

# **Public Realm Strategy Supplementary Planning Document**

## **Consultation Statement 2021**

# 1 Introduction

- 1.1 This Public Consultation Statement (Statement) has been prepared in support of the Council's revised Public Realm Strategy Supplementary Planning Document (SPD) that was publically consulted upon between midday Friday 18<sup>th</sup> December 2020 and midday Friday 12<sup>th</sup> February 2021.
- 1.2 In conformity with Part 5 of the 'Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017, this Statement sets out;
  - The persons that the Council consulted during the abovementioned 8 week public consultation;
  - A summary of the main issues raised by those persons who submitted comments during the consultation period; and,
  - How any issues raised during the consultation period have been addressed by the Council.
- 1.3 Appendix One of this Statement sets out all of the comments that were received during the public consultation period and Council officer responses to each of these comments.

## **2 Public consultation period**

- 2.1 A public consultation for the revised Public Realm Strategy SPD was undertaken by the Council during December 2020 and February 2021. The specific consultation dates are specified at paragraph 1.1 of this document.
- 2.2 The public consultation was undertaken in conformity with the relevant planning regulations (see paragraph 1.2 of this document) and the Council's Statement of Community Involvement (SCI).
- 2.3 The SCI sets out the Council's approach / requirement to involving and consulting local people and stakeholders in planning related document production, for example SPD's.
- 2.4 In line with requirements, the following persons and bodies were notified via letter, of the consultation that was taking place;
- Duty to Cooperate partners
  - Specific Consultation bodies
  - General Consultation bodies, and
  - Other stakeholders held on the Local Plan consultation database.
- 2.5 The notification letter sent out to all of the above explained;
- The purpose of the consultation
  - How to find further information
  - The consultation period
  - How to make representations, and
  - How a person or body could be added to the Council's Local Plan consultation database.
- 2.7 In addition to the notification letter, the Council; made all elected Council Members aware of the consultation; advertised the consultation with the Citizen Panel; advertised the consultation on social media; advertised the consultation on the Council's website; and, made available for inspection electronic copies of all relevant information and documentation on the Council's website.

### 3 Summary of the main issues raised

- 3.1 During the public consultation a total of sixteen persons / bodies submitted representations to the Council relating to the revised Public Realm Strategy SPD. Representations were received from six Local residents, Severn Trent, The Rotary Club of Oadby Launde, Sport England, Oadby Civic Society, The Environment Agency, Wigston Civic Society, Natural England, The Rotary Club of Oadby, Historic England, and Leicestershire County Council (one response but many departments).
- 3.2 Of the persons / bodies that submitted representations, nine did not suggest any changes to the Public Realm Strategy SPD as drafted, although of the nine, some standing advice was given that should be taken account of during the planning application process. It should be noted, that the vast majority (if not all) of the representations outlined support for the document and what the Council was trying to achieve with the SPD.
- 3.3 The key topics / main issues raised were;
- The Council should be commended on its forward thinking with the content of the SPD, particular support for the objectives and principles set out within the document.
  - Public spaces should be places that people engage with one another and should be capable of a variety of activities.
  - As much tree and shrub planting as possible should be installed in the borough's town and district centres.
  - All public spaces should be accessible for all.
  - If possible, the Borough Council needs a strategy for preventing parking on grass verges and the provision of street planters. Parking on pavements and grass verges should not be permitted. Grass verges maintenance needs to improve.
  - Development of the public realm should look to incorporate measures that can improve flood resilience at source and reduce the potential for surface water flooding, for example SUD's, permeable surfacing, tree pits and rain gardens.
  - The priority should be to protect and enhance green spaces.
  - All pavements and cycle ways should be adequate in size and quality and more crossing points should be created on the busier roads.
  - A number of potential new public realm areas / footpaths / walking routes / cycleway / connections were suggested.
  - A number of improvements to existing public realm areas / footpaths / walking routes / cycleway / connections were suggested.
  - Sculptures and public art can be controversial.
  - More trees should be planted throughout the Borough area.
  - Reservations about the use of Shared spaces.

- Peaceful and high quality green spaces and walking routes should be created to improve communities' health and wellbeing.
- East Street car park in Oadby needs to be refurbished.
- Reference should be made to Sport England's new strategy – Uniting the Movement.
- Urban green spaces should provide multifunctional benefits.
- High quality urban green spaces are recognised as one of the most effective tools for managing environmental risks such as flooding and heat waves.
- The SPD has the ability to enhance the character and local distinctiveness of the surrounding natural and built environment.
- Where appropriate, species of trees should be used that grow to heights above that of the nearby buildings.
- Pedestrians need to feel safe and relaxed when out and about. Pedestrians shouldn't be made to feel 'second class'.
- There should be an increase in more informal pockets of planting throughout the Borough area.
- An Action Plan should follow adoption of the SPD that sets out potential projects and how they will be funded from both a capital and maintenance view point.
- Street audits should be regularly undertaken throughout the Borough area.
- Local signage for pedestrians and cyclists should be improved.
- Agreed that street clutter should be reduced and that signage audits are essential.
- If 'non-standard' street furniture is used within schemes, appropriate maintenance sums should be sought.
- Care needs to be taken with the language used within the SPD as the Borough Council is not the local highway authority.
- The concept of Home Zones is to be removed from the Leicestershire Highway Design Guide, therefore its reference in this SPD should also.
- Additional reference needs to be made to Utility Companies carrying out works in the public realm.
- Reference needs to be made to the 'Specification for the Reinstatement of Openings in Highways, Fourth Edition'.
- Bell Street in Wigston and The Parade in Oadby are referenced as examples of high quality. It should be stated in the SPD that public realm schemes adjacent to these, should be of similar quality and should complement.
- There should be less modular paving used in public realm schemes...asphalt should be used wherever possible.

- It is suggested that the vision should include support for long term maintenance.
- Public realm should retain natural features wherever possible and should consider opportunities for connecting existing and proposed habitats to the wider area.
- The user hierarchy set out in the SPD giving the pedestrian priority is to be commended.
- There should be a section within the SPD that mentions maintenance.
- Assets should be easy to maintain and replace, not bespoke expensive 'gold plated' designs.
- Table 1 is too generic, actual material choices should be shown.
- Consideration must be given to long term maintenance with limited budgets. Also materials that are likely to become a trip hazard should not be used.
- It is suggested that permeable materials should not be used as they crack and expand due to freeze thaw.
- Utility reinstatement work is not the responsibility of the local highway authority, it is the responsibility of the company undertaking the works. Reinstatements should be in accordance with the Specification for the Reinstatement of Openings in Highways.
- Whilst the use of high quality design and materials is welcomed, it is important to consider long term maintenance.
- Lighting should be functional and not bespoke.
- Public art can be pose a road safety hazard / distraction.
- The implementation of grass verges should be a priority.
- Reference to long term maintenance is welcomed in the document.
- If the highways authority agree to adopt a 'non-standard' material a commuted sum would be required.

## 4 How the issues raised have been addressed

4.1 Taking account of the comments received during the public consultation, amendments have been made to the SPD document. It should be noted that a number of the main topic / issues illustrated in the summary above, are already considered within the SPD document and therefore it was considered that no amendments were needed stemming from these.

4.2 However, there were a number of minor wording amendments relating to clarity, repetition and grammar, with some more significant changes. The more significant changes are summarised below.

- Reference to utility companies has been made in the bullet points under paragraph 4.1.
- An additional paragraph has been added (5.20) to make reference to Sport England's new strategy 'Uniting the Movement'.
- An additional paragraph has been added (5.21) to make reference to the public realm works that have been achieved since the first Public Realm Strategy was published.
- Paragraph 7.7 has been reworded to remove reference to the local highways authority being responsible for utility reinstatements. The paragraph now suggests that reinstatement works will be managed appropriately.
- Reference to Mere Walk being a green pathway has been made in the bullet points under paragraph 8.59.
- Reference to 'Home Zones' has been removed throughout the SPD. Where relevant this has been amended to 'Shared Spaces'.
- Paragraph 9.11 has been reworded to add clarity in what it is suggesting; also to make reference to improving flood resilience where possible.
- Wigston Northern Periphery Key Principles bullet 1 has been reworded to say 'supported' rather than 'permitted'.
- An additional sentence has been added to Wigston Northern Periphery Key Principles bullet 3, Wigston Core Key Principles bullet 1, and Wigston Southern Periphery Key Principles bullet 1 stating that 'In addition, proposals should complement works already achieved along Bell Street'.
- Additional wording has been added to the Surfacing section (at bullet 3) of Table 1 and the Street Furniture section and Surfacing section of Table 2 to suggest that materials etc should require minimal or no maintenance.
- Oadby Northern Periphery Key Principles bullet 1, and Oadby Core Key Principles bullet 2 has been reworded to say 'supported' rather than 'permitted'.
- An additional sentence has been added to Oadby Northern Periphery Key Principles bullet 3, Oadby Core Key Principles bullet 1, and Oadby Southern Periphery Key Principles bullet 1 stating that 'In addition, proposals should complement works already achieved along The Parade'.
- 'where safe to do so' has been added to South Wigston Northern Periphery Key Principles bullet 3 and South Wigston Southern Periphery Key Principles bullet 3.

- Paragraph 12.2 has been amended to suggest the need for any proposed discharge of surface water to be in accordance with Severn Trent's drainage hierarchy.
- Paragraph 12.4 has been reworded to mention that all reinstatement works should be in conformity with the Specification for the Reinstatement of Openings in Highways.
- An additional bullet (4) has been added to Surfacing Materials Key Principles to state – 'As far as possible, proposals should incorporate the use of permeable surfacing and flood source control'.
- An additional sentence has been added to bullet 1 of Public Art Key Principles stating that 'Public art should be sited as to not pose a road safety distraction'.
- 'or open space' has been added into bullet 11 of the Parks and Open Spaces Key Principles.
- Bullet 8 of the Trees and Planting Key Principles has been reworded to be specific to tree and planting schemes and make reference to reducing the risk of flooding.
- Paragraph 12.48 has been reworded to suggest that the measures can improve character and appearance and that the measures will only be put in place should their benefit outweigh any detrimental impact of their provision.
- Two new bullets (7 and 8) have been added to Wider Borough Public Realm Key Principles – '7. All public realm proposals should be of the highest quality, accessible to all and be as maintenance free as possible' and 'Where relevant, public realm proposals should retain natural features and proposed habitats should be well connected to existing habitats'.
- Bullet 3 of the Shared Spaces Key Principles has been amended to suggest that shared spaces will only be supported where relevant and safe to do so.

