

FOI Ref

8894

Response sent

28 April 2021

(CCC) Disability Forum

Please could I have copies of all minutes from the Disability Consultative Panel / Disability Forum between August 2020 and April 2021?

Response

Attachments sent as response.

Further queries on this matter should be directed to foi@cambridge.gov.uk

**Cambridge City Council
Disability Consultative Panel**

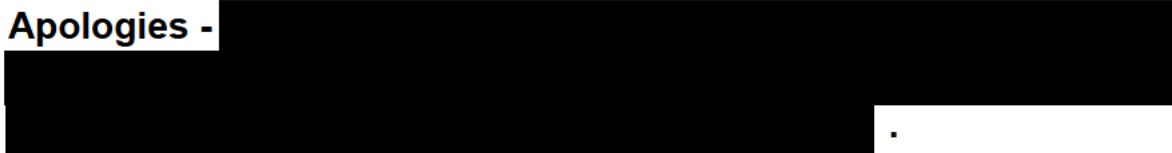
**Notes of the meeting Tuesday 29th September 2020
(via MS Teams)**

Participants:



**Greater Cambridge Planning (Chair)
Resident/City Council Housing (retired)
MS Society/Architect (retired)
Cambridgeshire Hearing Help**

Apologies -



Presenters:



**Gillespies LLP (landscaping/urban design)
Gillespies LLP (landscaping/urban design)
David Bonnett Assoc. (Access consultant)
Planning Manager, University of Cambridge
University of Cambridge (Client Representative)
Greater Cambridge Planning**

Presentation - Eddington Phase 2 infrastructure.

This follows the delivery of Phase 1 that will see the ongoing development of the site progress to the west of the Local Centre. The Panel on this occasion are being asked to comment on the following:

- Circulation and access site-wide**
- Lessons learnt from Phase 1**
- Access in the open space areas.**
- Access in the streets and public spaces**
- Access in the Sports Pavilion and allotments.**

The Panel's comments were as follows:

Lessons learned from Phase 1. The excessive use of tactile paving has been acknowledged, with a senior Highways Engineer and the County Council's Walking and Cycling Officer having visited the site and supported its reduction. The proposal for less tactile paving for Phase 2 is therefore welcomed.

Access in the open space areas. The Panel applaud the considerate approach being taken to level changes and paving material and would stress the importance of providing resting platforms and viewing points at the ponds that are accessible to wheelchair users. The seating should vary in height and style.

Access in the streets and public spaces. The Ridgeway does seem to pose some risk to vulnerable pedestrians. For older or disabled residents, being able to reach refuse bins can be challenging without the assistance of a carer, and yet this scheme requires that they cross a cycle lane to do so.

Cyclists are given priority over vehicles on Cartwright Avenue. As some cyclists enjoy cycling at speed, the Panel considered whether zebra crossings in a few select areas might improve safety. The emphasis on various traffic calming measures is noted, as is the need for a consistency of expectation for the partially sighted who may find the irregular use of crossings too confusing.

The Sports Pavilion and allotments. Some disappointment was expressed that the Pavilion would not include a Changing Places WC (this is being provided within the Neighbourhood Centre) and would therefore recommend the officials changing room should have a changing bench and hoist.

The use of raised planting beds and accessible parking at the allotments is applauded.

Conclusion.

The Panel welcome this well-thought out and considerate proposal which should make Phase 2 an area that wheelchair users and the ambulant disabled could navigate with relative ease.

New Applications.

New Applications.

Lucy Cavendish College – 20/03342/FUL

Demolition of 1 no. building (Barmore) and erection of a four-storey building providing student accommodation, college cafe and social learning space, ancillary facilities and external works.

The scheme proposes 72 study bedrooms, four of which will be accessible and adjacent to kitchens with accessible facilities. Two rooms, one ground floor and one first floor will have connecting doors to adjacent rooms so that carers can be accommodated with direct access. There will be a variety of rooms fitted to differing accessibility standards which are designed to be flexible in order to meet the differing needs of students.

The Panel's comments.

