning.

The details of the meeting can be subject to an FOI, 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 that all participants to keep themselves muted and to keep your backgrounds blurred unless you're invited to speak?

I think someone has their speaker on at the moment and I can certainly hear some papers rustling, so please keep muted unless you're invited to come in.

Um if counsellors would like to ask a question or get the attention of chair, please raise your virtual hand in teams. We'll deal with questions at the end of the presentation.

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've closed mine to the proposal. However, please don't feel afraid to raise issues or concerns that you foresee arising from the proposal to aid discussion.

And as I said, the meetings being recorded, it'll be available for six months, right? So if Members could turn off their cameras, please, and I'll let the developer team through you, Lyndon, to introduce yourselves and begin your presentation, please.

GL Gill, Lyndon 3:26

Very happy to. I'm just conscious councillor Smart has his hand up. I don't know if I'm not Councillor. You wanted to just very quickly come in before I do that.

 **Hannah Brown** joined the meeting

CS Cllr Martin Smart 3:35

Yeah. Thank you very much.

Hello UM so I just wanted to say, uh, I mean, Toby said it all mostly, but this is scheduled for an hour and a half this meeting, I believe. Obviously if it's quicker, that'd be nicer, but can we make sure, Toby, that we get chance for councillors to ask questions at the end? Because I was at a similar thing a while back. Not not a planning meeting and sort of everything ran over and Councillors has never really had a chance to ask proper questions.

So just to emphasize that that's the important thing here, I think. Thanks.

 **Toby Williams** 4:07

That's great.

Thank you.

Yeah, uh, really important that we give Councillors a chance to interrogate what's been and presented to them. So on that basis, Lyndon, I'll hand over to you in your, your team and please proceed with the presentation.

GL Gill, Lyndon 4:19

OK.

Thanks, Toby.

I won't take long in terms of quick presentations and introductions.

I'll quickly go first in terms of who we are and Lydon Gill, I'm a planning director at Stantec, I've been working on this scheme for a number of number of some time now.

I'll quickly introduce Jamie Garrett and then which is very quickly go around the team before we move into the presentation, which will be led by Allies and Morrison.

JG Jamie Garrett 4:53

And yeah, thanks Lydon.

My name is Jamie Garrett. I'm a director at Wrenbridge and we're the development manager for for the scheme and should we do the rest of the introductions of the team Lydon now, or do you want me to do first slide, OK.

GL **Gill, Lyndon** 5:05

I think I think so, yeah.

If we quickly go through the introductions, then everyone, then we've got that.

JG **Jamie Garrett** 5:11

They are you, yeah.

GL **Gill, Lyndon** 5:11

Max, do you would have come in next.

M **Max (Allies and Morrison)** 5:13

Yeah.

Hello everyone.

My name is Max **Kettenacker**.

I'm a director at Allies and Morrison based in our Cambridge studio.

GL **Gill, Lyndon** 5:21

Jo.

JM **Jo Minto** 5:21

Hello.

Hello.

I'm Jo Minto.

I'm an architect at Allies and Morrison in London office, but often in Cambridge.

GL **Gill, Lyndon** 5:30

Paul.

PW **Paul Willis** 5:32

Um hi I am Tom Leach and Paul Willis from constructive where the project managers on the scheme.

GL Gill, Lyndon 5:38

Brilliant.

Thanks guys.

And Jay.

JW Jai Warya (AAM) 5:42

Hi, I'm Jai Warya.

I'm the landscape architect at Allies and Morrison, based in the London office.

GL Gill, Lyndon 5:49

Stuart.

SM Stuart Morse 5:51

Hi everyone, I'm Stuart Morse I'm a transport planner at KMC.

GL Gill, Lyndon 5:56

And then Luke.

LJ Luke Jordan 5:58

Morning all.

My name's Luke Jordan.

I'm an associate director at CPW base, in our Huntingdon office.

GL Gill, Lyndon 6:05

Charlie.

CS Charlie Stuart (AAM) 6:06

Hi.

I'm.

I'm Charlie Stuart uh architect at Allies and Morrison, also based in London.

GL Gill, Lyndon 6:12

Thanks.
And then Ed.

JE Jones, Edward 6:13
Edward Jones, planner at Stantec and Cambridge working alongside Lyndon on this project.
And that's everyone from our side.

GL Gill, Lyndon 6:20
It is. Yeah.
Thanks Ed.
Umm, so Jamie, can I hand over to you to give a quick introduction just before I'll then go through the planning history and then we can let Jo do the meat of the presentation.

JG Jamie Garrett 6:31
Yeah.

JM Jo Minto 6:32
I'm setting the timer.

JG Jamie Garrett 6:32
Thanks Lyndon.
Thank you.
Yeah, we'll keep this really short and allowed the team to do the more detailed presentation, but just as well as introduction of backgrounds on who we are. So we're local based developer been Cambridge for 30 years we've worked with M&G landowner on the Lockton House scheme, which is the image on the screen now known as Brooklands. And we've looked to appoint, the same team, to look at the future, therefore, of Clarendon House and which is then the team in front of you.

GL Gill, Lyndon 7:09
I'll just quickly come in in terms of planning background and one of the things it's probably just worth noting is the team that we're working with is there is a consistency with the team, have been working with on the Lockton House project.

Appreciate, Alice, you're involved in this project and picked it up previously from Lewis, which is great that there's continuity there.

We've had a number of pre apps we've had first pre app which was then followed by two more pre apps before we necessarily went through a design review workshop and then we obviously had the uh Design Review panel.

There was also a meeting held on highways and apologies for the background noise. I'm in my office at the moment and so apologies for that.

We've also had a workshop with the Environmental health officer with the design officers as well, specifically on a number of various points as the scheme has evolved over time.

We obviously had a presentation to Councillor Robertson, which was very helpful and we had an in person public consultation event and most recently have had a presentation that we gave to Bara and now it's obviously it's Members briefing.

I think it's fair to say we feel we've worked very, very well with the officer team and I think Members should be encouraged by that.

I would hope, anyway, we've had a really good relationship with Sarah Chubb and the design team and the conservation officers, and it's been a very positive experience to this point in time, a lot of work has gone into it and I would like to think that the presentation we give to you now reflects that hard work and where we've got two in terms of agreement with officers.

But I will hand over to you, Jo, to save me taking up any more hot air.

 **Jo Minto** 9:02

Hello everyone.

So I'll I'll fly through these and we can come back to any particular slides if you have any comments at the end, just in the interest to make sure there's time for comments at the end.

The bit about the context and the existing building, there's a little bit of feedback from someone.

I'm not sure if if there's a a mic on, Clarendon house is located South of the historic core and quite close to The Cambridge Railway station and Botanic Gardens. We have close neighbors in Lockton, which Jamie touched on. This neighboring site under development at the moment in the same design team, Kaleioscope development to our south, which is a large residential development and sort of smaller houses to the West including the Accordia development and such that like so

aerial view just showing City House and Lockton again to the North are currently under development. Our site the existing building is not within the conservation area itself, however the frontage and the curtilage is so the trees and the protruding entrance that currently sits in the on the frontage is within the conservation area so it's sort of part partly within it.

A bit about the existing building is currently EPCD poor fabric efficiency and energy performance EPCD won't be compliant by 2030 so we need to do something. And there's a hip roof with chalet style overhanging eaves. Typical floor to floor of 3.2 metres, which early on presented the thought and opportunity to us to retain the frame of the existing structure which we are doing and are very pleased to be able to report that. The existing ride height is approximately 14 meters above pavement. There's an undercroft which is open. Lots of heavy hard landscaping and car parking spaces, which we're looking to reduce. It's four stories, including said undercroft. And yes, there's regular window bays and cavity for sale and buff brick.

So bit about the existing site layout and the constraints and there's a vehicle ramp to the north which is next to the City House vehicle access route and KMC on the call who have advised that a vehicle ramp in this location wouldn't meet today's design safety standards due to the close proximity of the two together. So there is an opportunity to relocate the ramp away to a safer location to the South and in doing so it open up opportunities for a more welcoming entrance and arrival experience. Currently, the vehicles and cycles also share a ramp which is not good and we've worked with CAMCYCLE to to evolve a scheme that is with cyclists in mind.