Appendix One – comments received during the consultation period and officer responses

Name of person / body submitting comment	Date on which comment was received	Comment received	Officer response to comment received
Local resident	7 <sup>th</sup> January 2021	<p>I suggest that the council does as much as it can to ensure that there are public open spaces within the public realm in order for people to engage with one another and for outdoor activities such as small group performances, religious gatherings, public consultation exercises etc. to take place.</p> <p>In order to help to protect the environment, there should be close access for all public transport in order to encourage people to leave their cars at home.</p> <p>As much tree and shrub planting should be installed as is possible in order to improve the appearance of the centres, encourage wildlife, and help to create 'wildlife corridors.'</p> <p>Appropriate grants should be fully used to improve the faces of existing buildings or to create different viable uses in order to make the spaces attractive for users.</p> <p>Full provision must be made for people with disabilities.</p>	<p>The Council would like to thank the local resident for taking time to read through the consultation document and for responding to the consultation.</p> <p>No changes are proposed to the document stemming from the comments, however the following is relevant.</p> <p>Creating, enhancing and providing public open spaces that are high in quality and accessible to all is a key part of sustainable planning and sustainable communities. Through implementation of the Council's Local Plan, the Council will always seek to ensure that local communities have access to nearby outdoor spaces that they can use for a number of interests, whether it be to play, socialise, meet or exercise. Where possible and sustainable to do so, the Council will always encourage the provision of vegetation that improves character and appearance, as well as wildlife capacity.</p> <p>Although the Public Realm SPD does not set out specific future projects or funding packages, it will be a material consideration in all projects that impact the Borough's public realm and will be utilised to underpin funding opportunities should they become available.</p>
Local resident	7 <sup>th</sup> January	Our centres might prove to be an important wildlife link despite	The Council would like to thank the local resident for

	2021	<p>their built up predominance therefore they should have tree and green planting wherever and whenever possible.</p> <p>Mixed uses must still be encouraged with particular regard to residential re use of redundant shopping spaces.</p> <p>Compulsory purchase must be considered in order to regenerate outdated patches of buildings and building uses, or incentives given to amalgamate groups of buildings for a change of use to something which will regenerate the area.</p> <p>The council will have identified the need for particular types of building e.g. flats or other homes. Where outdated groups of buildings are standing the council must encourage private Landlords to accept alternative regeneration of the areas where their properties are redundant in order to restore the areas and to ensure their commercial viability. Restored properties should be made as environmentally sustainable as possible. Any available grants should be applied for these purposes.</p> <p>Mixed uses should also be included in the guidelines.</p> <p>Public open spaces should be enabled wherever possible to encourage personal and community interaction and engagement.</p> <p>All centres must allow for close access for bus services in order to encourage people to leave their cars at home.</p>	<p>taking time to read through the consultation document and for responding to the consultation.</p> <p>The Public Realm SPD, does not take account of redundant shopping spaces or other buildings, it focuses more on the open and usable public spaces within the Borough area. On this basis, no changes to the document are proposed.</p> <p>However, it should be noted that the points raised will be taken into account where relevant to do so. For example, the Council will seek to ensure that open spaces that are provided, allow for and encourage personal and community interaction, and become valuable community spaces that are accessible to all. The Council will also continue to deliver the objectives and policies set out within the Council's Local Plan, which include regeneration of and development to the Borough's town and district centres.</p>
Local resident	11 <sup>th</sup> January 2021	I apologise if I have missed it but I cannot find any reference in the strategy of our grass verges or the street planters provided by Pride of the Borough.	<p>The Council would like to thank the local resident for taking time to read through the consultation document and for responding to the consultation.</p> <p>The document does not set out a strategy for grass verges or the use of street planters within the Borough area.</p>

			<p>Throughout the document, there are references to the role that grass verges play in softening urban form, but there are no specific sections relating to grass verges as they form part of wider public realm areas and concepts.</p> <p>Similarly, there are references to the role that planters play in improving character and appearance, but there are no specific sections relating to planters as they form part of wider public realm areas and concepts.</p> <p>As the document suggests, the Council would always encourage the provision of planters and grass verges in wider public realm concepts where the benefit of providing them outweighs any burdens or restrictions that they pose, for example if they prohibited high quality connections or posed an unviable maintenance burden.</p> <p>It is not proposed that any substantial changes are made to the document, however where possible, references to the role that grass verges and planters play in the wider public realm will be strengthened.</p>
Severn Trent	29 <sup>th</sup> January 2021	<p>Thank you for the opportunity to comment on your consultation, Severn Trent are generally supportive of the principles within the Public Realm Strategy, but would note the following possible enhancements to support the objectives of the strategy and wider benefits.</p> <p>Paragraph 9.11 Severn Trent are supportive of the approach to highlight the need to mitigate Climate Change and the loss of biodiversity when considering development of the Public Realm. We would however note that Climate Change is also anticipated to have</p>	<p>The Council would like to thank Severn Trent for taking time to read through the consultation document and for responding to the consultation.</p> <p>Paragraph 9.11 has been amended to reference flood resilience. The paragraph now reads; <i>'To help mitigate Climate Change, improve flood resilience and reduce the loss of Biodiversity, the</i></p>

	<p>an adverse impact on flood risk, as such the redevelopment of the public realm should look to incorporate measures that can improve flood resilience, this approach could support the delivery of enhanced Biodiversity through the use of some SuDS methods.</p> <p>We would therefore recommend that a reference to flood resilience is added to paragraph 9.11 in relation to climate change mitigation.</p> <p>We also note that there are some sustainable drainage examples within the photographs provided to support paragraph 9.11, but by incorporating a sentence to highlight this design factor will assist in delivering multiple benefits.</p> <p>Paragraph 10.16 Blaby Road, South Wigston This connection route is upstream of several Severn Trent assets, and is served by part of our combined sewer network. There are however surface water sewers within the vicinity of Blaby Road.</p> <p>Where any highway schemes or public realm enhancements are proposed for this area, we would recommend that designs consider opportunities to separate surface water an where possible attenuate flows through the use of source control measures including, but not limited to Tree pits, Rains gardens etc.</p> <p>London Road, Oadby. There are a few known constraints within the sewerage network near London Road, including areas of surface water sewer that have been connected to the combined network. Maps also indicate a culverted watercourse beneath London Road that outfalls to the Wash Brook, Where looking at an highway improvement schemes or public Realm enhancements in this area we would recommend that you consult Severn Trent to see what surface water separation opportunities could be delivered. We would</p>	<p><i>Council will ensure that all new public realm and all public realm regeneration projects seek to have a Biodiversity net gain and improve flood resilience where possible. This must be of high quality design and will add to the aesthetic quality and interest of public realm schemes. The use of innovative methods to improve biodiversity and improve flood resilience will add to achieving modern, high quality, state-of-the-art urban design.'</i></p> <p>Comment noted.</p> <p>Should any schemes be proposed within this area, the Council will seek to consult with Severn Trent, to ensure that the proposal does not have any significant detrimental impact.</p> <p>Comment noted.</p> <p>Should any schemes be proposed within this area, the Council will seek to consult with Severn Trent, to ensure that the proposal does not have any significant detrimental impact.</p>
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	<p>recommend that designs consider opportunities to separate surface water and where possible attenuate flows through the use of source control measures including, but not limited to Tree pits, Rains gardens etc.</p> <p>Wigston Northern Periphery, Core and Southern Periphery Key Principles Severn Trent would recommend that scheme to develop the public realm in this area also look to provide / enhance Biodiversity and flood resilience using source control and or permeable surfacing. By doing so the redevelopment of these areas will support the delivery of multiple benefits.</p> <p>Surfacing (Page 40 &amp; 45) Severn Trent would recommend that this section also highlights the desire to incorporate permeable surfacing to mitigate the impacts of flooding and climate change as detailed within paragraph 12.2.</p> <p>Oadby Northern Periphery, Core and Southern Periphery Key Principles Severn Trent would recommend that scheme to develop the public realm in this area also look to provide / enhance Biodiversity and flood resilience using source control and or permeable surfacing. By doing so the redevelopment of these areas will support the delivery of multiple benefits.</p> <p>We are supportive of the statement that pavement located trees should be retained, we would also encourage that where possible additional trees are planted to mitigate biodiversity loss, and that where appropriate tree pits are utilised to provide additional surface water management benefits, that will also support the development of the trees.</p> <p>Paragraph 12.2 Severn Trent are supportive of the approach to promote the use of permeable surfacing and SuDS to manage surface</p>	<p>Should any schemes be proposed within this area, the Council will seek to consult with Severn Trent, to ensure that the proposal does not have any significant detrimental impact.</p> <p>A new bullet point 4 has been added, stating; <i>'4. As far as possible, proposals should incorporate the use of permeable surfacing and flood source control.'</i></p> <p>Should any schemes be proposed within this area, the Council will seek to consult with Severn Trent, to ensure that the proposal does not have any significant detrimental impact.</p> <p>Bullet point 8 of Trees and Planting Key Principles has been amended to; <i>'8. All tree and planting schemes should aim to achieve a net-gain for biodiversity and reduce the risk of flooding at source or elsewhere.'</i></p> <p>An additional sentence has been added to paragraph 12.2 – <i>'Any proposed discharge of surface water should be achieved in collaboration</i></p>
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		<p>water flows, we would encourage that all opportunities to discharge surface water flows in accordance with the drainage hierarchy are also utilised / promoted by this SPD.</p> <p>Paragraph 12.48 Severn Trent are supportive of the development of wildlife corridors (or Green Blue Corridors) that support both wildlife and the conveyance of surface water through the urban landscape in a sustainable way to avoid directing surface water flows to the sewerage network, in favour of infiltration or watercourse.</p>	<p><i>with Severn Trent's drainage hierarchy.'</i></p> <p>Severn Trent's 'Position Statement' is noted, however it would not necessitate changes to the document. It however will be taken account of should any proposals come forward.</p>
Local resident	2 <sup>nd</sup> February 2021	<p>My priority would be to protect and enhance green spaces, as they are now very scarce and precious within the borough, but I shall address this area last.</p> <p><b>Getting about on foot</b> Covid 19 has demonstrated the need for people to have somewhere to walk, both for exercise and to get from A to B. This requires an adequate pavement (without cars parked on it), crossing points on busier roads, a street scene that is as attractive as possible, and connectivity, i.e. footpaths that link up into useful through routes.</p> <p><b>Connectivity:</b> through routes for pedestrians need to have an adequate surface that does not become muddy in wet weather, otherwise people won't use them routinely. For example, the path from Woodfield Road through to Uplands Playing Fields is very muddy at present; considering the amount of use, it should have a hard surface, which should extend to Tudor Drive. The route can then pick up the footpath on the opposite side of Uplands Road that comes out onto the A6, with a crossing point onto King Street and thence to London Road. This route would avoid pedestrians walking on busy roads until they get to London Road. At present, the section from Uplands Park to the A6 (route as described) has a poor surface and the path is often encroached upon by</p>	<p>The Council would like to thank the local resident for taking time to read through the consultation document and for responding to the consultation.</p> <p>Although the document itself does not set out future walking route projects, it does set out key principles and expectations for any proposed walking route and / or cycleway proposals.</p> <p>Agreed. The document sets out the key principles and expectations for new public realm, including the suggestion that surfacing materials should be of the highest quality and well connected to encourage active travel.</p>