This is among the most impressive proposals the Panel has seen in recent years, made even more impressive by the inclusion of fire fighting lifts.

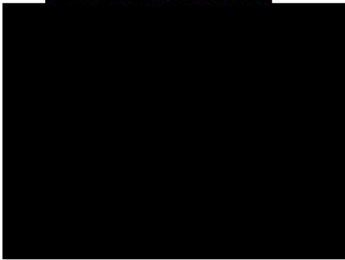
While undergoing these changes, this may be the ideal opportunity for the college to re-visit its parking provision which is currently limited and includes a loose gravel surface unsuitable for wheelchair users.

Date of next meeting - Tuesday October 27th (TBC)

**Greater Cambridge Shared Planning Service
Disability Consultative Panel**

**Notes of the meeting Tuesday 27th October 2020
(via MS Teams)**

Participants:

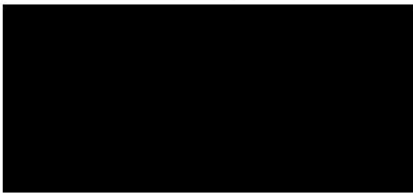


**Greater Cambridge Planning (Chair)
Resident/City Council Housing (retired)
MS Society/Architect (retired)
Resident
Resident**

Apologies: Jean



Presenters:



**AHMM Architects
Pace Investments (site owners)
Bidwells
Pace Investments (site owners)**

Officers:



Greater Cambridge Planning

Presentation - 104-112 Hills Road (20/03429/FUL)

The demolition of Betjeman House, Broadcasting House, Ortona House, Francis House, and the rear multi-storey carpark to Francis House, together with existing refuse and cycle stores; to allow for construction of two new commercial buildings of five and seven storeys respectively, providing flexible B1(a), B1(b), A1, A2, A3 uses on the ground floor and Class B1(a) and B1(b) on the upper floors.

The construction of basement with mezzanine level to provide for building services, cycle parking and car parking for the proposed commercial buildings, cycle and car parking spaces for Botanic House and services for Flying Pig Public House.

The scheme also includes the refurbishment of the Flying Pig PH as well as new public realm and landscaping.

██████████ has already been in discussions with the design team and highlighted requirements in relation to accessible parking bays, manifestations on glazing for the benefit of the partially sighted and solar shading.

The Panel understand there is also the possibility of a Changing Places WC on site.

The Panel's comments were as follows:

The inclusion of accessible WCs throughout the development is applauded, as are the fire fighting lifts and high quality external spaces with views into the Botanic Gardens.

The Hills Road/Station Road junction is very busy and although there is the intention to widen the pavement, this is still a hostile environment for the ambulant disabled fearful of conflict with cyclists.

During the presentation, the Panel were informed there is a proposal by the Highways Authority to relocate the bus stop to help address this, in the context of increased traffic movements and sustainable travel. This is welcomed.

Routes from the accessible parking bays to the office spaces. The Panel expressed concern as to the distances involved.

Outdoor working spaces. The Panel agree that the pandemic has redefined working styles and that access to outdoor spaces will become more important. The multiple (level) accesses onto the roof terraces are therefore welcomed. The need for a surface treatment suitable for wheelchair users at the terrace level is emphasised.

Seating (pocket gardens). The Panel would always recommend a variety of seating styles for the benefit of the ambulant disabled.

Café and reception spaces. The designers are reminded of the need to consider acoustics for any environment with high ceilings and a high volume of activity and noise, as such spaces are challenging for the hearing impaired.

Interior detailing. Colour contrasts and manifestations will be needed for both the public and office spaces.

The detailing of the office spaces will be based on tenant need, and with this in mind, the Panel would stress the importance for the designers not to lose sight of their aspiration for this development to be in many ways an exemplar.

Conclusion.

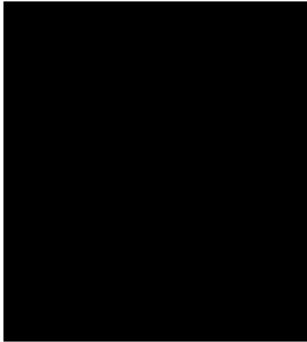
This is among the most impressive proposals brought before the Panel in recent years. The opportunity for such an accessible landmark development is to be applauded, as are the much needed improvements proposed for the Flying Pig PH and to its surrounding public realm.

