

Application 22/02771 Cambridge City Council Access Officer Consultation Comments dated 25/08/22

Item	Comment	Response
1	they are proposing 1081 parking spaces, therefore there needs to be 54 blue badge spaces spread across the site. Parking elsewhere does not affect this.	The proposed commercial uses include a total of 611 car parking spaces and 31 disabled car parking spaces (5%). The remaining car parking within the mobility hub comprises 448 spaces for use by the rail industry and hotel, the corresponding disabled car parking provision is already in situ in Cambridge Square (24 spaces bringing, equivalent to 5% provision). The residential car parking provision (22 spaces) would be leased and available for disabled residents.
2	There needs to be shortstay visitor parking spread throughout site, disabled people often rely on visits from health professionals, services, shopping, et cetera and long-term visitor parking tends to all be used	Parking is proposed around the perimeter of the residential quarter. Table 4.4 of the submitted Transport Assessment sets out that any bays not leased would be available for visitor use.
3	The blue badge parking shown within the commercial development is in completely the wrong places. Blue badge parking needs to be as close to lift cores as possible and the routes to them not have conflict with vehicular traffic.	The disabled parking bay within the basement of S4 is adjacent to the core. The arrangement of the parking bays in the basement space of S6 and S7 has been re-configured to relocate the two bays that were shown not adjacent to the cores to address this comment. Please see Make drawing 1818-MAKE-S06-PA1949 which shows the revised arrangement.
4	In the S4 and S6 buildings there does not seem to be the correct blue badge parking.	Detail set out in Table 4.2 of the submitted Transport Assessment. S4 proposes three on-street spaces on Milton Avenue and one space in the basement (6% provision). Disabled car parking for S6 (three spaces equivalent to 5%) would be accommodated within the basement.
5	There should be changing places toilets/accessible changing room in each building.	<p>A wheelchair-accessible changing room is provided on the ground floor of each building next to the accessible cycle store; and additionally, a wheelchair-accessible WC is provided on the basement where there is further accessible cycle parking. Access between the cycle store at basement and the accessible facilities on the ground floor is via a passenger lift. While is AD M requirement having an accessible toilet on each sanitary provision, is not a requirement having an accessible shower on each changing rooms provision.</p> <p>A Chaning Place has not been provided as the development do not fall under the categories stated in AD M Volume 2, Paragraph 5.7, as amended in July 2020.</p>
6	All toilet doors should open outwards.	All doors to wheelchair-accessible WCs and wheelchair-accessible changing rooms, and WC for ambulant disabled people have an opening outward door. Door to standard WC cubicles have an inward door and will be capable of opening outwards in case of emergency, to be detailed at a later stage.