	<p>brambles, nettles, overgrown hedging etc.</p> <p>Going in the opposite direction, the path from Uplands Playing Fields crosses Woodfield Road, then Holme Drive, then Manor Road extension, and comes out into farmland. The short section from Manor Road Extension to the fields is also very muddy and could do with a hard-core surface. As it is, one can clean ones boots on the long grass of the field edge, only for them to get muddy again on the short section to the pavement.</p> <p>If this route were properly maintained, then people could walk from London Road in Oadby, right through to paths across farmland without being on roads. In fact, the path (from Manor Road Extension) continues across to Gartree Road. If there were a footpath created on the verge of Gaulby Lane (there is space), then walkers would be able to safely access further paths from Stoughton. This might be a consideration for Leicestershire County Council.</p> <p><b>Potential new round walk</b>  If a bridge and path could be put across the Wash Brook connecting the green at the bottom of Windrush Drive with the Fludes Lane path, this could create a round walk as follows. From Severn Road shops, across the green space to Stour Close/Waveney Rise; down Windrush Drive and across the green to the Wash Brook. Over the new bridge (as suggested), turn left onto Fludes Lane, turn left across the existing bridge over the stream, up the path that runs along the back of Windrush drive, then cut through onto Windrush on the public path, and back to Severn Road.</p> <p><b>Encouraging pedestrians</b>  Pavements need to be made more attractive by giving property owners an incentive to keep the frontage tidy and maintain 10-20% as a tree, shrubbery or flowerbed. Perhaps there could be a small discount on the community charge to do</p>	<p>Comment noted.</p> <p>Comment noted.</p> <p>Although the document does not set out future public realm proposals, the comments made will be taken into account should any future proposals to the public realm be proposed within the areas mentioned.</p> <p>The key principles and objectives set out within the document seek the improvement of all aspects of public realm; however the scope of the document does not extend to discounts on community charges.</p>
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		<p>this.</p> <p>A rapidly increasing number of property owners in our area are completely paving over their front gardens to provide parking for several vehicles. Paving over a front garden should have to have planning permission, should use only porous materials, and at least 10% should be retained as growing space, for example, planting a tree, shrubs or flowers.</p> <p>Parking on pavements or verges should not be permitted, and planting of trees on the verges (including filling in gaps) would discourage this.</p> <p>Walking should be facilitated by cut-throughs so routes are shorter than by road. These cut-throughs should be lit at night and overhanging vegetation cut back, so people feel safe. Provision of walking routes is crucial at the planning application stage, and where-ever possible, cut-throughs should be provided retrospectively; it is a great pity that this was not done when Waitrose was built.</p> <p><b>Connectivity for cyclists:</b> I routinely get about by bike and from experience would make the following comments. Routes need to be through routes, not disappearing or re-joining the roads at critical points. Cycle routes that are shared with pedestrians are much safer if separated by a line but this is rarely done even when there is plenty of space. For example, going south out of Oadby on the A6, the wide pavement is shared use, but would be much safer if cyclists and pedestrians were separated by a white line.</p> <p>Labelling is often unclear, for example: the pavement just outside Lidl is signed for shared use, but nowhere else between there and the junction between The Parade and the A6. At what point is or isn't it a shared use pavement? Shared use symbols need to be more frequent than most currently are.</p>	<p>Although it is agreed that parking on grass verges should be discouraged in certain circumstances, the scope of the document does not extend to this.</p> <p>A key part of the document is ensuring that public realm proposals seek the improvement of connections, whether it be physical, visual or interpersonal. In addition, a key principle of the document is to encourage the use of active travel methods rather than the reliance on motor vehicles.</p> <p>Comment noted.</p>
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		<p>Obviously, a cycle route between Oadby and Wigston is desirable, but the present one is unsatisfactory as the pavement is not wide enough for shared use. When going to Wigston, I use a much longer but safer and more attractive route: Manor Road, Glebe Road, pelican crossing across the A6, then the service road adjoining Palmerston Way, through Knighton Park, Kensington Drive, Highfield Crescent and Cleveland Road. Three sides round a square!</p> <p><b>Formal green spaces:</b> our nearest is Uplands Playing Fields. There is a perimeter path, which is well-used, but under the current conditions, people have to step off it to keep a safe social distance, and it's muddy. Perhaps it could be widened, and something done about the section of the perimeter path on the north side that floods in wet weather.</p> <p>Coombe Park does not have a perimeter path, which is a wasted opportunity, and I would like to see one provided. An unofficial, field edge path connects Combe Park with Brockshill Country Park; would it be possible for the Council to approach the landowner and ask for this to be made into an official permissive footpath?</p> <p><b>Oadby town centre street scene:</b> the consultation document suggests decluttering of the public space and adding sculptures. Might I suggest that the latter are often (usually) controversial since everyone's tastes are different, and many people regard public art/sculpture as a waste of scarce public funds (particularly in the current climate). I think that more trees planted in this public space would be far preferable and less controversial (and probably cheaper). Trees have the great advantage of changing with the seasons, providing shade in hot weather, adding to biodiversity and absorbing carbon. There are so many suitable trees to choose from. If each of these were surrounded by an area of porous resin-bonded surfacing (available in many natural shades), they</p>	<p>A key part of the document is ensuring that public realm proposals seek the improvement of connections, whether it be physical, visual or interpersonal. In addition, a key principle of the document is to encourage the use of active travel methods rather than the reliance on motor vehicles. The document also throughout, promotes the use of signage that is simple, clear and safe.</p> <p>Setting out future projects is beyond the scope of this document, however, the Council will take account of the comments made in relation to park pathways, should future park proposals be developed.</p> <p>Although the document sets out that public art would be encouraged, it is clear that it would only be encouraged where appropriate. Should public art be proposed, its design would be a key consideration in whether or not it was appropriate. The provision of trees within the Borough's public realm is encouraged by the document, as they have many benefits.</p>
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	<p>could complement the flag-stone paving proposed and be very pleasing in appearance. What is there not to like?</p> <p>I am not at in favour of the shared pedestrian/vehicular access areas; they are obviously helpful for users of mobility scooters, wheelchairs etc., but it is too easy for thoughtless drivers to abuse them.</p> <p>Double parking on The Parade, and parking outside bays creates a particular hazard for cyclists. Perhaps the parking bays that are not disabled spaces should be for 10 minutes only so that there is more likely to be a space for delivery vehicles. People visiting the shops can park in either of the car parks.</p> <p><b>Greater use of speed limits</b> To make life safer for pedestrians and cyclists I would like to see a 20 mph limit used more widely in congested places. I suggest the following.</p> <p>Through The Parade and London Road from the entry and exit junctions with the A6, (to reinforce the message that this is a shopping area where people should have priority). From the junction of New Street with the A6, past Launde School as far as the Woodfield Road mini-roundabout and along Stoughton Road back to the A6. This area is frequently congested because of the school and there are a lot of pedestrians, many of them elderly. I have several times had vehicles trying to overtake me when in the act of turning right (signalling) into Stoughton road to access the village. A 20 mph limit would make drivers more likely to hold back.</p> <p>Along Uplands Road, as there are a lot of pedestrians, particularly at school times.</p> <p>I would also like the 30 mph speed limit extended along Stoughton Road to the junction with Gartree Road and then</p>	<p>Shared space proposals would only be encouraged and / or supported where it was safe and appropriate to do so. To ensure that this is the case, bullet point 3 of Shared Streets and Home Zone Key Principles has been amended to;</p> <p><i>'3. The Borough Council will encourage and support the use of shared surfacing where relevant and safe to do so, and in appropriate locations only.'</i></p> <p>Unfortunately, prescribing speed limits is beyond the scope of this document, however it would be a topic discussed with the Local Highways Authority should a proposal come forward that is related to public realm and the highway.</p>
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	<p>continuing to the junction with Gaulby Lane. This stretch of road is narrow and busy; the Gartree Road section to Gaulby Lane also has a blind hill. The route is much used by cyclists accessing the National Cycle Route No. 63 through Stoughton. If my husband and I want to cycle out into the countryside, this is the route we have to use, but we don't feel safe.</p> <p>The section of Gartree Road referred to above has a major litter problem, mostly takeaway containers, cups and cans etc. Community volunteers have been doing a sterling job collecting a vast amount of litter, but it will soon be back. Could there be CCTV cameras to catch the culprits?</p> <p><b>Tree planting</b> Oadby now has very little green space, although there are small patches which could be improved by having additional trees planted, and several roads have verges that could be planted. I have submitted a list of suggested places separately.</p> <p><b>The “Proposed Country Park” between Windrush Drive and Florence Wragg Way.</b> Reading through references to this in the Oadby and Wigston Local Plan, Adopted 1999, re-issued 2007, then re-issued in 2010 and 2013, and also the planning application by Pegasus on behalf of Mrs Walker, this has been going on for over twenty years. That it is still unresolved leaves this precious open space, which was intended to be a recreational space for Oadby residents, very vulnerable to further planning applications – particularly in view of the Government's changed planning proposals of 2020. As it is, the land is not managed, but much could be done to enhance it by clearing overgrown bramble and scrub, planting with suitable trees, and maintaining the paths properly.</p> <p>Of all the points I have made in this lengthy submission, it is this last that I consider most important. I have always walked</p>	<p>Setting out specific schemes is beyond the scope of this document, however the suggestions list will be taken account of, should proposals come forward in the future, in relation to tree planting.</p> <p>This topic is beyond the scope of the SPD document.</p> <p>The Council will seek any opportunity it can to better the health and wellbeing of its residents and visitors. If opportunities arise that enable the Council to bid</p>
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		<p>in this area, and since Covid 19, far more people are doing likewise. Oadby's residents on the northeast side of the A6 are too far from Brockshill Country Park to be able to walk there (other than via busy roads) and this land should have been our alternative.</p> <p>The mental and physical health benefits of having peaceful green space to walk in have never been so apparent. Surely there could never have been a better time to act, after Covid 19, either to use Section 106 money (or its equivalent), or seek grant funding (National Heritage Lottery?), or help from the Wildlife or Woodland Trust to secure this land and turn it into good quality public realm.</p>	<p>for funding or gather contributions through the planning process, they will be taken, as the Council is very aware of the important role that public realm plays in its community's daily lives.</p>
Rotary Club of Oadby Launde	8 <sup>th</sup> February 2021	<p>The Rotary Club of Oadby Launde welcomes the new document in its entirety without any objections and trusts that it will be adopted by the Council.</p> <p>The Club welcomes the objective to have a Net Gain for Biodiversity and is also supportive of the Key Principles covering Walking Routes and Cycleways, together with the recognition of the need for specific street furniture in individual Conservation Areas.</p> <p>The Club has carried out planting work in Oadby and is supportive of any initiative to improve the physical environment. We note the reference under Oadby Core (para 8.34) that there is a need to improve the East Street car park and we would be very supportive of actions to address this area, the appearance of which undermines the work done to date to improve Oadby's Town Centre.</p>	<p>The Council would like to thank the Rotary Club of Oadby Launde for taking time to read through the consultation document and for responding to the consultation.</p> <p>The Council would like to thank the Rotary Club of Oadby Launde for its support of the document.</p> <p>Comment noted.</p>
Sport England	8 <sup>th</sup> February 2021	<p>Our New Strategy 'Uniting The Movement' is a 10-year vision to transform lives and communities through sport and physical activity.</p> <p>We believe and will advocated sport and physical activity has</p>	<p>The Council would like to thank Sport England for taking time to read through the consultation document and for responding to the consultation.</p> <p>The key principles set out within the document, seek</p>