Date of next meeting - Tuesday November 24th. **It is likely another meeting will need to be scheduled in early December (date TBC)**

**Greater Cambridge Shared Planning
Disability Consultative Panel**

**Notes of the meeting Tuesday 24th November 2020
(via MS Teams)**

Participants:

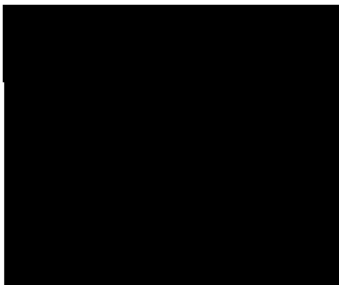


**Greater Cambridge Planning (Chair)
Resident/City Council Housing (retired)
MS Society/Architect (retired)
Cambridgeshire Hearing Help
Resident
Resident
City Council (minutes)**

Apologies:

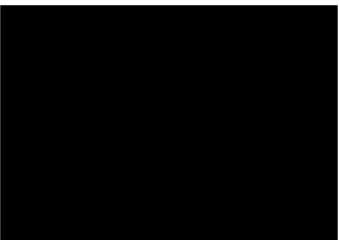


Presenters - item 1.



**Skanska
Skanska
Mott Macdonald
Strutt & Parker
GCP
Cambridgeshire County Council**

Presenters - item 2.



**Formation Architects
Mott Macdonald
David Bonnett Associates (Access)
Bidwells
Greater Cambridge Planning**

1. Foxton Travel Hub.

This proposal is for a new travel hub on land north of the A10 (Royston Road) and south of the railway. This is intended to reduce congestion on the A10 by developing the station to include a 500

space car park and possible footbridge/ramp. Proposals are currently at an early stage with further consultation planned for 2021.

The Panel's comments were as follows:

Proximity of car park to the station (up to 150 metres). The Panel expressed concern as to the distance required from the accessible bays, across the A10 to the platforms as this would be severely challenging for the ambulant disabled. Certain constraints are noted, although the Panel would nevertheless urge for further exploration of accessible parking provision much nearer to the station (avoiding the need to cross the A10). This would make an even greater difference should a lift become the preferred option instead of the footbridge.

Footbridge. At a length of 45 metres and level change of 8 metres, the footbridge as currently proposed appears very long and steep and may only be suited to those in motorised wheelchairs or mobility scooters. There is also the ramped access to the footbridge to consider, as this the point where those in motorised wheelchairs or scooters would also need assistance. The design used at Stevenage Station should not be replicated as this is considered difficult for disabled people.

WCs. To comply with the Equalities Act, the Panel would recommend that at least one of the three WCs is accessible, and for that to ideally be a Changing Places WC.

A WC on the platform would be more useful than at ground level, although the Panel understands the platform widths are not generous and this would need to be within Network Rail's gift to provide.

Conclusion.

The Panel welcome the intention to alter the character of the A10 at this point by reducing vehicle speeds and help facilitate pedestrian movements across it. A second presentation on a more developed

proposal would therefore be welcomed as train travel for disabled people can be very important to their sense of independence.

2. Cowley Road development by Brookgate.

This is a pre-application proposal to provide approx. 700 private rented homes, office space, retail units, a maths college, parking, public open space, and landscaping. (This is being promoted as a 'car free' development which means the requirement for 5% accessible parking bays cannot be met.)

Accessible vehicles among the car club options. The Panel note that the vehicle types have yet to be determined but would stress that there is unlikely to be a vehicle that will suit all disabilities, particularly as the needs of a disabled resident may change over time.

Accessible parking provision. Once the location of the accessible units has been established, the designers will need to ensure that parking bays are provided as near to the residents' front doors as possible. The current proposal to provide one accessible parking bay per 100 residents is wholly inadequate.

'Short stay' parking provision. The designers are reminded to consider visiting carers who will be conducting their rounds by car as well as delivery and service vehicles.