The protruding entrance is noted in the conservation area extract as having having a negative impact on the conservation area, as is the wide vehicle ramp that I noted previously. So they're specifically mentioned in the conservation area extract as being not not appealing features.

So with our proposed site layout, as I say, we're retaining the existing frame that's shown in the dark green area of the diagram.

We are looking to optimize the site by extending East and North over the vehicle ramp and in doing so create space for a new level access entrance and a welcoming arrival experience and the opportunity to remove the protruding entrance altogether and thereby free up the conservation area and remove any building within that

within that curtilage.

This will also open up views of the front landscaping and trees when approaching from the north, which is currently blocked by the entrance, so there's a great opportunity there and there will be a we propose a smaller vehicle ramp for a much reduced number of car parking spaces. So half the number over half the number of car parking spaces and so much fewer traffic conditions than the existing condition. And KMC can touch on that later on and I'll talk about access points later, but we the vehicle ramp relocation does involve the loss of four trees, which has not been a decision that's been taken lightly. We've engaged with SDC the contractors early on and to make sure the construction accesses realistic and therefore we want to be upfront with that point. But overall, we're looking at a tree canopy cover gain with a more even distribution of trees across the site. So the the brighter green colour trees and J will talk about that later on.

So this again, Jay will talk to this, but the four trees in question are on the right hand side and the yellow one will be replaced. And as I say, there'll be an overall canopy cover gain across the site that Jay will talk to that in a minute.

So a little bit about our proposals we've been developing throughout pre app. These are the sort of nine themes which are forming the structure of today, so straight in with climate, which has been at the front forefront of our minds throughout the design process. So the loss of the trees led to a comprehensive SWOT analysis early on in the development to justify the relocation and another benefit to the ramp relocation is that without moving it to the South, we cannot retain the frame of the existing building due to construction access limitations. Um sorry to flick back, but it is an important point that I've just missed. At the moment, the existing building every time it needs maintenance needs scaffolding because there's this limited headroom. Number 6 here is shown and photograph bottom right so we can't get construction access around the back. So in order to retain the frame, we need to get construction access around to the South. That's another benefit key benefit of the ramp relocation to the South.

In the SWAT analysis we compared a series of options against six criteria that the Council gave us, so care with carbon, green infrastructure, buildability water, ESG and visual amenity, and overall the frame retention plus extension won significantly in terms of total carbon over 60 years, so both embodied and operational versus a new

build and also buildability wise less demolition noise dust. So it was the clear winner for us all from day one.

Sustainable opportunities wise, we are looking to target BREAAAM Excellent. Luke Jordan's on the call from CBW, and he can elaborate on any of these points as needed. We have rainwater harvesting. Solar PVS air source, heat pumps and so renewable fully electric. No fossil fuels. We are retaining the existing structure. Energy and calm reduction equivalent to 4 credits and Brianne ENEO1. Obviously improving the EPC rating and biodiversity, net gain and overall tree canopy cover. We're also targeting well accreditation and encouraging the use of cycling throughout the scheme.

So fitting into two contexts as I touched on briefly earlier, we've got this dual character, so railways used to occupy a vast area to the east and when the railways contracted in size, the sidings and warehouses were replaced by larger office and residential buildings, and that gave this dual character. And so then and now to the West is the conservation area setting characterized by residential streets with historic buildings and another sort of building on the east, which is large footprints, modern large footprint, modern buildings, both office and residential apartments. So we've been navigating these two worlds and the massing has been very much informed by the context and those those buildings in the immediate have vicinity.

Um the entrance building, which is our lowest, lowest mass and is it's similar height to the existing building and has played a really key role in knitting together these two contexts. And we've had quite a lot of discussion at pre app and DRP around this building and in, in fitting into these two contexts, how best to do it to make sure that the building doesn't coalesce with Lockton and also that there's a sense of breathing space walking along the street.

So I won't go into these in detail, but the number of pre apps with evolving massing throughout a couple of key moves that we made in terms of reductions of area. For instance, we used to have a run of four Gables and and pre app through pre app it was decided that by removing one of those Gables and setting back the massing to match with the setback taller form was a very positive move and was acknowledged by officers of giving more breathing space to the streets elevation. And there was also a lot of discussion about ensuring that the massing didn't coalesce with Lockton

and we've been referring to it as a cousin not a twin of Lockton and so lockton's here in the foreground and our tallest element of Clarendon aligns with the height of broadly aligned with the height of Lockton. It's recessed back from the road and you have the lower entrance building that I was mentioning before, which is similar to the existing building height. And then in reverse. So we have the residential character and then from Hills Rd. We've got them more where the railways used to be. This slightly more Mill like character facing the railway side. So we developed this chimney typology, which was very well received at DRP and the character of this was, yes, well received, as I say. I'm keeping an eye on time, but making an entrance has been another really important part of our design proposal. The existing entrance is not inclusive. It's accessed via separate stair and platform lift and that's because the existing ground floor level is about 1.2 metres above ground level, so it's a poor relationship to the street and not particularly inclusive. So by relocating the ramp to the South and offering a more generous entrance area, we took quite a big decision to drop the slab in the existing building at ground floor level and provide a ramp. Sorry, a level access through to the reception area, which provides a much nicer relationship with the public realm outside, and that was again very well received at disability panels and pre app meetings.

So our emerging level and entrance and design as can be seen here and this building's gone through a lot of iterations. Originally we had a raised floor, which we then dropped. We introduced a red brick and various characteristics from the conservation area such as this horizontal banding, which this the House on Fitzwilliam Rd, which is most closely aligned to the scale of our proposal and that was in response to officers feeling like the building was a little bit too vertical. And that at the DRP we got encouraged to push that further in public consultation and at DRP. So we went again to the context and detailing, and we've worked through a design which focuses with more finer scale human scale components on the ground floor where they're seen most with the projecting freeze detail. So just adding a little bit more finer, finer grain of materials and we're really happy with how the entrance building is now looking. And I got this timber lined entrance, softer materials than red brick, which were shown at DRP and not particularly well received. And we reduce the window reveal depth to give us slightly more domestic scale. And as I say, we feel very happy with the entrance building as it stands today and a lot of work has gone into that.

Um the roof form is also been an important part of our design and the existing reform is very bulky and it sits apart from its context. So we saw an opportunity to break down the grain of the roof and introduce gable roof forms, which felt more appropriate to the conservation area setting and just more in keeping as I say, with a grain of the area.

So there's this sort of layered, articulated roofscape that has developed and you can see a little saw tooth roof form in the southern Gables and that's sitting behind a symmetrical, more sort of traditional symmetrical Gable on Clarendon Rd.

And the reason one of the main reasons for this saw tooth roof is it's got huge environmental benefits obviously for PV panels. That's as South these are South facing roofs and by having that asymmetrical reform, you can then maximize the number of PVs in that location. Location.

So we've got this series of the lower building, the medium, medium height and southern Gables, and then the taller northern Northern building, which it's, as I say, references Lockton House.

In terms of materials, we have a existing retained structure with a brick outer layer and the reform sit as a secondary element behind and the varying forms of the three blocks are unified by grid have equally with windows and the varying brick pier sizes which honor the existing structure behind, which has been a nice design feature also helped to give a different character to each of these three blocks. So the Mill, like the block, is preferred to at DRP at facing the railway siding and then the more domestic frontage on Clarendon Rd and any differences to these regular window sizes signify feature. So, for instance, the entrance which we've made, I'm at the key feature of. The material palette is what we deem is very fitting with conversation areas. So we have a a buff brick with a vertical stack buff brick that floods the Gables and for brick cills, precast lintels. So there's a lot about texture and reveals and so quite simple and it's form but with lots of texture. And as I say, the projections and reveals give that layered feeling to the elevations.

The existing building line is dotted on these elevations. I can come back to these later on as I say, the entrance building is broadly aligned with the height of the existing building and the taller element here referencing Lockton and then it steps down to the South with our asymmetrical roof forms.