	<p>a big role to play in improving the physical and mental health of the nation, supporting the economy, reconnecting communities and rebuilding a stronger society for all.</p> <p>We will be a catalyst for change and join forces on 5 issues which includes connecting communities, connecting with Health and Wellbeing and Active Environments.</p> <p>The SPD has the opportunity to;</p> <p><u>Connect Communities</u></p> <p>We want more communities to enjoy the benefits of what sport and physical activity can do, both for individuals and the place where they live and work. Those benefits will come from a more bottom-up approach, working with – not doing things to – communities, and helping those affected to play a role in what happens in their neighbourhood and how it gets done.</p> <p>Active communities can be such a powerful tool in building great places to live.</p> <p><u>Connect with Health and Wellbeing.</u></p> <p>We know that there are many organisations working to improve health and wellbeing, from the NHS to those in the voluntary and community sector, local authorities, employers and the commercial health and wellbeing sector.</p> <p>The strategy creates a potential to improve existing connections and explore new areas to help strengthen people’s health and wellbeing, from childhood right through to older age.</p> <p><u>Active Environments</u></p> <p>Sport England considers that the planning system plays a vital</p>	<p>to achieve a number of objectives, including the three issues that Sport England mention in their comments, Connecting Communities, Connecting with Health and Wellbeing, and Active Environments. It is felt that the document as currently drafted seeks to help tackle the issues raised by Sport England in their new strategy ‘Uniting the Movement’. However for completeness, an additional paragraph has been inserted at paragraph 5.20 that sets out the ‘Uniting the Movement’ strategy as best practice guidance.</p>
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		<p>role in shaping our built environment and that can play a big part in the movement of people and getting people active. Modern-day life can make us inactive, and about a third of adults in England don't do the recommended amount of weekly exercise, but the design of where we live and work can play a vital role in keeping us active.</p> <p>We want to make the choice to be active easier and more appealing for everyone, whether that's how we choose to move around our local neighbourhood or a dedicated facility for a sport or activity.</p> <p>We are pleased to see that the SPD makes, both, reference to and the promotion of the use of the 10 principles identified in Active Design. The guidance sets out practical case studies and pointers to best practice are set out to inspire and encourage those engaged in shaping our environments to deliver more active and healthier environments where communities can be naturally active as part of their daily lives. To bridge the gap between the high-level principles of Active Design and delivery in practice, we have worked with the Building Research Establishment (BRE) to link the overarching Active Design Principles with the individual scheme criterion in each of the BRE Environmental Assessment Methodology (BREEAM) family of schemes.</p> <p>Sport England would encourage good design that should contribute positively to making places better for people, to create environments that make the active choice the easy and attractive choice for people and communities. The creation of healthy places, which promote and enable participation in sport and physical activity, requires the collaborative input of many different partners through many disciplines including planning, design, transport and health, along with developers working with local communities. Active Design is a key guidance document intended to help unify health, design and planning by promoting the right conditions and environments</p>	
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		<p>for individuals and communities to lead active and healthy lifestyles.</p> <p>We would take this opportunity to advise on the work currently being undertaken by the TCPA and partners including Sport England on a guidance document on the concept of 20 minute neighbourhoods which will be launched in March 2021. The guidance may be a further source of information to develop the SPD.</p>	
Oadby Civic Society	9 <sup>th</sup> February 2021	<p>We have studied the new document assisted by our planning team, Tony Parr and Peter Bliss, and we welcome the new document entirely with no reservations, and trust that it will be adopted by the Council.</p> <p>We are very supportive of the objective to have a Net Gain for Biodiversity and also of the Key Principles covering Walking Routes and Cycleways, together with the recognition of the need for specific street furniture in individual Conservation areas.</p> <p>Under the heading of Oadby Core para. 8.34, the document includes the need for refurbishment of East Street car park. We were informed at the Town Centre enquiry that the refurbishment would be funded from the Councils Planned Maintenance. This work is now well overdue, and we query when this is going to commence,</p>	<p>The Council would like to thank Oadby Civic Society for taking time to read through the consultation document and for responding to the consultation.</p> <p>The Council would like to thank the Rotary Club of Oadby for its support of the document.</p> <p>The query in relation to the refurbishment of East Street Carpark is beyond the scope of this document.</p>
Natural England	10 <sup>th</sup> February 2021	<p>While we welcome this opportunity to give our views, the topic this Supplementary Planning Document covers is unlikely to have major effects on the natural environment, but may nonetheless have some effects. We therefore do not wish to provide specific comments, but advise you to consider the following issues:</p> <p>Green Infrastructure This SPD could consider making provision for Green</p>	<p>The Council would like to thank Natural England for taking time to read through the consultation document and for responding to the consultation.</p> <p>Increasing the provision of Green Infrastructure is beyond the scope of this document, however is a</p>

	<p>Infrastructure (GI) within development. This should be in line with any GI strategy covering your area.</p> <p>The National Planning Policy Framework states that local planning authorities should 'take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure'. The Planning Practice Guidance on Green Infrastructure provides more detail on this.</p> <p>Urban green space provides multi-functional benefits. It contributes to coherent and resilient ecological networks, allowing species to move around within, and between, towns and the countryside with even small patches of habitat benefitting movement. Urban GI is also recognised as one of the most effective tools available to us in managing environmental risks such as flooding and heat waves. Greener neighbourhoods and improved access to nature can also improve public health and quality of life and reduce environmental inequalities.</p> <p>There may be significant opportunities to retrofit green infrastructure in urban environments. These can be realised through:</p> <ul style="list-style-type: none"> <li>• green roof systems and roof gardens;</li> <li>• green walls to provide insulation or shading and cooling;</li> <li>• new tree planting or altering the management of land (e.g. management of verges to enhance biodiversity).</li> </ul> <p>You could also consider issues relating to the protection of natural resources, including air quality, ground and surface water and soils within urban design plans.</p> <p>Further information on GI is include within The Town and Country Planning Association's "Design Guide for Sustainable Communities" and their more recent "Good Practice Guidance for Green Infrastructure and Biodiversity".</p>	<p>key objective and policy consideration set out in the Council's Local Plan. The Council is aware of the importance of Green Infrastructure provision and seeks provision on all new relevant development proposals.</p>
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	<p><b>Biodiversity enhancement</b>  This SPD could consider incorporating features which are beneficial to wildlife within development, in line with paragraph 118 of the National Planning Policy Framework. You may wish to consider providing guidance on, for example, the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment. An example of good practice includes the Exeter Residential Design Guide SPD, which advises (amongst other matters) a ratio of one nest/roost box per residential unit.</p> <p><b>Landscape enhancement</b>  The SPD may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green infrastructure provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider how new development might make a positive contribution to the character and functions of the landscape through sensitive siting and good design and avoid unacceptable impacts.</p> <p>For example, it may be appropriate to seek that, where viable, trees should be of a species capable of growth to exceed building height and managed so to do, and where mature trees are retained on site, provision is made for succession planting so that new trees will be well established by the time mature trees die.</p> <p><b>Other design considerations</b>  The NPPF includes a number of design principles which could be considered, including the impacts of lighting on landscape and biodiversity (para 180).</p>	<p>Biodiversity enhancement through, for example the provision of bat roosts is beyond the scope of this document, however the Council will seek take account of Natural England's comments where relevant to do so in future proposals.</p> <p>The document as currently drafted seeks to promote development of the public realm that conserves and enhances landscape and character. In addition, the Council has a number of objectives and policy principles set out within its Local Plan that seeks conservation and enhancement of landscape and character.</p> <p>Comment noted.</p>
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		<p>Strategic Environmental Assessment/Habitats Regulations Assessment</p> <p>A SPD requires a Strategic Environmental Assessment only in exceptional circumstances as set out in the Planning Practice Guidance here. While SPDs are unlikely to give rise to likely significant effects on European Sites, they should be considered as a plan under the Habitats Regulations in the same way as any other plan or project. If your SPD requires a Strategic Environmental Assessment or Habitats Regulation Assessment, you are required to consult us at certain stages as set out in the Planning Practice Guidance.</p> <p>Should the plan be amended in a way which significantly affects its impact on the natural environment, then, please consult Natural England again.</p>	<p>It is not considered that the document requires production of an SEA and / or HRA, as it is not setting out or proposing development. The document seeks to effectively manage development proposals through positive planning and sustainable development.</p>
The Rotary Club of Oadby	10 <sup>th</sup> February 2021	<p>The Rotary Club of Oadby gives, with no reservations, it's full support to the policies contained in the document and trusts that the Council will adopt it and ensure that any development which affects the Public Realm will meet all the requirements and objectives contained therein.</p> <p>We are supportive of the objective to have a Net Gain for Biodiversity and also of the Key Principles covering Walking Routes and Cycleways together with the recognition of the need for specific steel furniture in individual Conservation Areas.</p> <p>The Club is supportive of any initiative to improve the physical environment and has carried out planting in Oadby and is currently working in conjunction with the Rotary Club of Oadby Launde on a "Plastic Free Oadby" project. We note the reference under Oadby Core (para 8.34) that there is a need to improve East Street car park and we would support any actions to address this area, the appearance of which undermines the work carried out to date to improve Oadby's Town Centre.</p>	<p>The Council would like to thank the Rotary Club of Oadby for taking time to read through the consultation document and for responding to the consultation.</p> <p>The Council would like to thank the Rotary Club of Oadby for its support of the document.</p> <p>Comment noted.</p>