Segregating pedestrian and cycle routes.

The Panel would always stress the need to protect pedestrians from potential conflict with fast moving cyclists. Further detail on this issue would be welcomed.

Wheelchair accessible units - Building Regs Part M (3)

When finalising the design for these units, the Panel would strongly recommend the inclusion of sliding pocket doors to access the bathrooms. These are supported by Occupational Therapists, are space saving, not costly to install and are suited to a wide range of disabilities.

Conclusion

The Panel were informed that based on a 'build to rent' tenure, this development would be suited to the younger market attracted to medium-term tenancies. This group could still potentially include single parent families, those who may acquire a disability or the elderly who will need convenient access to their vehicles in order to maintain their independence.

The Panel would welcome the opportunity to view these proposals again at a more developed stage.

Any Other Business.

Elections are due to take place in May next year for all 42 City Council seats as well as the 13 County Council divisions in the city, the Cambridgeshire & Peterborough Mayor and the Cambridgeshire and Peterborough Police & Crime Commissioner. Postal voting will be available to all, but all polling stations in light of Covid will have additional safety measures in place.

Date of next meeting - Tuesday 1st December at 2pm

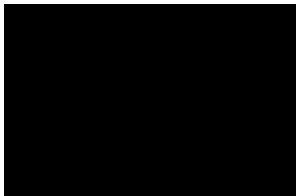
Land South of Wilberforce Road.

Cambridge Market Square re-surfacing proposals.

**Greater Cambridge Shared Planning
Disability Consultative Panel**

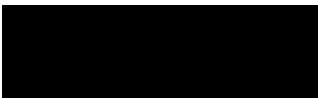
**Notes of the meeting Tuesday 1st December 2020
(via MS Teams)**

Participants:



**Greater Cambridge Planning (Chair)
Cambridgeshire Hearing Help
MS Society/retired architect
Resident**

Presenters (item 1)



**Allies & Morrison Architects
Shrimplin Planning & Development**

Presenters (item 2)



City Council

Apologies -



**1. Presentation - Land South of Wilberforce Road, Cambridge.
The pre-application proposal on behalf of St John's College to provide new accommodation for both students and academic staff in the form of 39 townhouses amounting to 245 student bedrooms.**

The scheme includes four (6 bed) accessible homes featuring four accessible bedrooms. Parking is provided within close proximity, with the northern accessible homes located adjacent to parking and drop-off.

The Panel's comments were as follows:

Shared paths. The Panel frequently highlight the potential risk of conflict between vulnerable pedestrians and cyclists on shared pathways. Although these are unlikely to be very busy

thoroughfares, the intention to use visual contrasts and a mix of different surface materials to indicate different uses is welcomed.

Accessible homes. The Panel would stress the need to include sliding pocket doors, particularly for bathroom/wetroom access as these can more easily be used by wheelchair users, are space saving and are not costly to install.

Emergency evacuations. The homes may be equipped to house more than one wheelchair user. However, it may be more appropriate to ensure all wheelchair users are provided with ground floor units for reasons of safety.

Conclusion.

This is a very well thought out scheme providing high quality accessible accommodation within a prime location. The inclusion of indoor wheelchair charging points, fire evacuation lifts, and a good level of accessible parking provision are also welcomed.

2.Presentation - Redesigning the Cambridge Market Square.

The Panel were invited to share their current experiences of the square and comment on proposals due for public consultation in January next year.

The Panel all agree that the market square is badly in need of refurbishment. The surface and camber make access via wheelchair or mobility scooter extremely difficult and at the fountain where people tend to congregate at lunchtime, this becomes a congested and precarious space for the partially sighted to navigate.

Re-orientation of stalls East to West. The provision of more access routes through the square is welcomed, as is the proposal to enhance views of Great St Mary's Church with additional lighting at night.

Additional (movable) seating at the fountain. This is a difficult issue as seating that is too light may become an obstruction or used in vandalism. Heavier seating may be too cumbersome for some to move and therefore be unusable. Fixed seating may be problematic for other reasons. A variety of seating styles is recommended - some with and some without arms and at varying heights.