And I can come back to this later, but if anyone has any specific points on the the relationship of the elevations to the existing, this is the north elevation facing Lockton and then the South elevation which I'll touch on in a moment, the design of

which.

Why are we extending the footprint of the building and to create workspace that works and the team has proven experience from Brooklands that there's a demand for buildings of this size with flexible floor plates. Jamie can touch on later that success that they've had with Lockton, but we want to create a central core floorplate with divisible office floors. It brings flexibility for the future, different tenant types and keeping up with changing and working lifestyle and some examples on the right are BBC and White City Place, which was a refurb in London, Allies and Morrison Project, where we retained the frame and then a couple of images have on the right hand side. So we want very high high Quality Office office space.

It's the typical floor plan, so the central core with office space and the desking areas at the perimeter where we anticipate them to get the perimeter, where we've got best daylighting and we are building over the top of the undercroft level with a landscaped deck, which Jay will touch on a later, later down the line, but any car parking spaces that we do have are underneath there, so there's less noise to neighbours for the existing than the existing, which are all uncovered car parking spaces, an opportunity for greenery.

So being a good neighbor again, we've worked closely with development and light consulting. So they've been on project from early days and we first went to pre app with the massing shown on the left. The footprint shown on the left and we've sort of gradually chipped away at this floor plan with input from development and light, so we introduced a stepped rear facade which is a condition that they're also has Lockton and has been very successful and this maintains separation distances to the Kaleidoscope development, which unhelpfully is cropped off this drawing. But I do have it on another image I can show. We introduced setbacks on the upper floor, which is another key key measure, and this was directly in response to daylighting to the Kaleidoscope development. So for references Kaleidoscope development is here and to the South and all of the windows that are facing us are secondary windows. So this is a view from the site towards the Kaleidoscope development. So that's the orchid building on the right and they are separated by this deck access, so they are not primary windows that are facing us and this stepping on the upper floors and helps with the daylighting meeting daylight BRE daylighting points and Lyndon can touch on those if we have any questions later on.

As you go up to the top floor of the massing to the South also drops away. So that's the site layout.

Last but not least, before I hand over to Jay to touch on landscaping. Movement, so on foot by bike, I said at the beginning is important part of the scheme. We want to reduce the number of car parking spaces it currently there are 53 and we're dropping to over half the number. We want to significantly improve facilities cyclists at the moment there is little to none and they share the vehicle ramp, which is obviously not safe and we'll be providing some EV charging spaces. We want to connect in with the good local network of bike and pedestrian routes and a key move key benefit of relocating the vehicle ramp to the South was this separate cycle route access so to the north in Pink we have our cycle slope. That's a very, very gentle gradient slope, we've been told by our landscape architect to stop calling it a ramp. It's not. It's a very fine gradient and this was in response to early engagement with Camcycle, who really pushed us to have the ramp that you could cycle down and previously we were looking at a a ramp in the light well and it was too steep, you couldn't cycle down it. So it was a bit of a redesign that happened with them and advising us on that point. We'll have some visitor cycle spaces at ground floor level and a a vehicle drop off point which again we can touch on if anyone has any queries on that later down the line. Leading down to the basement on the vehicle ramp, we have our dedicated cycle spaces and we are achieving policy numbers and meeting the minimum proportion of Sheffield stands, so the minimum 20%. We have a mixture of cargo bike spaces and regular regular cycles, as well as two tier stands and there will be a locker and changing facility also at the same level.

So an easy access of the cycle spaces.

And with that, I'm going to hand over to Jay and come back to any questions as and when anyone has any.

Thank you, Jay.

JW **Jai Warya (AAM)** 28:43

Thanks, Jo.

I'll just share my screen.

JM **Jo Minto** 28:44

And that's 7 1/2 minutes as planned left.

JW

Jai Warya (AAM) 28:47

Ohh, wonderful. Thank you. Thanks Jo. I'm just gonna share my screen now.

Hopefully everyone can see my screen. Just gonna go full screen. OK, so I'm just gonna take it forward from where Jo left off and just take a step back slightly looking at the context, you know, just looking at it from a landscape perspective as well, just spoke about the proximity of Cambridge Botanic Gardens. But in fact, if you see on the satellite image, there is quite a stark difference. To the east and West of the site, the conservation area has a very green, verdant character, and as we move towards the city centre and Hills Road and across Hills Road, the you know it becomes a slightly a harder environment. And what we're trying to do both on this side, but also previously on on Lockton House as you saw on some of these images is really trying to draw some of that green character further east. And of course, it won't be it one project that does that, it will take a series of projects individually taking that decision, but hopefully some of the slides we show going forward will will show you that, you know, we're taking the greening of this site very seriously, even though it is a very compact site.

And how are we doing that now? The obviously the building is quite centrally located on the site, but we have enough space on the perimeter of the site to do greening in various different ways. Whether that's through planting climbers on the boundary walls, whether it's through additional tree planting, whether it's through having a a podium, that has raised planters with a planting in them, and and having a kind of buffer between the the Kaleidoscope residential development and and our development with, with, with the kind of woodland edge which has kind of species that are sort of encourage more biodiversity and greening. And you know, we're not leaving any opportunity go amiss we we have a substation located on the site but also looking for that to have a green roof as well, which we've agreed with UKPN. So you know, just trying to be opportunistic about our greening and maximize how many, how much planting we can do on the site in every little nook and cranny. Umm.

And you know the the even though it is a small site, it there are various different conditions available on the site, both ecologically which I'll speak about a late later but also in terms of the character you know we have space for tree planting.

We have some existing trees that are very well established on Clarendon Rd, which will need some fresh underplanting because some of the current planting is quite

overgrown. So we're looking at how we achieve that. We have areas where currently there's just amenity grass near the entrance where we're looking to have some biodiverse planting, uh. And you know then, as I spoke earlier about the green roof on top of the substation, but also looking at opportunities to green the podium a on on the ground floor and also Green some South facing walls on the scheme with a with a trellis system and climbers.

Umm, just spoke about this earlier, but what we've achieved at the entrance is we think quite important both in terms of the conservation area character and accessibility. The image you see here in the bottom left is the current condition of the entrance to Clarendon house and what we're proposing is that we have a level access and integrate into that some visitor cycle parking and some additional tree planting and also build into this kind of public realm space and a A drop off area and a kind of fore court which all the part of the public realm and this is all possible by removing that existing glass lobby and by removing these gates which really are kind of a bit of an eyesore in our mind and an opening up this whole space so that it feels more welcoming and more appropriate to be adjacent to a conservation area.

And you know, one thing I'd like to point out about the cycle parking is, you know, even though it will be highly visible, which needs to be for visitors, we are kind of surrounding it with new planting and trees and all the cycle parking spaces are going to be slightly oversized to accommodate cargo cargo and modified bikes, and we'll provide a certain number of longer cycle hoops as well to accommodate those bikes. But you know, so the you know, so that the we kind of trying to encourage people visiting the site cycling there instead of driving or even using public transport.

And as this slide shows, we've got level pedestrian access. So really this this whole space is intended to be really, really open and green and and welcoming and being improvement on what's there right now similarly to the the back of the building where we currently have a an asphalt car park and this is what the neighbouring residents look down on from their windows at the moment. And yes, while we are expanding extending the building towards those developments, what we're also offering is is a much greener outlook to the residents through additional tree planting, through planting on the extended podium and also on the edges of the site and even on top of the substation.

So what you see here is a section that shows you the relationship between the Kaleidoscope development, which is the bottom right. Oh sorry, which is to the right of the image over here and our extended building with the podium in between and

the basement car parking below. And you know what we're doing is creating a kind of woodland edge along there. It's almost 4 meter wide space, which we're hoping to plant quite densely. It should provide some kind of visual screening, but also a much nicer outlook for residents of Kaleidoscope and also to the the tenants of Clarendon House in future, who will have access to this Community Terrace which will be very densely planted up with seating and flexible open space in the middle. And then this green buffer as well.