Historic England	11 <sup>th</sup> February 2021	<p>As the Government’s adviser on the historic environment Historic England is keen to ensure that the conservation and enhancement of the historic environment is fully taken into account at all stages and levels of the planning process.</p> <p>Historic England welcomes the aims and aspirations of the draft SPD. It offers real opportunities to conserve and enhance the historic environment through specific guidance for key settlements and centres, Conservation Areas, towpaths as well as for the wider borough.</p> <p>We would recommend that 'English Heritage' is replaced with 'Historic England' at para.5.17 in reference to <i>Streets for All (2018)</i>.</p>	<p>The Council would like to thank Historic England for taking time to read through the consultation document and for responding to the consultation.</p> <p>The Council would like to thank Historic England for its support of the document.</p> <p>Any references to English Heritage will be amended to Historic England.</p>
Local residents	11th February 2021	<p>Our views also obviously complement the extract on P.31 of the Consultation document: ‘Consider First/Consider Last’ from ‘Extract of Manual for Streets’. Key issues are:</p> <p>Pedestrians need to feel safe and relaxed when out and about. If we don’t, we are more likely to get in our cars if we have them (and once we’re in them, it’s easier to drive to more distant shops even if what we need is available locally) and add to the pollution and traffic – a vicious cycle. We were appalled to hear that the County Council turns down requests for crossings unless people have been killed. Does that criterion apply to any other public service? Must people die to prove it’s needed?</p> <p>Pedestrians shouldn’t be made to feel second class - they are not polluters, and deserve some level of priority. Yet all too often they have to wait through several traffic light cycles to get across signalled junctions. At Pelican crossings there is often a frustratingly long delay before the lights change meaning pedestrians have crossed safely long before the traffic is stopped (e.g. London Road between New Street and</p>	<p>The Council would like to thank the local resident for taking time to read through the consultation document and for responding to the consultation.</p> <p>The matter of requests to the County Council for crossings is beyond the scope of this document. However, as the document suggests throughout, the Council has the aspiration to put the pedestrian and other active travel modes above all other less sustainable modes of travel where relevant to do so. A key principle in encouraging active travel choices, is creating safe, efficient and high quality environments, which the document does advocate.</p> <p>As is mentioned in the comment, one of the key principles underpinning the public realm strategy is the Manual for Streets hierarchy of travel choices, which sets out the pedestrian at the top of the list as its first consideration.</p>

	<p>Wigston Road).</p> <p>A residents' and visitors' survey could help identify where crossings are needed. Examples in Oadby might include service and minor road junctions near the top of Brabazon Road and others near ASDA/BP Petrol station, Sandhurst Street, both ends of New Street west of the A6 and minor roads where London Road joins the A6.</p> <p>At junctions, in theory pedestrians have priority once they're in the road (HC8, HC170) though few motorists seem aware of this, But pedestrians have no right to cross while on the pavement except at formal crossings. For this reason there need to be plenty of proper crossing places, and safe ways to cross all roads at complex junctions.</p> <p>There need to be useful, attractive and green off-road routes for pedestrians. This needs to be in the local plan and enforced in all new-build schemes.</p> <p>Shared use paths are better if segregated. Cyclists should recognise pedestrian priority.</p> <p>Residential streets are not just through- and access- routes: Except in exceptional cases "20's plenty". A speed limit of no more than 20mph should be the norm in most residential streets.</p> <p>Police record crime figures by area. They have to be notified when there is an injury or fatality on the roads. They should collate and publish accident stats and help identify locations where road design needs improving.</p> <p>Car parks (includes supermarkets, Parklands, etc): Also one for the local plan, and relatively cheap. Once we leave our vehicles we are all pedestrians here and need safe routes across.</p>	<p>Although undertaking a survey is beyond the scope of this document, it could very well be a useful tool in gathering a communities needs if future proposals are proposed. The idea will be taken into account where relevant to do so.</p> <p>Active travel, high quality design and sustainable communities are key principles underpinning the Council's Local Plan. There are also a number of objectives and policy principles that set out the Council's requirements for all new developments, including open space provision and high quality public realm provision.</p> <p>Prescribing speed limits and number of injuries / fatalities on roads is beyond the scope of this document. Observations or comments in relation to speed limits and injuries / fatalities on roads should be reported to the Local Highways Authority.</p> <p>Although the provision of EV charging points is beyond the scope of this document, the Council is</p>
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		<p>All car parks need some designated EV charging points, though this should not be seen as a solution to traffic problems - there are still emissions at the generating stations and also from tyres and brakes. However much prices may come down, electric vehicles do nothing for traffic problems.</p> <p>For longer journeys (e.g between the 3 centres of Oadby, Wigston Magna and South Wigston, and their outlying estates) there need to be good off-road routes for cyclists and pedestrians, and also a much better public transport. The long promised public access to the paved path between the Brocks Hill Country Park board walk (unfortunately the board walk has been taken away!) and Tendring Drive to avoid crossing a muddy field is a vital link, and in some conditions the grassy Blakesley Road - Harrington Road - Church Nook link becomes almost impassable.</p> <p>The Outer Circle (40) is inadequate and doesn't reach into the estates. We need our own circulars and shuttles within the Borough and also to preserve and enhance public transport into Leicester and other locations in the county where people work, study or go for recreation. We need to learn to demand and to utilise public transport wherever possible rather than use private cars.</p> <p>All the above apply to all residents, but people with disabilities, low vision, learning difficulties, pushchairs, wheelchairs, mobility scooters particularly face unacceptable difficulties. As do children who in many cases could walk or cycle, learn independence and responsibility if we felt safe to let them travel locally independently - for errands, to recreational places and of course to school where worry about safety leads to another vicious cycle of unnecessary private cars clogging the roads! Youngsters should be encouraged to reclaim the streets. Preservation, augmentation and cultivation of green spaces including planting of trees in those areas and in streets</p>	<p>currently working to erecting EV charging points in a number of Council owned car parks in the Borough area.</p> <p>The scope of this document does not include the proposing of cycleway projects or public transport routes in and around the Borough.</p> <p>The document seeks to ensure that any area of public realm within the Borough is accessible to all and can be enjoyed by all. Ensuring accessibility to all is also a key principle of sustainable development.</p> <p>The purchasing of land is outside of the scope for this document,.</p>
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		<p>are lacking.</p> <p>The Council need to secure and enhance for the public, for posterity, the land around Washbrook/Fludes lane, north of Bluebell Close and east of Windrush Drive. The Borough desperately needs more green space. The area mentioned is hugely rich in flora and fauna; birds, butterflies, invertebrates, reptiles. It could provide extensive green lanes to various parts of Oadby, and recreation/wilderness space for humans and wildlife alike.</p> <p>The 2.5 acres of land for sale adjoining Lucas Marsh on Wigston Road/Washbrook Lane could be purchased by the Council for further green space. Perhaps the Council could consider supporting a community purchase of the land.</p> <p>For anything new to begin, someone has to make a start. Look what Greta Thunberg has achieved. Let's make our Borough the exception which makes the right decisions – even if it means standing up to serious opposition from the County Council regarding their shameful disregard of pedestrian safety, environmental pollution, and a healthier less stressful life for all. They claim to have recognised the need for action on the Climate Emergency!</p> <p>It can be said that various if not all of the above suggestions are impossible because of County Council and government restrictions. However, if we are to save our planet; if we are to live safer and healthier and greener lifestyles, then authorities need to take positive, radical action instead of relying on the status quo.</p> <p>HC (Highway Code) references are to numbered rules at <a href="https://www.highwaycodeuk.co.uk/">https://www.highwaycodeuk.co.uk/</a>. We found these recent reports but haven't had time to read them yet: From WHO: <a href="https://www.who.int/roadsafety/projects/manuals/pedestrian/en">https://www.who.int/roadsafety/projects/manuals/pedestrian/en</a> / From UK Parliament:</p>	<p>Comment noted.</p> <p>Comment noted.</p>
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		<a href="https://publications.parliament.uk/pa/cm201719/cmselect/cmtr ans /1487/1487.pdf">https://publications.parliament.uk/pa/cm201719/cmselect/cmtr ans /1487/1487.pdf</a>	
Local resident	11 <sup>th</sup> February 2021	<p>In response to the Public Realm consultation, I am delighted to see a commitment the prioritisation of pedestrians and cycles and would very much like to see this taken forward. The impact on wellbeing and the reduced impact on the climate would enhance the lives of many current and future residents.</p> <p>I have some reservations about shared street arrangements as, in my experience, they lead to pedestrians feeling on alert rather than relaxed, particularly those with small children and the hard of hearing. This could act as a deterrent to some of those who would otherwise choose to walk.</p> <p>Oadby is blessed with many small cut throughs and some wonderful walks, particularly in the Manor Road, Blackthorn Lane and Brocks Hill Park areas. The lockdown has seen increasing numbers using the interconnecting lanes and this could be further encouraged by establishing a hard path at the back of Uplands Park leading onto Manor Road. I would welcome the installation of high quality signage to highlight the routes through the town and to Wigston, and the addition of times as well as distances is an excellent idea.</p> <p>I would be particularly keen to see a solid path in place between Brocks Hill Park and the Meadows estate in Wigston running alongside Glenmere. I understand that the use of the school path is not possible and would therefore encourage the council to work in partnership with the farmer owning the Brocks Hill Park land running parallel to the school path in order to install a hard surface either through buying the strip of land or through a legal partnership agreement.</p> <p>The Borough operates in many ways as three separate towns and every effort should be made to make pleasant pedestrian and cycle routes available linking Oadby and Wigston. This cut</p>	<p>The Council would like to thank the local resident for taking time to read through the consultation document and for responding to the consultation.</p> <p>The reservations are noted. Safety of the pedestrians is vitally important to the Council and development that decreased safety would not be supported. The wording of bullet 3, 'Shared Streets and Home Zone Key Principles' has been amended to; <i>'3. The Borough Council will encourage and support the use of shared surfacing where relevant and safe to do so, and in appropriate locations only.'</i></p> <p>Setting out specific projects is outside the scope of the SPD document, however the suggestions will be taken into account should the Council propose future projects.</p> <p>Improving connections within the Borough is a key objective of the SPD document. It is also a key element of sustainable development. The Council is</p>