Reduction of kerb to 25mm

The Panel welcome the reduction in kerb height as this should make the space navigable by wheelchair. Some form of contrasting colour or material would be helpful for the partially sighted, provided this is flat and not a repetition of the riven York stone used on King's Parade.

Public WCs.

There is currently WC provision for the market traders at basement level. Should additional public WCs be provided, this would avoid the vulnerable or disabled from having to navigate across the market and reach the WCs at the Lion Yard, which for some would be challenging.

Accessible parking provision.

As blue badge parking spaces were removed from King's Parade to accommodate the security barrier, the Panel would support every effort to increase accessible parking within the market square. This would make a significant difference to wheelchair users and ambulant disabled who may want to take advantage of the proposed enhancement of the market's café culture.

The Panel appreciate that within this context, vehicular movements particularly for deliveries would need to be carefully managed to minimise conflict with pedestrians and those needing to use the accessible parking bays.

The cobbled surface (recently listed)

The Panel appreciate the challenges involved in refurbishing this important space within the city's historic core. However, the Panel would stress that under the Equality Act 2010, the fact that the

cobbles/sets are listed should not mean disabled people are left disadvantaged. Reasonable adjustments should be made such as covering the cobbles/sets to ensure wheelchair users and the ambulant disabled can comfortably navigate the space. Further discussions with Historic England on this issue are encouraged.

Conclusion.

The Panel appreciate the challenges this project poses and accepts that there may not be solutions that will suit all users. The intention to improve access to what is currently an inhospitable space for many disabled people is welcomed however and the Panel will look forward to the outcome of the public consultation next year.

Any Other Business.

Disability History Month and 25 years of the DDA

<https://www.facebook.com/camdisabilityheritage>

██████ has written a personal post based on his own experiences of disability and has also contributed towards a BBC news item on disabled people and employment.

Date of next meeting - Tuesday 26th January 2021 at 2pm (tbc)

**Greater Cambridge Shared Planning
Disability Consultative Panel**

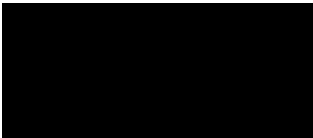
**Notes of the meeting Tuesday 26th January 2021
(via MS Teams)**

Participants:



**Greater Cambridge Planning (Chair)
Cambridgeshire Hearing Help
MS Society/retired architect
Resident/ City Council Housing (retired)
University of Cambridge Estates**

Presenters:



**The Planning Bureau Ltd
McCarthy & Stone
McCarthy & Stone**

Apologies -



Presentation - Home Close, Histon 20/05145/FUL

McCarthy & Stone (specialists in the design, construction and management of sheltered or Extra Care accommodation) are proposing a Retirement Village development on the edge of Histon, for older people who wish to move into accommodation which provides comfort, security and the ability to manage independently. It will enable older people to remain in the community and out of institutions, whilst enjoying peace of mind and receiving the support they might need in later life. This is not a specialist care home, but McCarthy and Stone schemes benefit from an onsite manager and access to communal areas for socialising.

105-unit age-restricted residential development with a range of associated facilities is proposed. Development of the site is proposed for apartments and bungalows for persons aged 60 years and over.

65 dwellings to be accommodated in an apartment building, plus 36 apartments arranged in single storey bungalow style buildings, and 4 standalone bungalow units.

Although not a specialist care facility, some extra care apartments will be provided for future proofing.

Parking.

With the provision of visitor bays, some accessible bays and parking for the restaurant users and staff, the Panel expressed some concern that there would not be sufficient parking for the apartment residents. Also, those living in the quad bungalows would have to travel via a covered walkway to reach their vehicle which would be unacceptable to a wheelchair user or for an elderly resident carrying groceries etc.

The option of joining a Car Club may suit some residents but parking close to the property (where ideally visiting relatives could also park) would be the preferred option for many. Provision for vehicle e-charging points will also likely be needed due to the move away from combustion engines.

A 'sustainable location'.