As I was saying earlier, we are also looking at opportunities to have climbing plants on some of the South facing facades which will take you know 5 to 10 years to really establish and grow and fill up these walls. I should point out that these are just trellis systems, so they're quite low in terms of carbon emissions in the sense that they're not green walls that require a lot of maintenance. So we're looking at having planters with climbing shrubs planted in them that will, over time, take up space on the facades, and we think that that can be quite important feature of the of improving the outlook of for neighboring residents.

Umm Jo touched on the the the materiality of the building and the pallet and how it's quite appropriate for for a conservation area setting and in terms of landscape we're just responding to that and picking materials that are quite neutral and complement the facade because the facade is really the the kind of the main visual in the development in the development here. And so the landscape is just going to recede into the background in terms of hardscape and yeah, again, as I was saying, just picking up on the, the materials picked on the facade and staying with the clay paver slash brick pallet to just have the landscape look like it's it's part of the the architecture in a sense. And as I was saying earlier, talking about the ecology, you know the it is a small site, but it offers a quite a few challenges in terms of the micro climates that are present. We have existing trees to the along Clarendon Road, which means that we have to do a particular kind of planting underneath them that can survive dry conditions and dry shade. We have space along the edges which which is quite shaded because of existing fences and boundary walls. So we have to pick a different kind of planting for each space. And we're looking at that in, in quite a lot of detail in terms of species selection and we have of course the podium, which will be done over A a deck and which limits the amount of soil you can have. So we have to pick a different kind of plant pallet for that. But we're looking at each space individually and picking plots accordingly.

And Yep, just lastly, picking up on the trees that Jo spoke about earlier, she we are

removing four healthy trees and one slightly diseased tree on site, but we are confident that over time we are going to get a canopy cover gain of about 30% over 3 years by planting eight additional trees.

 **Jo Minto** 38:06

That's our time, Jay.
Just to let you know.

 **Jai Warya (AAM)** 38:33

So all the trees you see here that are colored in trees, the new trees going in at a semi mature size which is something we were encouraged to do by the Council to plant them big in on day one to get more biodiversity net gain as well.
So we're quite confident that we'll get an overall canopy cover net gain over a 30 year period despite losing some trees that are there right now.
And that's everything.
Thank you.

 **Toby Williams** 39:06

Right. OK. Does that conclude the presentation? It does.

 **Jo Minto** 39:10

Yeah.

 **Toby Williams** 39:11

Thank you. That was that was really informative. Thank you.
There are a number of councillors that have posted questions in the chat, so I'll cover those first and then if councillors wanted to ask her questions directly, please kind of raise your virtual hand and I'll turn to you, Councillor Bennett, who's unfortunately lost her voice. And she asked earlier in the presentation about the disabled access into the building. Could you just kind of show your your route to that and kind of through the lobby area to the first floor to make it clear how you kind of gain access to the office space?
That's her first question.
And then the second question is about the suitability of the cycle stands for nonstandard bikes.

I think that was subsequently covered in in terms of the external provision, but if you could just focus on the, the, the, the main provision in terms of perhaps also looking at the width of the routes and where those nonstandard spaces are, that would be really useful and whether you're providing any space, for example, for mobility scooters as well and and space also for EV charging for bikes as well as cars. And if you could cover those points and there are, there's one other point that I'll I'll cover at the end of that.

But Councillor Thornburrow's, raised before we go on to hands.

Thank you.

JM **Jo Minto** 41:02

OK.

I'll start off on the access point and then I might hand over to Stuart if that's OK. Stuart, on the cycle spaces and so we have on the right hand side as our new proposed entrance configuration and my cursor isn't allowing me to point. Here we go. So we have level access to this point. There was a very, very, very minor increase in gradient and sorry, a minor slope just leading up to this point, but it's, I've forgive me, I can't remember the gradient, but it's pretty insignificant, Jake. And then maybe help me out there in a second then our current layout. Obviously the interior design is going to develop as we go, but we've been to disability panel, we presented this option and it was deemed successful. So you enter through this wind lobby. At the moment, the potentially reception area bottom right with an access control point and that leads to three lifts off that entrance area. So it's very much an inclusive approach for all people to be able to access and use, make use of the lift in the same way, and unfortunately it's slightly cropped off this plan, but I'll be able to find one in the moment. We also want to encourage use of stairs and for those who are able. So there is a little small staircase leading up to the main existing stair core. Obviously we're slightly constrained by the existing structure and that and that regard, but that's the that's the overall entrance sequence. And Stuart, should I hand over to you if I bring up a basement plan on the cycle spaces?

M **Max (Allies and Morrison)** 42:42

Jo, is it just worth adding that that lift on the left is a is a is a split is dual entry lift so that gets you up to the first floor.

JM **Jo Minto** 42:49

Yes, you're absolutely right.

So let me bring up a better plan, yeah.

M **Max (Allies and Morrison)** 42:53

So the key one of the big improvements is there's no platform lift that's separate.

So disabled users are not using a separate lift, they're using a main lift, which is to to to retain the frame we have to we we've got the ground floor that's raised.

JM **Jo Minto** 43:00

Yeah.

M **Max (Allies and Morrison)** 43:09

That's the existing condition, but what we're doing is we've got a through lift, which means it's the lift that goes, have a which you can exit on the other side, allowing you to overcome a kind of split level arrangement. But it's in the same place as as all the other lifts, so it follows the kind of key principle there.

JM **Jo Minto** 43:26

Thank you, Max. Very good point. Thank you. And then I'll bring up our our cycle plan here. Um.

SM **Stuart Morse** 43:35

Yeah, fine. Thanks, Jay.

So I think for nonstandard cycles which you know could be a cargo bike, could be a bike with trailer and firstly the access is designed well so that it's got sensible gradients. It's nice and wide, so those those bikes can get down to the lower level.

Within that lower level there's 12 spaces that are oversized for the nonstandard cycles and those stands would have sort of low ground anchors and lower bars for those bikes as well to secure them too. At street level as well, there's a of the spaces up there, there's a further four spaces for those kind of standard cycles as well.

When it comes to ebike charging, I think the general expectation is that the those

batteries can be taken to desks and what have you to charge. But of course, that provision can be monitored as part of the travel plan and and responded to down the line.



Toby Williams 44:35

OK, great. Thank you. Um there's a question from Katie Thornburrow around construction traffic management. Has that been thought about in terms of if you were to gain permission, how that might and how that might be kind of managed given that you've got an existing steel frame structure. And Katie ,um. I'm aware that you got your hand up as well. Have you got any questions in addition to that that you wanted to ask?



Cllr Katie Thornburrow (Cambridge City - Petersfield) 45:10

Yes, I've got a few more questions.



Toby Williams 45:12

Uh-huh.



Cllr Katie Thornburrow (Cambridge City - Petersfield) 45:13

Shall I go through them now?



Toby Williams 45:15

Yeah.



Cllr Katie Thornburrow (Cambridge City - Petersfield) 45:15

Should I raise them now? So the other one was about shared, whether you've you're sharing any of the ground floor facilities with Lockton house, but also I'm interested in you, you've designed it to BREAAAM umm.

Is it bream? Outstand. Excellent? Yeah.

Will the building be able to be brought up to BREEAM outstanding? And have you? Are you looking at any adaptability in are you? Is it are you designing in adaptability in the future? For example, if they if there became a need for no cars or reduce a reduction down to, say, five cars, could the whole of the ground floor be used at the basement be used for maybe more umm cycle parking or other other facilities? And I when you you talked about retaining the structure, but are you also retaining

the floor slabs umm and then when I'm also interested in your how you've designed it to deal with the climate crisis and overheating. And I'd like to know what is the design temperature you've used for designing to deal with overheating. Is it 30 degrees or is it the 40 degrees that the city have has experienced now? Thank you. And is it nice presentation. It was really good to hear about how the elevations evolved. Thank you.



Toby Williams 46:51

Thanks over to you, Lyndon. Jo, to cover those questions.



Paul Willis 46:58

Shall I start with construction traffic Jo?



Jo Minto 46:58

Yes. Yes, good idea.



Paul Willis 47:02

And so, uh, we we've been engaged early with a with a a contractor and to really understand the logistics of of of how we build this and retain the frame.