		<p>through would also make Parklands more accessible to Wigston residents and would make it far more likely that residents from both towns would go for walks to each other's centres, keeping spending power local and supporting the local economy.</p> <p>The creation of a sense of place would significantly add to the wellbeing of residents and the inclusion of benches and artwork in the centre of Oadby using natural materials, in keeping with the focus on nature through Brocks Hill Park and the Botanic Gardens, would be very welcome, and would lift the dominance of modern and bland shop buildings.</p> <p>Enhancing the natural beauty of the streets through tree planting and wildflower planting on verges and residential road edges would also encourage residents to walk for pleasure and to leave the car at home when shopping etc. I would suggest that a more informal, natural planting scheme would lend itself to green pockets and parks in Oadby rather than the more formal approach of areas such as Peace Memorial Park.</p> <p>The Parade lends itself perfectly to the development of pavement cafes in an evening and I would very much like to see this as part of the plan, with support made available to existing cafes in overcoming any barriers and the encouragement of new food businesses where possible when shops become vacant.</p> <p>The use of softer materials when creating or replacing hard surfaces would also be welcome.</p> <p>Finally I would like to commend the council on its forward thinking approach to the Public Realm and hope that some of the aspirations captured within it may be realised in the years to come.</p>	<p>committed to achieving sustainable development in all new development proposals.</p> <p>Improving the sense of place and character of each and every part of the Borough area is of great importance, and the SPD document seeks to continually improve character, quality and design through the principles that it sets out.</p> <p>Comment noted.</p> <p>The scope of the SPD document does not extend to vacant premises.</p> <p>Comment noted.</p> <p>Comment noted, and support welcomed.</p>
Wigston Civic	12 <sup>th</sup>	The Society considers one of its main aims is to promote an	The Council would like to thank the Wigston Civic

Society	February 2021	<p>attractive and well maintained public realm which will enhance the lives of residents and visitors to the Borough whether they be visiting for work or shopping.</p> <p>It is noted that this document is an update of the previous SPD and that its development has been limited because of Covid 19 restrictions.</p> <p><b>The Society is hopeful that an action plan will follow agreement of the SPD</b></p> <p>Generally speaking the Society supports the strategy in the SPD but would make the following comments:</p> <p>1 The words 'high quality' and 'no/low maintenance' do not go together, whereas we agree with the need for high quality, we feel that there must be planned and funded maintenance to maintain the high quality otherwise money spent on high quality goods will be wasted. The words 'negative burden' used in the strategy are not appropriate.</p> <p><b>There should be provision in the strategy for a well funded maintenance programme for the public realm.</b></p> <p>2 There are many examples of uneven and broken surfaces with different materials used after repairs often by utilities. We agree that more attention needs to be paid to this issue. However we are mindful that many matters affecting the public realm such as roads, footpaths, grass verges and the canal towpath are not under the ownership and therefore control of the Borough.</p> <p><b>There needs to be a strategy for dealing with the conflicting views of the County/Borough/Canal and Rivers Trust and private owners in terms of the public realm.</b></p> <p>3 There are many private yards to shops and other premises</p>	<p>Society for taking time to read through the consultation document and for responding to the consultation.</p> <p>Comment noted.</p> <p>High quality materials such as stone, stainless steel, and other similar materials, can be of high quality and because of their very composition can be virtually maintenance free.</p> <p>It is agreed, that any new or improved public realm should be appropriately funded from a capital and revenue perspective, to ensure its quality and longevity.</p> <p>Comment noted. Land ownerships are a challenge to improving areas of existing public realm, particularly those that do not comprise development proposals, however the Council will seek to engage with landowners to work proactively and constructively where it can.</p> <p>Comment noted. See above response.</p>
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	<p>which are on very prominent view to the public. Examples are Leicester Road shops which back onto the car park, the rear of Wigston arcade shops and the rear of Boots/ former Co Op store facing Paddock Street. The Borough should have a strategy for improving these situations. In the example of the shops fronting Leicester Road and backing onto the car park, there is no footpath to enable pedestrians having parked their cars to use the alleyways to reach Leicester Road, this causes danger.</p> <p><b>There must be a strategy for improving the rear of shops which are on public view.</b></p> <p>4 The rear edge of several areas of footpath are privately owned (eg in Leicester Road) and are uneven and unsightly. These need to be tidied up even if only to improve the experience of pedestrians and wheelchair/buggie users. It needs to be made easier to cross Leicester Road. The pedestrian lights are badly timed and more central refuges are needed.</p> <p><b>The public realm around Leicester Road, particularly footpaths must be enhanced.</b></p> <p>5 Street audits have been carried out by the Society in the past but it has been difficult to see that any reported action has been taken. We support street audits where street furniture and signs that are not needed or in poor condition can be identified and action taken. A good example is Long Lane between Bell Street and Paddock Street where there are barriers which serve no purpose whatsoever and should be removed.</p> <p><b>Organised street audits and action points must be established.</b></p> <p>6 The Lanes are quite rightly highlighted as a unique area in</p>	<p>Although setting out specific projects is beyond the scope of this SPD document, the Council will seek to improve town centre areas, through development proposals identified in, and planning policy set out in the Local Plan.</p> <p>Comment noted.</p> <p>Comment noted.</p>
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	<p>such an urban location. There needs to be improved maintenance to hedges that become overgrown and to surfaces, Blunts Lane surface is particularly poor.</p> <p><b>Publicly and privately owned hedges must not be allowed to overhang lanes and footpaths.</b></p> <p><b>The surfaces of the Lanes and other footpaths including the canal towpath must be well maintained.</b></p> <p>7 The impact on the public realm of shop closures should be highlighted in the Strategy. Empty shop premises have a huge impact on the street scene which is what people see and which helps to form their opinions and views. The empty shop numbers are increasing partly as a result of the pandemic, but there are some long term empties such as Heards butchers and the Nat West Bank. The Borough should have a strategy for encouraging new owners (It is acknowledged that a few new shops have opened recently). New uses should be identified which, in the current climate, should concentrate on services and voluntary groups rather than retail. Strategies need to be included for the future of the Record Office and the land to the rear of Mr Cox's shop on Leicester Road both of which have huge potential. These places must be incorporated into the public realm for local people and visitors who in future will not be visiting just for the shopping.</p> <p>New uses for empty buildings could include:</p> <ul style="list-style-type: none"> <li>• Home working space with hot desking/computer and internet facilities for local people that have to work from a home where there is insufficient space.</li> <li>• Craft workers space</li> <li>• Cyber cafes</li> <li>• Community services for the elderly, disabled and mentally disabled people, young people</li> <li>• Community fridge and locally sourced food sales donations</li> </ul>	<p>The Council is currently liaising with the Canal and Rivers Trust, to ascertain to what extent the Council can help with improving canal towpaths.</p> <p>Retail closures and vacant units is beyond the scope of this SPD document.</p>
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		<ul style="list-style-type: none"> <li>• Self storage units</li> </ul> <p><b>Strategies should be developed to encourage new uses for empty privately owned shops and land.</b></p> <p>8 Connectivity should be improved and installed in new developments. The original Meadows estate has many paths and cut throughs as well as green areas with original hedgerows and trees.</p> <p><b>The connectedness of the Meadows should be replicated elsewhere.</b></p> <p>9 There have recently been some cases where links could have been established but have not occurred. Examples are the new Meadows, (Newton Lane estate) which could have linked to Wigston Harcourt through Mablowe Field green space. Clarence Fields (and by implication Thornhill Fields and that part of the new Meadows near Kilby Bridge) could have linked to Tythorn School and Little Hill shops and services by an existing Green Way. The lack of this last possible link will cause a two mile drive to the school. Green lanes are mentioned in the strategy and Meres Walk should be included.</p> <p><b>Opportunities for links between new developments should not be lost. Meres Walk should be included as a green lane.</b></p> <p>10 There is a lack of signing of walkways, cut throughs and local attractions.</p> <p><b>Local signage for pedestrians and cyclists must be improved.</b></p> <p>11 One of the biggest impacts on the public realm is the lack of attention to grass verges. It is acknowledged that this work is not under the control of the Borough but it must be</p>	<p>Connectivity is a key element of sustainable development and a key objective of the SPD document. The Council seeks sustainable development on all new development proposals.</p> <p>Mention of Mere Walk as a green lane in Wigston has been inserted in the bullet list below paragraph 8.59.</p> <p>The improvement of signage and connectivity is a key objective of the SPD document.</p> <p>Throughout the document, there are references to the role that grass verges play in softening urban form, however the scope of the document does not include a strategy for grass verges.</p>
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		<p>improved.</p> <p><b>There must be a strategy for the process of improving the standard of grass verge maintenance.</b></p> <p>12 There is a national need for more trees to be planted. The Borough should take more opportunity to meet this need. It is acknowledged that there are some difficulties in tree planting at the side of roads because of underground services, but this must not be made an excuse. The establishment of wild borders around parks and green spaces should be considered and advantage taken of the offer of free trees from certain organisations. The proposed SPD should be strong on this point</p> <p><b>There must be a strategy to increase tree planting on land owned by the Borough and on other land where the Council can influence such action. Applications to the Woodland Trust for trees should be included in any action plan.</b></p> <p>13 As is stated in the proposed strategy, the public realm in South Wigston looks tired and poorly maintained. Car parking is a problem and such facilities near the station could improve the use of trains. The Home Zones proposed for the streets north and south of Blaby Road must have suitable provision for residents' cars.</p> <p><b>The strategy for establishing Home Zones in South Wigston must include early consultation with residents and suitable car parking arrangements.</b></p> <p>14 Connectivity is not good in South Wigston. There is no footpath from Wright Way to Bennett Way linking to the college and Tesco, Lidl and Wickes. It is not possible to use Tansley Avenue as a link to the Pochins Bridge estate.</p>	<p>Comment noted.</p> <p>The Council is aware of the importance of trees in the public realm. Due to this, trees and tree planting is referenced numerous times throughout the SPD document. There is also a specific key principle chapter on trees and planting. The Council will seek to plant trees at every relevant opportunity.</p> <p>Comment noted. Any proposals that the Council put forward in the future would include widespread public consultation. Community engagement is a key part of the development process.</p> <p>Connectivity is a key element of sustainable development and a key objective of the SPD document. The Council will seek to improve connectivity at every available opportunity.</p>
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	<p><b>The strategy must include provision for opening up pedestrian links in all areas.</b></p> <p>15 Blaby Road in general is included in the description of looking tired.</p> <p><b>The strategy for improving Blaby Road must be as strong as possible.</b></p> <p>16 Shared public realm space for pedestrians and cyclists should be promoted and provided wherever possible with appropriate education for users. It would seem that opportunities have been lost on the Welford Road approaching Kilby Bridge near the three new estates in that area. There must also be more attention to the provision of bus services and bus stops to these estates.</p> <p><b>The strategy must strengthen the Borough's influence on shared pedestrian/cycle routes and bus services/stops. Reference should be made to the Leics CC Rights of Way Improvement Plan and to the Leicestershire Local Access Forum and links should be made to Leicester City cycling routes.</b></p> <p>17 There is reference to the importance of public art and the need to establish walking routes and to encourage walking. Wigston Civic Society, as part of its aim to enhance the environment, in conjunction with Greater Wigston Historical Society, have completed or been part of several projects to highlight historic features in the Borough and to encourage walking. Examples include:</p> <p>The Two Steeples 10 mile circular walk</p> <p>The Blue Plaques Trail</p> <p>Information Boards at: Peacock Place, Bell Street, the Pinfold,</p>	<p>Comment noted.</p> <p>A general reference to achieved public realm works has been added at paragraph 5.21. The sentence states;</p> <p><i>'5.21 Acknowledgement is made of the work that has already been undertaken to the Borough's public realm, since the publication of the Council's first Public Realm Strategy SPD. Improvement schemes include; complete public realm improvement works to Bell Street in Wigston and The Parade in Oadby; public information and heritage boards throughout the Borough; heritage trails; and, public art works.'</i></p>
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		<p>the Horse and Trumpet, the site of the Lancaster Bomber crash.</p> <p>A trail based on Orson Wright in South Wigston is available but is not yet signed on the ground.</p> <p>The Societies have discussed a piece of public art for Wigston but this did not go ahead but could be resurrected. It was involved in the latter stages of the Peacock Place piece of public art.</p> <p>The historical society has produced four DVDs about Wigston and South Wigston which could be linked to signed walking trails.</p> <p><b>Projects to enhance the public realm already completed by the Civic and Historical Societies should be highlighted in the SPD which should also encourage further work in this area by voluntary groups.</b></p>	
Environment Agency	12 <sup>th</sup> February 2021	<p>Thank you for giving the Environment Agency the opportunity to comment on the Public Realm Strategy Supplementary Planning Document. Having reviewed the submitted information we are of the opinion that there are no issues discussed which fall within our remit and therefore on this occasion we have no comment to make.</p>	<p>The Council would like to thank the Environment Agency for taking time to read through the consultation document and for responding to the consultation.</p>
Leicestershire County Council	15 <sup>th</sup> February 2021	<p><u>General comments</u></p> <p>Understandably there is no reference to the impact of Covid-19 but I do think that the document needs to be amended to include this. With an increasing number of people living in our Town Centres and hence the need to exercise in these spaces – whether this be walking, running or cycling or even exercise classes outside, the need for Urban shared spaces is vital. The pandemic has demonstrated that the more space there is, the better, to allow for social distancing and queueing outside</p>	<p>The Council would like to thank the County Council for taking time to read through the consultation document and for responding to the consultation.</p> <p>It is considered that because this SPD document could be in use for a number of years, referencing Covid-19 and social distancing could render it out of date in the near future. It should be noted that this SPD document is just one of a plethora of guidance documents whether it be at a local or national level.</p>