The site is described as being near the Guided Busway and that a new bus stop is also being considered. The distance from the most westerly unit to the main road appears considerable however and may be challenging for some residents.

Some information on the design of the new bus stop would be helpful.

Mobility scooter charging points.

These will be located within the apartment building aswell as within the quad area. A sense of how many points would be provided would be helpful.

Lifts and emergency evacuation procedures.

The Panel were informed the lifts would not be to fire fighting standard and that a 'stay put' policy would be in place for

emergencies, which has been agreed with the NHBC and Fire & Rescue authority. The Panel were informed this was standard practice for managed buildings but would support the intention to review this annually. Whether the lifts would be fitted with a secondary power supply in the event of power failure will need to be confirmed.

Seating.

Although the seating within the landscaped areas was not discussed during the presentation, the Panel would always encourage a variety of styles - some seating with arm rests, others without - for the benefit residents and visitors.

Alternative access to the site.

The Panel were informed that during construction, access to the site would be relocated south, via the factory site. As Home Close is extremely narrow with little off-street parking in the area, the Panel would encourage the retention of this southerly access point - at least for use by emergency vehicles. The news that improvements to the Home Close turning head were being considered is welcomed.

Criteria on eligibility.

This village will be marketed for those aged 60 plus. As the majority of disabilities are acquired, the Panel would encourage discussion with the Planning authority as to whether a caveat could be applied should a younger person with particular needs want to move here. (Allowing those from a slightly younger age group could enhance the village environment.)

An isolated site.

As the site is not located near any village facilities, it was felt measures to make it an integrated development with linkages into Histon and its inclusion into the community transport service should be considered.

Conclusion.

The Panel welcome the opportunity to comment on developments specifically designed to cater for the more vulnerable. However, parking remains a crucial concern here. As on-line deliveries and other peripatetic services are a feature of everyday life, provision needs to be made for (managed) short stay parking beyond that which is provided for the kitchen deliveries.

Information on the quality of the living spaces aswell as the landscaping would have been helpful.

Any Other Business

City centre road closures. Panton Street and surrounding streets are now closed to cars with buses only allowed across Mill Road bridge. This was implemented by the Highway Authority with little publicity and without consultation with the City Council. The Panel would like to see concessions made for Blue Badge holders and Dial-A-Ride.

Cambridge market has re-opened following a public outcry which included a 7,300-signature petition. This gives residents the option to buy their fruit and vegetables in the open air where they may feel safer.

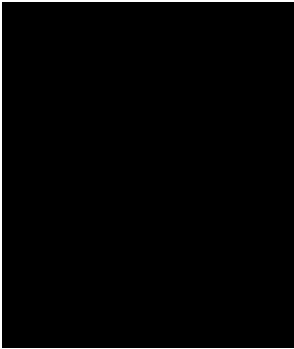
Date of next meeting - Tuesday 23rd February 2021.

Items will include revised plans for Foxton Station.

**Greater Cambridge Shared Planning Service
Disability Conservative Panel**

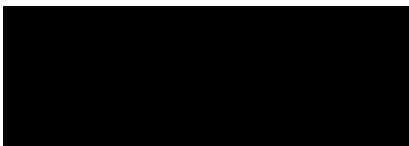
**Notes of the meeting Tuesday 23rd February 2021
(via MS Teams)**

Participants:



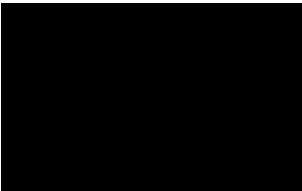
**Greater Cambridge Planning (Chair)
Cambridgeshire Hearing Help
MS Society/retired architect
Resident/ City Council Housing (retired)
University of Cambridge Estates
Resident
City Council (minutes)**

Presenters - Item 1



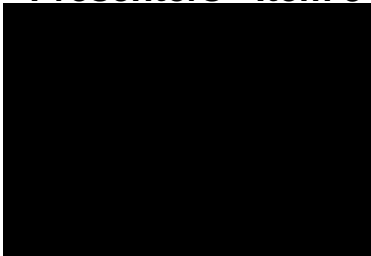
**Strutt & Parker
Mott MacDonald
Mott MacDonald**