So in terms of construction access and traffic, the intent is to build the relocated ramp as part of the enabling works, so that we can get construction traffic off the road and to the rear of the site and manage manage construction that way.

So it's off the road and also include that lay by to the north of the site.

Umm, we we've engaged with the with a with a contractor to really understand a local contractor who we're using on Lockton to really understand delivery times.

They understand delivery times. We're looking at potentially having a tower crane where we're that that will enable us to minimize any mobile cranes from the roads.

So yeah, real emphasis on minimizing the construction traffic and managing it properly with the retained for frame and slabs.



Toby Williams 48:13

OK.



Jo Minto 48:13

And I can.



Toby Williams 48:14

Yeah. Thank you.



Jo Minto 48:15

I can.



Toby Williams 48:15

If you could cover those other other points.



Jo Minto 48:17

Yes. So we are looking to yes, we are using the floor slabs as well as the existing columns. And so yes, tick to that one. Um, overheating Luke might want to elaborate on the exact technical figures, and we are we're we're below the target set out for by CPW on solar gain points, our sustainability team have been coordinating with CPW on those points, and we're also passing, well, preconditions comfortably with lighting, daylighting. So it's obviously a balance between the two points, but Luke, I don't know if you want to elaborate any further on those points.



Max (Allies and Morrison) 49:07

Is it worth just adding that being below those levels is a good thing, so we've set ourselves targets for the facades and that's for a gain per square meter for the facade and we're below those those levels, which is a good thing.



Luke Jordan 49:22


No, I can. I can jump jump in there, Jo. Uh, so in, in, in terms of future future climate. Ohm design, that is one of the credits for BREEAM that that we are targeting. And so we have simulated, UM, how the building operates under future future weather files and we are achieving, umm, we'll able to maintain UM the required internal comfort conditions set by BCO under those future weather scenarios. As the team have pointed out already we uh BCO sets uh a limit on solar gains 65 watts per meter squared. Uh, just trying to reduce the overheating or the impact of of of the need for cooling. UM and the team of of developed a scheme so far, which is falling well below that criteria. And then there's also the passive design measures that we're incorporating into the build in such as the use of exposed concrete soffits, to take


benefit of that thermal mass, just to help with those internal environmental temperatures as as much as possible. I suppose the last one actually was just on on BREAAAM.


 **Toby Williams** 50:31
Submit.


 **Luke Jordan** 50:33
Suppose as well.

 **Toby Williams** 50:34
OK.

 **Luke Jordan** 50:35
At the moment we are we're targeting excellent, UM and there is no. There's also opportunity to progress through to to outstanding, but the use of an existing structure may limit some of the credits that can be achieved as we progress through the design. So at this moment in time, we're not 100% sure whether or not the building could achieve outstanding at a later date or further down the line retrospectively, umm, but we're we're certainly, uh, well above the the minimum planning requirement for excellent at the moment.

 **Toby Williams** 51:13
Luke, so are you designing to an, you know, a target internal temperature for the offices of? I think Katie was kind of expressly asking that question. Don't know if you can expressly answer it, but.

 **Luke Jordan** 51:26
We are, yes, we're designing to be BEO, which is 24 degrees $\pm 24 \pm 2$.

 **Toby Williams** 51:30
24 degrees. Yeah. OK. Right. Katie does that kind of answer your questions?

 **Cllr Katie Thornburrow (Cambridge City - Petersfield)** 51:39

Yeah. Yeah, it's and then the. The only other thing was about adaptability. In the future, that was. Thank you.

 **Jamie Garrett** 51:47

I'll pick those ones up Toby, if you like umm. I think there were two points that in terms of Shared ground floor facilities with Lockton House. So just to answer that one first, the the ownership is the same as as Lockton House, but unfortunately there is a a small access Road to City and Unex House in between that does sort of from a land ownership point of view dissect the site so they do they the idea with Clarendon is it will be 1/3 into that place making with and what's been happening at Brooklands and if in time they're able to be joined together then they can all be shared. But for the in in the first instance, the facilities for Clarendon House have to be sufficient enough to serve Clarendon house, I think.

And then in terms of adaptability, yeah, I think that's that's exactly what we're trying to do with the deck and the undercroft area that we have remaining, you know, as and when you know, we're able to move away from the reliance on cars and have cycles the idea is that that ground, floor and undercroft area can effectively scrub out car parking bays and put back in cycle parking or more or more welfare that's needed to support that modal shift as and when it happens.

 **Toby Williams** 53:00

OK. Thank you. We'll move on to a Councillor Richard Robertson.

 **Cllr Richard Robertson** 53:08

Thank you. Could you get pass up the plan of the massing and is that is that picture of that I saw and also the the the retention of the steel, how certain is that I thought it wasn't at all certain?

 **Jamie Garrett** 53:32

I'm so happy to come in on that now if that's if that's appropriate. Toby.

 **Toby Williams** 53:37

Yep.

 **Jamie Garrett** 53:38

Yeah. So yeah, when when Councillor last met, we were undertaking intrusive survey investigations. We've we've had those survey investigations come back and have worked through that and are now confident we can retain the frame.

CR **Cllr Richard Robertson** 53:54

OK, the drawing I was hoping to look at was the one scale of the massing drawing. Well, what I am interested in is comparison of the heights with the Lockton house. There's a version of it.

JM **Jo Minto** 54:11

This one.

CR **Cllr Richard Robertson** 54:11

Yes, I think that's it. Yes, now the top one shows that your proposal for the front bit of Clarendon House substantially higher than the front bit of Lockton house. Now that's going to be pretty harmful to the rear. Down the street, is it not? Is going to turn it into, a industrial site rather than a residential side, which it is predominantly at the moment.

JM **Jo Minto** 54:36

So the, it's correct that the entrance building is taller than the Lockton House equivalent, and when viewed from the North, creates sort of a layered a layered view from building up in scale towards the kaleidoscope development. The the key point here is the this is this one is yes, higher than the Lockton.

CR **Cllr Richard Robertson** 54:54

Well, it's higher than was higher than that building, isn't it? That was higher than the and the flats at the end as well, but the picture that would be top of the roof is anyway, so you're not stepping out, you're stepping up dramatically.

JM **Jo Minto** 55:06

This portion the.

 **Toby Williams** 55:11

So Richard, just let Jo answer answer the question and then then you can come back please.

CR **Cllr Richard Robertson** 55:14
OK, sure.

JM **Jo Minto** 55:17
So the the key point on this this entrance building is that it it doesn't significantly it. It's relatively similar, very similar to the existing building height, so perhaps I could zoom in on this drawing, which is quite a helpful markup that we did in response to a query from Barra. So the the red here. This is a view from the North, so this is our North elevation and the taller, taller element is here, that's the recessed form which is the Lockton height. The existing building line is dotted in red here, so crucially we are reducing the massing in that we're removing the protruding entrance which sits on the Clarendon Road frontage. So that's going and we're not reinstating that the the elevation line on Clarendon Road of the entrance building, we are broadly in alinement, obviously, depending on the thick wall thickness build up and the EPC eccetera ratings. But we're not going any further into Clarendon Road than the existing building line and and then the height of the building. Here the entrance building you can see the the relationship from the proposed to the existing, so they're not too far off one another.

CR **Cllr Richard Robertson** 56:40
You go back to the original scale and massing the drawing.

JM **Jo Minto** 56:43
Yes, OK.

M **Max (Allies and Morrison)** 56:46
Part of the reason we're keeping it the same massing is obviously because we're retaining the frame.

CR **Cllr Richard Robertson** 56:46
They have a.

M **Max (Allies and Morrison)** 56:51

So therefore we're keeping that same the same number of floors at the front as the existing building, which is 3 floors.

CR **Cllr Richard Robertson** 56:53

Alright.

JM **Jo Minto** 57:01

Yes.

So the existing building is.

CR **Cllr Richard Robertson** 57:02

Yes, it has got that got massive building behind the leaning over it. That's the problem. The trees. Lots of trees. I think you've understated what yours the a size of the ones you've presented the cat down there so. Can you tell me what is the size of the square meterage you're proposing that? What it is now? What it would be?