		<p>of shops and services and for safe operation of an increase in delivery and click and collect services.</p> <p>With the number of retailers decreasing as many of the chains go into administration it is going to be a difficult few years as many larger footprint stores need to be re-purposed. The need to keep the Town Centre attractive, clean and vibrant whilst there are an increasing number of vacant units is going to be a challenge. Many articles state that Town Centres need to re-invent themselves as places for experiences and events and this will mean that open spaces and public realm become of increasing importance.</p> <p>There appears to be a lot of repetition in the document and there is no clear prioritisation of any of the areas within each town centre. Given that the amount of developer contributions and /or external funding is likely to be small in terms of the total ask, this would be helpful. If a number of priority schemes had been worked up in detail they would both serve as examples and be “Shovel Ready schemes” should funding be forthcoming.</p> <p>Many of the images included in the document are from larger cities and are very ambitious in scale and investment. It would have been better to be more realistic about what can be achieved.</p> <p>The document needs to include much more on soft landscaping and tree planting given the climate emergency that we currently face. The document mentions net gain in biodiversity and yet does not appear to act on this or positively demonstrate how bio-diversity corridors will be created.</p> <p>There is no mention in the Town Centres of Urban Gardens (although I acknowledge it is within the parks section) where people can grow vegetables to increase the involvement of the community rather than formal soft planting. Often areas of</p>	<p>Comment noted.</p> <p>Setting out priority schemes is beyond the scope of this SPD document. The document sets out key principles and objectives that future public realm schemes should seek to conform to.</p> <p>Comment noted.</p> <p>The importance of soft landscaping and tree planting in the public realm is referenced throughout the SPD document. In addition, demonstrating the creation of bio-diversity corridors is beyond the scope of this SPD document.</p> <p>Although the SPD document does not mention Urban Gardens, it does not preclude the provision of such. The SPD document is a vision document that sets out key principles and objectives, rather than</p>
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	<p>planting are poorly maintained in town centre and by giving larger areas over to the Community this could be a way of ensuring their maintenance.</p> <p>There is also a need to include the difference between public and private land in the illustrations, although there is an acknowledgement that individual businesses may need to contribute to schemes if they own part of the highway outside their premises.</p> <p>The document highlights that Bell Street in Wigston and the Parade in Oadby are examples of high-quality public realm but there is little to suggest that any new scheme that may come forward adjacent to these needs to be complimentary and to tie in with it.</p> <p>I agree that street clutter should be reduced where possible and that a signage audit is essential. It should be acknowledged that if the desire to see as much street lighting as possible be attached to buildings, rather than free standing poles, then there will be an additional cost required for this from way leave costs, to the building's owners.</p> <p>There is no mention of additional street furniture e.g. bike racks needed at entry points to the Town Centres or additional bins being required all over the borough if there is a cluster of takeaways for example. The use of buildings needs to be thought about.</p> <p>There are a lot of issues with regard to maintenance – there appears to be little mention of the fact that if non- standard materials and street furniture are included in a scheme, this increases the maintenance costs and should include that commuted sums, will be required to pay for the maintenance. I think it needs to include who is responsible for each items maintenance and highlight that in high footfall areas sometimes this may require an additional litter pick or weed</p>	<p>policies.</p> <p>The objectives and principles set out in the SPD document would apply to all development proposals regardless of land ownership.</p> <p>An additional sentence is to be added within the Oadby centre and Wigston centre principle sections where relevant, suggesting that development proposals should be complementary to works already achieved along Bell Street and The Parade.</p> <p>Comment noted. Any potential costs would be taken account of during the decision making process rather than this SPD document. If the costs rendered a proposal unviable it wouldn't be appropriate to continue with such proposal.</p> <p>Setting out specific proposals is outside of the scope of this SPD document.</p> <p>Throughout the document, there are references suggesting that public realm should be of the highest quality, but as maintenance free as possible. To ensure clarity, an additional bullet is being added to the 'Wider Borough Public Realm Key Principles' stating;</p> <p><i>'7. All public realm proposals should be of the</i></p>
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		<p>spray, which may have to be paid for by the businesses, as some towns with BID's already do.</p> <p>There is no comment at any point through the document to the management of waste materials or the impacts of waste etc. e.g. in respect to the use of materials and managing the effects on the environment. Mismanagement of waste can also give rise to Carbon emissions and pollution so it is considered the document would benefit from some level of acknowledgement of this.</p> <p>Safe school routes should include plantation to help reduce carbon monoxide from vehicles needs to be considered.</p> <p>Overall, there could be more emphasis on building biodiversity into the design of buildings (hard and soft solutions). More examples within the document of where this is achievable.</p> <p>Public and private land boundaries need to be taken into consideration and will have an impact on delivery of new projects.</p> <p>I welcome the use of attractive images within the document to illustrate design aspirations but some I find a little misleading – I would suggest that images need to reflect areas of similar size and scale to those in Oadby and Wigston e.g. para 12.1 image shows High quality surfacing materials in Derry which has over twice the population of Oadby and Wigston combined.</p> <p>The ambition to improve the quality of public realm in broadly welcomed. However, the document should take a holistic approach that more strongly focuses on the ability to maintain quality over time. There do appear to be some contradictions. On the one hand the document calls for more signing to aid</p>	<p><i>highest quality, accessible to all and be as maintenance free as possible.'</i></p> <p>In addition, Chapter 14 refers to maintenance.</p> <p>It is considered that waste materials, the impact of waste and mismanagement of waste is beyond the scope of this SPD document. However, any development proposal would need to conform to policies and objectives set out within the Council's Local Plan and any other relevant national policy and guidance or County Council guidance.</p> <p>Comment noted.</p> <p>The design of buildings is beyond the scope of this document.</p> <p>Comment noted.</p> <p>The SPD document highlights examples of high quality public realm. The size of an area / town / environment that the public realm is situated, should not have a bearing on its quality. Small areas can still be areas of high quality design and material use.</p> <p>The key message of the SPD document when it comes to signage, is that only signage that is helpful, clear and required, should be placed within the public realm. Helpful and clear signage can aid movement and connections, whereas an essential</p>
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	<p>walking and cycling, whilst on the other calling for less signing to be provided to reduce 'clutter'. Care needs to be taken with the use of language such as "will be permitted" or "will be agreed by the Borough Council" where such matters are not within the responsibility of the Borough Council, e.g. it is not the highway authority. The document should be reviewed to ensure the appropriate use of language, e.g. where the Borough Council is not the responsible authority it would be more appropriate to say something like the "Borough Council will support".</p> <p>We will be removing the concept of Home Zones from the next revision to LHDG and therefore any reference to Home Zones should be removed unless these areas are to remain private and not offered for adoption.</p> <p>The use of high-quality materials, SUDS &amp; bespoke lighting is not a problem in areas that are privately maintained. However, within the extents of the public highway use of any non-standard materials/street furniture/landscaping should be previously agreed with the Local Highway Authority and will attract commuted sums for future maintenance. It is also worth noting that Leicestershire County Council are not an adopting body for SUDS, and any SUDS will need to be privately maintained/managed.</p> <p><u>Page 4, paragraph 3.5</u></p> <p>Aim to achieve net-gain in biodiversity mentioned here but needs more follow through within the document.</p> <p><u>Page 5. Paragraph 4.1</u></p> <p>Although mentioned later in the document, there is no reference here to utility companies. Should this paragraph include a separate heading, along the lines of 'Those carrying out other works that affect the public realm', including at least</p>	<p>message can be lost if there is a plethora of unnecessary signage.</p> <p>The term, 'permitted' has been replaced with 'supported' where relevant.</p> <p>Comment noted. Reference to 'Home Zones' has been removed.</p> <p>Comment noted.</p> <p>The principle of biodiversity net gain is enshrined within in sustainable planning and sustainable communities. In addition, it is considered that the SPD document makes reference to biodiversity net gain as far as it can.</p> <p>Comment noted. Reference to utility companies is now made under paragraph 4.1.</p>