Presenters - Item 2



**Scott Brownrigg
Liz Lake Associates
Bidwells
Principal Planner (GCSPS)**

Presenters - Item 3



**Formation Architects
Mott MacDonald
Robert Meyers Assoc
Bidwells
Planning Officer (GCSPS)**

Observers



(GCSPS)

Apologies



Presentation 1 - Revised plans for the Foxton Travel Hub

This scheme was initially presented to the Panel in November last year and the comments made then have facilitated key changes, not least the removal of the radial design and provision of accessible parking bays north of the railway line near the footbridge. The design of the footbridge and the stepped access will be designed as close to the platforms as possible to avoid a lengthy diversion.

The Panel's comments were as follows:

Pedestrian movement across the A10. The crossing cannot be signalised but will include a central refuge. The speed limit will be reduced from 50mph to 30mph with a narrowing of the road to provide natural traffic calming.

The Panel were disappointed that some form of controlled crossing would not be deliverable but otherwise welcome the proposed improvements.

The lift and operational issues. The Panel will look forward to seeing how emergency scenarios at an unmanned station would be resolved, for example should the lift to the platform be found to be out of order once someone has crossed the footbridge, or if the lift fails with a person inside. The operators will need to have procedures in place using modern technology.

Conclusion.

The Panel very much appreciate the fact that their comments from last time have been listened to. Detail on the number of accessible parking bays and on the operational matters would be helpful should the scheme be presented again after the election.

Presentation 2 - Peterhouse Western Expansion, adjacent to Peterhouse Technology Park, Fulbourn Road (20/05040/FUL)

The erection of a new building comprising office floorspace with car and cycle parking, landscaping and associated infrastructure.

The Panel's comments were as follows:

Accessible WCs and Changing Places WCs.

The Panel would like to see sliding (pocket) doors on the accessible WCs as these are easier to manoeuvre from a wheelchair.

Within the ground floor core that would be accessible to visitors, the inclusion of a Changing Places cubicle is recommended. These are increasingly becoming a feature in places of work and public buildings and are included within BS8300. The upgrade required from the proposed shower rooms would be minimal and yet it would significantly improve the building's access credentials.

Conclusion.

This is a very well thought out scheme with an impressive variety of access features proposed. The constraints regarding the gas main and level change that will impact options on entering the building are noted, but the Panel are generally very supportive.

Presentation 3 - Devonshire Quarter

Erection of two new buildings including office floorspace, cycle parking and an Aparthotel with a multi-storey car park for Network Rail, hard and soft landscaping and a permanent access from Devonshire Road to the Cambridge Station Car Park.

The Panel's comments were as follows:

B2 (Hotel) - Parking. The Panel note the 7 accessible bays on the ground floor plan. Some concern was raised as to their location, particularly in respect of possible vehicular/pedestrian conflict. The inclusion of a secondary lift is noted, but as aparthotels are generally intended for longer stays, it is worth stressing that a disabled guest may arrive in an adapted vehicle carrying with them the kind of personal, specialised equipment that a hotel would not be expected to provide. The proximity of the bay to the lift may therefore be key.

The accessible rooms are described as dual aspect and 6% larger than the standard rooms. Again, the routes and distance required

to reach the lift are important here; both for the transportation of luggage and in a potential emergency.

Sliding (pocket) doors are recommended for all accessible bathrooms as they are easier for a wheelchair user to manoeuvre.

ACTION: [REDACTED] **to provide more detailed comments on the quality of the accessible rooms.**

Along the Northern Access Road. The segregation of pedestrians and cyclists is welcomed, particularly in such a potentially busy area. The proposed colour and surface material contrasts would also be helpful to the visually impaired.

Conclusion.

This Panel welcome the priority being given to pedestrians as part of this scheme. Assuming the traffic calming measures are successful, this could be a good scheme. Look again at accessibility within the hotel as recommended.

Any Other Business.

Covid-19. Most Panel members have now received their first Covid vaccination. The gradual easing of lockdown measures is understood despite the obvious frustrations.