JM **Jo Minto** 57:29

Yes.

CR **Cllr Richard Robertson** 57:30

And how many people you expect to be employed there?

JM **Jo Minto** 57:34

Lyndon, do you want to touch on the occupancy point first?

GL **Gill, Lyndon** 57:38

Yeah, happy too. I mean in terms of the number we anticipate to employ there. I mean, obviously there's a we've used the input, looked at the employment densities range, which was originally produced by English Partnerships, they have a range for office buildings, which ranges put on a based on the density of one person per 10 square meters ranging up to almost one per 20 depending on how it's occupied. And obviously COVID changed the working environment has changed that the based on an average occupancy where we think it is likely to be, and accounting for

working arrangements, IE that we don't not necessarily everyone would be in the building that is employed there at any given time. For example, the office I work in is probably as low as 50-60%, but we have allowed for a much higher figure than that at 80% occupancy and we think therefore the number of people that it employs will be very close to around 400.

CR **Cllr Richard Robertson** 58:39

And how was the size in square meters that now and then?

JM **Jo Minto** 58:43

So the existing GEA is around 2900 approximately GEA and proposed actually, sorry if I give the. So we gave Barra the NIA figures, so that's 2200 approximate existing proposed approximate 4850 ish. And in NIA, I'm and then GEA is 2000 approximately 2890 ish and proposed is approximately 7070 ish.

CR **Cllr Richard Robertson** 59:22

7000 compared with what?

JM **Jo Minto** 59:26

Compared with almost 3000, so 2900 ish.

CR **Cllr Richard Robertson** 59:29

Yeah. Uh, yes, I can. That's a 7000. OK. OK.

 **Toby Williams** 59:35

So what we can do, Richard, I mean we we can ask the applicants to kind of set that such out a note on some of the more detailed points around Square square metrage, yeah.

CR **Cllr Richard Robertson** 59:39

Sure, sure. Right, I have one. One other areas they here is no delivery bay. The existing building doesn't have one and it's causes because causes problems. The traffic in the area has changed quite a lot and it's quite quite a lot more vehicle movements on the road, Clarendon Road than they used to be and that's causing us what are you planning to do about delivery?



Jo Minto 1:00:08

Jay, do you have your landscaping plan? You could share.



Jai Warya (AAM) 1:00:33

Shall I come in here?



Toby Williams 1:00:36

Yes.



Jai Warya (AAM) 1:00:36

Yep.



Toby Williams 1:00:36

So and I idea of maybe the dimensions of that kind of drop off space and whether there is any space built in.



Jai Warya (AAM) 1:00:43

Yeah.



Toby Williams 1:00:43

In addition to that for servicing, how is that going to work?



Jai Warya (AAM) 1:00:48

So we we have provided space, uh in front as as the Councillor saying there's no existing place for deliveries and drop off but we are providing space for existing for deliveries and drop off where currently there is the protruding lobby and this is gonna be integrated into the hardscape in front of the building. So it will be similar paving so that it's quite subtle, but that we do. We do have the space and and we can provide the dimensions in a note if that's alright, we have this is this space has been dragged multiple times with you know. So we, we've ensured that people can turn in user space and then come out and we've made sure that it's not in front of the main and immediately in front of the main entrance. That doesn't get in the way of pedestrians and also cyclists as well.

CR **Cllr Richard Robertson** 1:01:35
That's big enough for a Lorry, is it?

JW **Jai Warya (AAM)** 1:01:35
So I'm gonna have to ask.

SM **Stuart Morse** 1:01:40
Yeah.

CR **Cllr Richard Robertson** 1:01:40
Yeah, it needs to be anyway.

SM **Stuart Morse** 1:01:41
Yes. Yeah, it is.

JW **Jai Warya (AAM)** 1:01:41
Yeah, yeah, yeah.

SM **Stuart Morse** 1:01:43
Yeah, it's it's been assessed to accommodate a quite a large rigid vehicle there they were, you did the largest sort of semi frequent vehicle that might serve this, this office.

CR **Cllr Richard Robertson** 1:01:48
OK. OK. Well, one last question, when you answered the question about the arrangements, cheering construction mentioned the lay by where's that lay by?

PW **Paul Willis** 1:02:05
It's it's. It's in in the location of that, but drop off zone and and where the cycle store where the where the cycle cycles are, it would just be it'll be a pulling area for for for works to the north elevation and then.

CR **Cllr Richard Robertson** 1:02:18
And where are the site huts?

PW Paul Willis 1:02:23

Uh, we we are at the moment we haven't. We haven't. We because because we're so early on in the process in terms of design, we haven't, we haven't developed the full full logistics strategy as part of our submission will be submitting an outline construction and environmental management plan. In terms of the site huts that they they will be moving around the site, but you'll see you'll see on that on that submit on that management plan where we put our holding line and what will be the internal of the site.

CR Cllr Richard Robertson 1:02:53

But they use that much of the footprints that in the spanning the footprint is difficult. But if you can do it, you can show you can do it. That's important as well.

 **Toby Williams** 1:03:01

OK, Richard.

CR Cllr Richard Robertson 1:03:01

Thank you.

 **Toby Williams** 1:03:02

Thank you. I'm. I'm I'm conscious that we didn't explicitly look at the area of landscaping with tree somewhere. Some of those trees are gonna be removed. I don't know if you've got it in an image of that area from the street where you could kind of visually show that remove that removal as part of your pack. So that was the other point that counts the Robertson raised.

JM Jo Minto 1:03:30

Yes, we can bring up a an existing site photograph.

M Max (Allies and Morrison) 1:03:35

I think it's just also worthwhile. While Jo's bringing that up, just worth perhaps noting that all the views that we were showing you, we had removed quite a few of the trees for for legibility. So you could see the building, so it emitted trees just from those views and in the bottom left hand corner there was a view showing the version with

the trees as proposed. So we can perhaps just look at that a little bit more closely when Jo brings up those views, just to reassure reassure you.

JM **Jo Minto** 1:04:03
Yes.

M **Max (Allies and Morrison)** 1:04:05
So it's really just that in some views of obviously if the trees are in leaf, you can't see and you can't see as much of the building as you otherwise could. So it's quite difficult to judge.

JM **Jo Minto** 1:04:15
Yes. Thank you Max. And and to that point, it's important note.
So for example, on these views we have the the view without the trees and then bottom left shows with the trees proposed and existing. So it just covers quite a lot of the view. So yes, important point to note. Thank you, Max. And I'm just bringing up now the existing photograph here.

 **Cllr Dave Baigent - (Cambridge City - Romsey)** left the meeting

JM **Jo Minto** 1:04:41
So bottom right is and I can zoom in, yeah. Sorry, these were the key views that were agreed with officers on site walk arounds. So for context, we're about to zoom in on view #9 roughly here. Jay, I don't know if you would like to explain what trees were looking at here. The silver Maple and touched touch through those points.

JW **Jai Warya (AAM)** 1:05:20
Yes.
So the trees that we see in the image on the bottom right, the ones that are closest to the street and the one closest to Kaleidoscope, those are the ones being removed. The large tree that you see in the background there to the right of the the the car that is the largest tree on site, that's a mature silver Maple that is being retained and trees to the South of that four trees are are being removed and one of them is being replaced with a tree of a similar species. So it is unfortunate this is true.
We've tried everything we can do, you know, avoid having to remove these trees, but

eventually, in order to make the retention of the access to the rear of the building possible and do further through, you know, make sure that we can retain the frame as well as is we thought it was a trade off, we had to make.

JG **Jamie Garrett** 1:06:21

And Jay, could you just clarify that whilst there's four trees being removed in that location and you've just mentioned that there's one being replaced in that location overall, yeah, overall across the scheme, can you just confirm how many we were moving and how many we're replacing?

M **Max (Allies and Morrison)** 1:06:22

Check.

JW **Jai Warya (AAM)** 1:06:30

And that location, yes, yeah. Yes. So moving forward. Trees in this location there is a category U tree further back, which is the which is being categorized as an ill health and is being removed as per the about cultural assessment.

