

Land north of Cambridge North Station, Milton Avenue (22/02771/OUT)

Response to points of clarification raised by Urban Design officer

ITEM	REF	URBAN DESIGN COMMENT	APPLICANT RESPONSE
Milton Avenue	1	<p><i>There are several issues / questions in relation the landscape design proposals that need to be clarified or reviewed:</i></p> <ul style="list-style-type: none"> • <i>The raised table adjoining the Piazza is very long with side street junctions coming off it and a cycle crossing (with priority) crossing it. Is the raised table meant to signify pedestrian priority?</i> • <i>Why is the cycle crossing marked with give way signs, but not the pedestrian crossing? This feels confusing.</i> 	<p>This is the existing raised table, which has been modified to incorporate the junctions. The purpose of the raised table will have been as a traffic calming feature, However it is proposed to retain it as a suitable feature to indicate to drivers that their environment has changed, so they can adjust their style to reflect the place made conditions.</p> <p>The cycle crossing is consistent with LTN 1/20 Diagram 10.6. The raised table is not meant to signify one user over another but is used as a traffic calming measure, placed on approach to a junction with multiple side streets.</p>
	2	<ul style="list-style-type: none"> • <i>There are three informal crossing points proposed, but it is unclear how these are detailed. In the north, at Cowley Circus and in the south at the Piazza, the crossings form part of a raised table. Is the change in material required? Does this signal pedestrian priority?</i> 	<p>Raised tables can be focused around the three major crossings down Milton Avenue and the two crossings on Cowley Road North, to be conditioned as part of highways detail design. These crossings are informal, and the only treatment required is a change in the colour or material of the crossing. This is now indicated on the plans.</p> <p>Refer to:</p> <ul style="list-style-type: none"> - updated illustrative masterplan drawings 239-ACME-PLA-S00-0012, 239-ACME-PLA-S00-0013, 239-ACME-PLA-S00-0014 - updated landscape masterplan RMA drawing 630_01 (MP) 001 Landscape Masterplan P3

			- updated Milton Avenue highway drawing 05425-C-2110-P4
	3	<ul style="list-style-type: none"> Why is the crossing between Chesterton Square and Residential Gardens not a raised table? This is a significant crossing point? 	Agreed, it is a significant crossing point and it is agreed that this could become raised as part of the conditions of highways detail design
	4	<ul style="list-style-type: none"> The shape of the green verge outside of One Milton Avenue is tapered. This appears at odds with the geometry of the rest of the space. What is design intent? 	The majority of the beds in this area are tapered, in congruence with the pointed 'nose' of 1 Milton Avenue. This is a design choice but also a function of junctions, sightlines or desire lines.
	5	<ul style="list-style-type: none"> There are a lot of different materials proposed. Does each material have a clear meaning / message to road users? Who has priority where? 	This can be made more clear at the detailed stage of design, in particular in regards to road junctions and basement entrances. Pedestrian and cycle interactions have been clarified and reviewed by Camcycle.
Chesterton Way	6	<p><i>This is currently part of the guided busway but will become part of the vehicular route around the residential quarter. There are a number of queries / concerns:</i></p> <ul style="list-style-type: none"> <i>Would cars queuing for the car lift into the One Milton Avenue basement car park delay the guided bus?</i> 	Chesterton Way is a private estate road that connects to the guided busway and is used by bus services to connect to the stops at Cambridge North Station. The One Milton Avenue basement would accommodate 60 car parking spaces and be served by two vehicle lifts. This arrangement is the same as that at the consented One Cambridge Square office building immediately to the south that is under construction. Considering the profile of vehicle trips, the peak in arrivals is forecast to occur between 0800-0900 with 31 vehicles, averaging approximately one every two minutes. With two vehicle lifts, a queue would only occur in the event that three or more vehicles were to arrive at the same time however, buses would be able to manoeuvre around waiting vehicles to