Changes to Panel admin support. Due to the Panel needing to be administered by the Greater Cambridge Shared Planning Service (CGSPS) and not by the City Council, Mel Jones will be stepping down as Panel co-ordinator. Beverley Childs and Katie Roberts will take over from March. Panel members thanked Mel for her years of service.

Date of next meeting - Tuesday 30th March 2021.

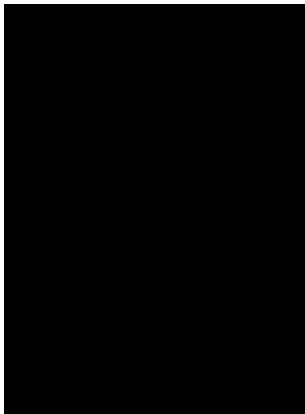


**Greater Cambridge Shared Planning Service
Disability Conservative Panel
(via MS Teams)**

Tuesday, 30th March 2021

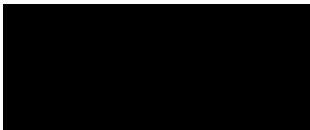
Notes and Actions

Attendees



Greater Cambridge Shared Planning (Chair)
Greater Cambridge Shared Planning
University of Cambridge Estates
Resident
CamSight
CamSight
CamSight
Greater Cambridge Shared Planning (minutes)
Greater Cambridge Shared Planning (minutes)

Presenters



Tate Hindle Architects
Barratt David Wilson Homes
Carter Jonas

Apologies



Presentation - (NIAB) Darwin Green 1

delivered the presentation, commenting on the location of the site of the residential development, well served by two principal access roads and public transport, and the ambition to create a vibrant new neighbourhood that will allow a community to grow and will be accessible for all. She also made observations about the mixture of typologies and dwelling sizes (there will be 411 housing units in this phase of the development) and the aim to provide easily accessible parking spaces in front of the houses, including 5% blue badge spaces, and a Pocket Park play area (approximately 18m x 30m).

The scheme is also close to employment areas. There will be a refuse collection point only as vehicles will not be allowed to use this route; they will only be allowed to use the Red routes.

It was highlighted that Barratt Developments collaborate with the organisation, Whizz-Kids (a stakeholder) in order to provide inclusive and accessible housing developments, ensuring, for example, that there are dropped kerbs are on both sides of the road so wheelchair users can cross safely.

It was mentioned that all affordable homes and 15% of the private homes are designed to Part M4 (2), meaning that they will have specific adaptations, including the facility to install adaptations in the bathroom and railings on the stairs, as well as bright lighting and space for wheelchair access.

In response to a comment about the tendency for bollards on new sites to be colour-neutral, an assurance was made by Barratts that they would welcome the approach to make them as distinctive as possible in this development.

The site will not be a standalone isolated development; there will be 2 roads across the site, which will be used by cars and other vehicles. The aim is to connect the road using a widened path, to be used by pedestrians and cyclists. They will also be able to access the allotments. Trees planted will be fruit trees to help the community to come together.

Panel's comments

The need to provide contrast on the building signage (as opposed to silver against silver) was highlighted by representatives from CamSight.

The Panel questioned the safety and suitability of the shared space roadway. Shared space was defined as the ability for residents to easily access their homes and for vehicles, cyclists and pedestrians to co-exist harmoniously.

A query was made about access to upper floor flats and maisonettes, as well as the building type and the possible location for the installation of a potential through floor lift. Barratts offered to investigate how to resolve this concern, mentioning that a meeting with the Housing Officer was scheduled for 6 April.

It was asked that there be connected parts of the community via public transport. Barratts responded that they will connect where they can; they would like to connect roads from other developments so people can walk through.

Some of the streets are called tertiary spaces; these are lower speeds, and shared with vehicles, cyclists and pedestrians, a safe route through them for wheelchair users.

Conclusion

Barratts offered to meet with the Panel again to provide a more comprehensive answer to the query about accessibility to the upper floors of the buildings. They also asked if examples of good practice for street furniture could be shared with them, using [REDACTED] as the conduit.