So that's five overall.

We are planting 8 trees across the site, all semi mature around along the perimeter of the site and again that is being done at a very large size to have immediate biodiversity gain benefits, but also long term canopy cover benefits as well.

M **Max (Allies and Morrison)** 1:07:10

Jay, is it also true that these of the four trees that we're talking about here that some of those are quite close together and so therefore the trees themselves, I don't have as much space as you'd ideally have for them to kind of reach their full potential? Is that the case?

JW **Jai Warya (AAM)** 1:07:24

Umm, the the trees are, uh, they are really close together. They're not. They're not going to grow very much more the at least three of them at least are not going to go very much more. The one that's closest to the the building that you know that is a substantial tree, that there's one of these four trees is a semi mature tree and the other others are categorized I believe as Young mature trees. So they are small and not they they don't have much access to light at the moment because they are

competing with each other. And yeah, they do. They do form an important part of the current view, but as I said we haven't taken this decision lightly and it's something we had to do to enable construction.



Toby Williams 1:08:05

OK. OK. Thank you. I think I think we've got that point and we've got a couple of other Councillors with their hands up and then I think Councillor Bennett, there's also asked some follow-on questions about around kind of mobility scooter charging. But Councillor Katie Porrer, you're next. Thank you.



Cllr Katie Porrer (Cambridge City - Market) 1:08:26

Thank you. Toby. Can I just say that's one the best presentations we've had. Thank you very much to all and to officers because it is so helpful to see why you're making these decisions and see how it develops. So for example, the tree lost balanced against the retention of the frame and the reasons for that. So thank you. And obviously lots of positives. I won't go through those. I'll talk about things that I'm so I have some concerns about. Reducing cars is obviously great. I mean, this is probably one of the most sustainable sites in the city with trains and buses and cycles. So again, I think I wouldn't be unhappy to see her progress to reduce further as long as we have disabled parking available. The loss of the trees, it will be very useful when this does come back to have real information about the age of the trees and the value. So you look at the CAVAT value for HAPS. So there's a lot of things about the girth being replaced by equivalent. So and I think also hoping that your landscape strategy will help put those trees in early so that they can actually embed. And I think as we've seen from others, to make sure that they are protected, that their root protection barriers are in place. So that as they grow, it's not gonna affect your building. That's something obviously affect those trees. I think grey water would be really useful. I know you mentioned rainwater, but you know, with the Environment Agency at the moment saying we really really can't afford anymore detriment. You are increasing the numbers using that building considerably. We have some great stuff on JDCC few weeks ago, Victrum building, where they've quadrupled the size but kept water usage as same. So I'll say any I think from the point of view of the Environment Agency in our water shortage, you know you will have grey water that perhaps potentially could be

recycled. So I'd love to see more about that.

And yeah, again, the permeability between Lockton house and yourself will be interesting. I'm thinking in terms of I can see there is a back Rd on and love Rose Way, which I gather isn't in your ownership, but it would just be interesting to see how you might see those two sites connecting where you'd be able to do that because obviously in terms of desire lines, people may want to cut through Lockton to come round rather than going around that corner. So I suppose just to address if that's something you would support, and if not, how you'll manage it.

And finally, I do tend to understand Council Robertson's Chris about the frontage. So the three story with the roof and I absolutely take your point about how it is very, very similar heights to what's already there. But I suppose for me, when you look at its relation to Lockton house, I understand the stepping up, but it's almost it's it's a different design. It's got the pointy roof, not the slope truth. So I'd be, yeah, I suppose it. I'm just mindful that that for me was a an issue I didn't quite feel perhaps that had been fully justified as yet so thank you.



Toby Williams 1:11:17

Thanks. OK, so some interesting statements there and also around kind of connectivity, I don't know if you can speak some more about connectivity and it's all in terms of Councillor Porrer's comments and and and also about the kind of evolution of that kind of frontage section in terms of it's it's design and the rationale for it, Jo?



Jo Minto 1:11:46

Yes, I'm just going to share my screen. Can you see my screen?



Toby Williams 1:12:04

Yeah.



Jo Minto 1:12:05

Great. And actually I might just Click to look slightly later page. Though in terms of connectivity movement. We have an Charlie from our team lives live used to live not too far away. So she she always build to plug in any and local knowledge on the movement and just been very helpful in putting into that. But there's a terms of wider urban movements.

We have bike and walking access through the Kaleidoscope development on the right, so tying into that and Charlie might be able to touch on a couple of points in terms of the and local infrastructure. But we're we're knitting into that and obviously the main focus on the frontage is is the focus on the the separate cycle and vehicle ramp, which I know I've talked to, talked about a lot already, but that has been really integral to our connection and knitting into the context. I'm the this this bit of land which is the City House access is not within our ownership boundary. It's not within our site site boundary line, and obviously if in the future other the the land owners wanted to facilitate a route through there and we would be very open to that and we would encourage it. But it's definitely not something that we can sort of commit to or talk about in detail, but it would be lovely to see that in future come forward and and we've just been really considering that the sort of space between the two buildings locked in and Clarendon. So greening up that northern edge, which is very densely hard landscaped, and such the like. So things that are within our control we can facilitate, but otherwise not. Unfortunately, within our our remit at this point in time and the the sort of scaling of the, the, the, the area, the, the front building and we're appreciate your concern, we spent a lot of time looking at this and it's been a big focal point of DRP and public consultation.

And so we we appreciate the the concern we we feel as though when when sitting at Street level, the scale difference feels relatively comfortable. So this is a view here and Max made it again a very good point earlier that there were trees that are being proposed on this and all then edge, which we've just removed for the purpose of the visuals. But you can see bottom right that is actually densely landscape with trees to the point where we are finding it difficult to produce the views because you couldn't see any of our building. But it's yes, they this roof line is broadly in line with the existing building height and we do feel there's a success in this stepping of scales between between the locked and lower form and the the entrance building.

As Max said, we have the existing floor slabs, so at this level here is an existing floor slab level as is the one at this this point here where my cursor is. Hopefully you can see that so the the sort of thing that in is within our control. It's the height of the this floor and and we feel like the pitched roof really helps provide articulation of flat roof. We did test and it it didn't give the same sort of characteristics of conservation area setting and it didn't feel like it tied in so well with the streetscape and the sort of gable forms that are quite common in the area.

So I don't know Max if you want to add anything to that, but.

M **Max (Allies and Morrison)** 1:15:47

I yeah, I guess. I mean, we have worked really hard on the on the roof form with with officers.

JM **Jo Minto** 1:15:52

And yeah.

M **Max (Allies and Morrison)** 1:15:54

I can't remember how many countless reviews we've had with them to kind of massage the form, and obviously it's a balance we're trying to. We are trying to make the best use of this site in a very sustainable location and and so we're trying to find a an appropriate balance between the kind of setting, the context setting and the and and and doing that. And I guess we've we feel like that we've we've reached a point where it's sitting relatively happily. What we've tried to do is is play with the gable form. So as Jo mentioned, we've got both symmetrical gables and we've got saw tooth gables. So umm, adding quite a kind of rich silhouette to the buildings and we've got gables facing north. So this gable we're facing along the street, which some of the houses on the other side do and we've got gables facing the street. So we have quite a rich roofscape as perhaps also here in this view can interestingly see the kind of how the sawtooth through transition to a symmetrical game.

If you want to show that, yeah, highlight that, Jo, where you've got North lights and then you've got a symmetrical Gable. So one of the key differentiators is that Lockton which has saw teeth and we've got expressed symmetrical gables here, which add a slight more domestic character to the building.

Can we certainly don't, there was a kind of reference to a kind of industrial esthetic, definitely that I think Councillor Robert might mentioned, we've, we've, we've we're very much trying actually to find an aesthetic that is more domestic. I mean, it's obviously an office building. It's not a domestic building, but it has a vertical rhythm and it has proportions that perhaps a little bit more reminiscent of of domestic architecture and and a slight contrast to Lockton, which has a more industrial aesthetic, let's say. So that was really important to us and the kind of finer articulation of all of the elements, the finer that we're adding to this building, particularly this front building with the kind of the, the, the articulated freeze, the pre, the thin precast Lintels, the Bay windows at ground floor and the dormer windows

and so on. We're hoping to add a kind of a yeah, a refine this which sits well within this setting and the building is set is set back like Lockton the taller building is set further back. So it's screened by that smaller building and arguably in a way that the the front building being slightly taller helps to screen it more.