			continue north along Chesterton Way and it is considered unlikely that this would result in any material delay.
	7	<ul style="list-style-type: none"> What is the meaning of the zones of surface treatment (darker shaded areas?) They relate poorly to the parking spaces along the street. 	They correspond to the articulations of the residential small courtyards and are aligned with those.
	8	<ul style="list-style-type: none"> Are raised table acceptable on the guided bus route? 	This is acceptable, and buses will be travelling slower at this point. To avoid discomfort for passengers, the ramps will be of a lower gradient
	9	<ul style="list-style-type: none"> Build outs at the cycle crossing from Milton Walk is supported, but these should be aligned with the raised table ramps and change in surface material. 	<p>The surface change is more visible on higher resolution detailed drawing 630_01 (MP) 104 Chesterton Way 2 of 3. This crossing has been informally reviewed by Camcycle. The updated resolution masterplan has been amended to make this more clear. All crossings and surfaces to be reviewed as part of highways detailed design.</p> <p>Refer to drawing 630_01 (MP) 001 Landscape Masterplan P3</p>
	10	<ul style="list-style-type: none"> How will cyclists comfortably cross from the cycle path to the front doors / cycle stores of the residential blocks? The access may be blocked by parked cars. 	Residential cycle stores have been made accessible on both sides after discussions, so that a choice is given to enter closer to the cycle routes, instead of having to walk a cycle through the residential gardens
One Milton Avenue	11	<p>There are several concerns in relation to the building:</p> <ul style="list-style-type: none"> Will the car lift entrance to the basement cause queuing and on Chesterton Way and delays to the guided bus services? 	See response under (6) above
	12	<ul style="list-style-type: none"> The proposed route to the cycle storage appears quite convoluted and the proposed 1:4 ramp with steps difficult to negotiate. Could a higher quality entrance not have been incorporated into Milton 	Following feedback from CAM cycles we have modified the entrance to the cycle store off Milton Walk to make the following improvements:

	<p><i>Walk, and also allowed day light to enter the basement cycle storage?</i></p>	<ul style="list-style-type: none"> • The landscaping has been tweaked to encourage / improve circulation from the cycle path on Milton Walk to the cycle entrance. • The size of the 'end of trip' area has been increased to separate the accessible spaces and create better/dedicated circulation to the 1:4 stair and ramp. • Please note that the stair/ramp has been located next to the external façade so that it can benefit from natural light. • A travelator has been added to the stair/ramp for ease of use.
13	<ul style="list-style-type: none"> • <i>Although the intent of setbacks, cut backs and cut throughs is supported, the proportions of the resulting (visually) separate elements feel unbalanced. For example, the visualisation on page 232 of the DAS: The colonnaded element appears too small and feeble in relation to the bulkiness of the south-eastern portion of the building.</i> 	<p>The colonnaded element as illustrated on page 232 of the DAS is deliberately three bays wide and two storeys high so as to visually match the three bays wide and two storey high recessed entrance on the same elevation. It is felt that a bigger portal to the colonnade on this elevation would remove prominence from the main building entrance and therefore a balanced approach was more satisfactory.</p>
14	<ul style="list-style-type: none"> • <i>The many terraces at different levels creates a pyramid-shaped development that appears as an attempt to overcome issues of a bulk and massing that is just too much for its location, rather than an elegant and considered context-led response.</i> 	<p>One Milton Avenue, as described in the DAS, has been conceived as a mediator between the stepping of the adjacent consented schemes and future masterplan development. The height on the south east corner responds to that of S3 to the south, whilst the terracing on the northern and western edge relate to the parameter heights set for the upper levels of both S11-12 and S13-16 to the north (see parameter Plan 06 239-ACME-PLA-S01-0106). In addition, it was felt that an additional terrace would both soften the south western edge</p>

			<p>and also provide valuable external amenity to another office level. The visual integrity of the massing has been strengthened by a brick parapet around the level 5 terrace, acting as a tide line between the predominantly brick base and the visually lighter metal and glass elevations above.</p>
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