So while the front building is bigger than an the front building on Lockton, we appreciate that the front building on Lockton is 2 storeys. This one is 3 stories.

It is 3 stories for good reason. It's three stories because we retaining the frame and it's three stories because of it's it's the existing, the height of the existing building.

But the building at the back is set back like Lockton. And so yeah, yeah, no, of course, yeah.



Toby Williams 1:18:37

OK, I'm gonna. I'm gonna cut. I'm gonna cut you off Max. So we got Councillor Smart waiting. I I think within your design and access statement it might be useful to test a series of views showing how that design evolution has kind of transpired into what your ultimately proposing. Given that it's not a domestic scale extension off the front there that you're showing it's a hybrid between the fuller height buildings and and the domestic scale across Brooklands across Clarendon Rd.



Max (Allies and Morrison) 1:19:04

Yeah.



Toby Williams 1:19:15

And Councillor Smart.



Cllr Martin Smart 1:19:17

Yeah. Thanks, Toby. Thank you for the presentation. It's been said it's very, very professional. It's big one, isn't it?

So anyway, my my inquiry is a little less technical, so Cambridge is a special City. The global City. It's a Green City, both literally and metaphorically, and it's the biggest UK cycling City, home of two of the best universities could go on, so it is a scientific City. Even the technocratic City of perhaps one might say. But it's also a thought, cultural City, and increasingly so.

I'd say your presentation shows a functional building in buff brick cannot come back to that, so I can see technically what you're trying to do and that's great, but I'm not

so clear about the architectural contribution that this proposal makes. So Allies and Morrison is a well-known architectural practice, so perhaps you could talk a bit more about that cultural contribution architecturally. I mean and on the break, so buildings were made of baked mud 7000 years ago, sorry BC. And did you consider being brave enough to think about any other lower carbon materials? But it's the architectural side of things I was particularly interested in. Thanks, Toby.



Toby Williams 1:20:38

Great over to you.



Cllr Katie Porrer (Cambridge City - Market) left the meeting



Jo Minto 1:20:42

Max you want to.



Max (Allies and Morrison) 1:20:44

Yeah, I feel like I was going to try talking about the architecture in some detail a moment ago, but I felt that I'd already spent quite a long time talking about that.



Toby Williams 1:20:55

The.



Max (Allies and Morrison) 1:20:55

And there may be other questions.

I'm happy to continue doing so at risk of waffling on a little bit, but I mean in, in, in terms of your, your your point around the materiality.

Yes, we did look at other materials, but ultimately in this setting and you rightly say that brick is is, is does have a embodied carbon that is higher than other materials.

But in this setting, we feel it is the most appropriate material to use. We've had quite we had quite a lot of comments at the consultation around the type of brick and that and there was a general preference for a uh, a buff brick from from many local residents and from many members of that attended the the consultation.

So we are we are looking at a buff, a buff brick, but we we are also exploring and and in quite some detail how the we add further refinement to that to the the brick with

the the freeze that we've mentioned with the projecting reveals the projecting still and the string course which perhaps we didn't draw attention to the string course detail where there's a protecting string course element that wraps around the the lower building and expresses that building yeah and gives that building a certain extra expression beyond the I am the taller element so yes I I think it's a fair point in terms of the the carbon that's but but in terms of the material but it's something we have we felt was appropriate for this site and given the longevity of the building that we're looking at in the relationship with Lockton and many of the other buildings brick feels like the most appropriate material to use we're also exploring the. We at the material sample panels at the moment and if possible it it would. It may well be that we use the brick that we're currently considering for the front building of Lockton which you're welcome to view, which is on site at the moment and I think has been everyone has found to be well. There's a sample panel on site so everyone's found to be rather nice, lovely looking gold buff brick.



Toby Williams 1:23:10

Great. OK. And um Councillor Smart.

Does that? Does that begin to answer your question I.



Cllr Martin Smart 1:23:21

I I didn't want to put you on the defensive.

I forget the chaps name.

The architect I was responding to the presentation. I mean, the presentation was technocratic, which is fair enough, but it didn't really address architecturally what the thing is meant to be. I mean, as you'll be aware of, context is one of the most important things for a great building architecturally. And I it's more of than and I'm sure you're aware of this, just building something in the same material that the surrounding buildings are made out of. And I was looking for a bit more about that. But you know, it's getting late now, so maybe, you know we've had enough, but that was it.



Toby Williams 1:23:59

Yeah.

The that's that's.

JM **Jo Minto** 1:24:02

I think we've tried.

 **Toby Williams** 1:24:02

that's.

JM **Jo Minto** 1:24:03

Yeah, I've.

 **Toby Williams** 1:24:04

Yes, that's that's fine, Jo.

JM **Jo Minto** 1:24:04

I've I won't, OK.

 **Toby Williams** 1:24:07

I think we're, we're at.

We're 26 minutes past 12.

I think you know as part of your note, if if if the kind of developer team is willing, you might want to kind of expand on some of these points, maybe with some kind of visual kind of insertions in there as well to help explain how some parts of the development have evolved. I'm conscious that, and councillor Bennett, had also raised in the chat question around kind of mobility scooters and charging and come more generally I think with EV charging for car parking within basements, we've seen other developers at planning committee and come forward with kind of risk assessments as to how fire risk is handled in terms of the design, particularly if you're incorporating and undercroft space so that there was that and there was also the, the the point around grey water recycling that Councillor Porrer asked that I can't remember that being specifically referenced in the answers.

But I think as part of the note that would be useful to understand how water is being used as part of the development proposal and on that basis we're 28 minutes past.

So thank you to and everyone that developed team Councillors for attending.

It's been a really really useful session, really interesting to understand how you've approached at the beginning of the proposal and the various options for developing

the site and why you've arrived at the scheme that you have and I'm not sure what the time scale is for an application that Lyndon, now you're able to hi, what the likely time scale is for an application.

 **Gill, Lyndon** 1:26:07

I think it's fair to say we're still working for a few final things, Toby, but it's it's imminent I think would be fair to say.

I mean, I don't wanna put a specific time on it because I could then vow to deliver on that and then that's not really fair on you as officers, but we will drop you a line separately to confirm where we are.

 **Toby Williams** 1:26:16

OK.

 **Gill, Lyndon** 1:26:24

I think that it's fair to say that, you know there will be something that we would that Members would be potentially able to see online, certainly in January.

 **Toby Williams** 1:26:32

Right.

OK.

 **Gill, Lyndon** 1:26:34

All the time it's validated and everything, yeah.

 **Toby Williams** 1:26:34


Well, on that basis, yeah, that's fine.


Well, on that basis, thank you all for attending and wish you luck with your submission. Bye.

 **Hannah Brown** left the meeting


 **Jamie Garrett** 1:26:43


Thank you.

 **Luke Jordan** 1:26:43
Both right.

 **Max (Allies and Morrison)** 1:26:44
Thank you.


 **Cllr Katie Thornburrow (Cambridge City - Petersfield)** 1:26:44
Thank you.

 **Jones, Edward** 1:26:44
Thank you.

 **Jo Minto** 1:26:45
Thank you.

 **Charlie Stuart (AAM)** left the meeting

 **P.F. Leadlay** left the meeting

 **Paul Willis** 1:26:46
Thank you.

 **Cllr Martin Smart** left the meeting

 **Cllr Katie Thornburrow (Cambridge City - Petersfield)** left the meeting

 **Jo Minto** left the meeting

 **Jai Warya (AAM)** left the meeting

 **Gill, Lyndon** left the meeting

 **Jamie Garrett** left the meeting

Stuart Morse left the meeting

Luke Jordan left the meeting

Cllr Naomi Bennett (Cambridge City - Abbey) left the meeting

Alice Young stopped transcription