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		<p>utility companies but also the Borough Council with its responsibilities for maintaining parks and off-street carparks?</p> <p><u>Pages 11 and 26, paragraphs 7.3 and 8.52</u></p> <p>Major scheme refurbishment may not always be necessary – cleaning and general tidy up might be enough here.</p> <p><u>Page 11, paragraph 7.3</u></p> <p>The document highlights that the last major scheme carried out in South Wigston was in 2007 and that these needs to be re-done. This is unrealistic to expect a major scheme to be re-done in this time frame, especially given the financial pressures that local authorities are currently up against.</p> <p><u>Page 12, paragraph 7.7</u></p> <p>The statement; “As the County Council is responsible for and oversees all works to the highway, the Borough Council will work closely with them to improve the standard of all reinstatement works”, is not entirely accurate as, for example, utility companies are also responsible for works to the highway. Specification for the Reinstatement of Openings in Highways Fourth edition – Utilities must reinstate the roads to certain standards to ensure they do not shorten their life or create uneven running surfaces. This statutory code of practice, published under Section 71 of the New Roads and Street Works Act 1991, is key to achieving these aims.</p> <p><u>Page 12, paragraph 7.12</u></p> <p>Whilst the sentiment of the statement “The key is to ensure all users of a space are doing so in harmony” is to be supported, the Strategy contains little about addressing the needs of the visually impaired, particularly in respect of shared spaces.</p>	<p>Comment noted. It is considered that ‘refurbishment’ takes account of this.</p> <p>Comment noted.</p> <p>Comment noted. The sentence at paragraph 7.7 has been revised to now read – ‘<i>The standard of reinstatement works will be managed appropriately.</i>’</p> <p>An additional bullet has been added to ‘Wider Borough Public Realm Key Principles’ –</p> <p><i>‘7. All public realm proposals should be of the highest quality, accessible to all and be as maintenance free as possible.’</i></p>
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	<p><u>Pages 12 and 13, paragraphs 7.10 and 7.17</u></p> <p>Providing attractive, well designed and green public spaces can provide vital reasons for visitors to spend time within the town and subsequently increase consumer spending.</p> <p><u>Page 13, paragraph 7.16</u></p> <p>There are significant underground services in the public highway as well as overhead lines and CCTV equipment within Oadby/Wigston that will restrict where certain features can be located (trees / signs / cycle stands etc.). This needs careful consideration and investigation. This also applies to underground drainage systems e.g. highway, private or other culverted ordinary watercourse.</p> <p><u>Page 13, paragraph 7.16</u></p> <p>Talks about CCTV and safety and security, but it needs to recognise that the increased use of soft landscaping to make areas more attractive, could act against the CCTV with areas of planters causing obstructions and places to hide causing anti-social behaviour.</p> <p>Page 14, paragraph 7.20</p> <p>Again, the sentiment of the statement “The benefits of protecting and enhancing the natural environment have become more important with the effects of Climate Change and the loss of Biodiversity. To help improve the natural environment the Council will aim to achieve a net-gain for biodiversity through all public realm improvements across the Borough.” Is to be supported, it would be useful if the Strategy could give some practical examples of what this means, give the wide embrace of ‘public realm’.</p> <p>Need to expand on how the Council will aim to achieve a net-</p>	<p>Comment noted.</p> <p>Comment noted.</p> <p>The ‘Trees and Planting Key Principles’ clearly sets out that trees should not obscure signs, lighting, cctv and / or views.</p> <p>A net gain in biodiversity can be achieved in a number of ways and by many different measures. The concern with being prescriptive or setting out examples is that they become the ‘norm’ or could be seen as the ‘token gesture’ to achieving net gain. Any proposed public realm scheme must embrace the entire concept of biodiversity net gain within its design rather than merely placing a specific element within it.</p> <p>The SPD document defines public realm as - ‘<i>Public</i></p>
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	<p>gain for biodiversity through all public realm improvements across the Borough.</p> <p>Mentions Biodiversity net-gain across all public realm improvements-does this include privately owned buildings and spaces that interact with the public realm through the planning system?</p> <p>Includes little on tree planting and the need to maximise the use and numbers of native species.</p> <p><u>Page 17, paragraph 8.15</u></p> <p>Bell Street in Wigston and the Parade in Oadby have been illustrated as examples of consistent high-quality public realm – important that any new adjacent schemes complement and reflect the design and materials used.</p> <p><u>Page 18, paragraph 8.20</u></p> <p>We need to encourage developers to move away from using modular paving materials. Although they look appealing, they are considered a maintenance liability and the majority of 3<sup>rd</sup> party injury claims arise from this type of footway surface material. The fees paid out to claimants for these types of insurance claims are generally paid for out of the Councils public funds, this is money that could be better spent replacing highway assets. Manufacturers of modular paving slabs or blocks regularly change their products to attract customers. But this means that older produce is made obsolete. Highway Safety Inspectors always have issues where modular paving has perished or broken and has to be replaced for the safety of highway users, but generally they find it difficult to locate the manufacturer, or another manufacturer providing similar style of product. Therefore, to make the footway safe, they remove the damaged/broken slab or block and fill the void with asphalt. Initially, this ensures that the footway is safe for</p>	<p><i>spaces between buildings and structures, or alongside side watercourses, that are of the built and/or natural environment, that are open and accessed for free by the public</i>. It does not include privately owned spaces or buildings that are not freely usable by the public.</p> <p>Comment noted.</p> <p>It is considered that only using asphalt within public realm areas wouldn't be supporting of and / or promoting high quality design and use of materials. To improve the character, dwell time, or appearance of an area, design must be of high quality and interesting. Although it is suggested that asphalt is easy to implement and maintain, if the appropriate maintenance scheduling and the appropriate maintenance funding is set aside, modular paving slabs shouldn't be seen as a burden.</p> <p>Notwithstanding the above, any proposals that involved County Highway land would need to be agreed with the County Council prior to commencement.</p>
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	<p>pedestrians, but quickly becomes an eyesore as more paving slabs/blocks degrade. It also takes the Inspector time to research manufacturers catalogues to try and find a replacement, but they are usually unsuccessful. Leicestershire County Council recommend that asphalt is used wherever possible. This is because Asphalt is easily obtainable, it can be sealed to reduce deterioration and water ingress and can be easily replaced, repaired or recycled.</p> <p><u>Page 24, paragraph 8.39</u></p> <p>You report the pavements have been haphazardly repaired or reinstated. LCC have a duty to ensure they are maintained in a safe condition. We are not provided sufficient funding to resurface roads, or footways because they are deemed to be aesthetically un-appealing.</p> <p><u>Page 26, paragraph 8.52</u></p> <p>The photos show two footways that appear to both be in excellent condition, yet the photo on the left states that maintenance work is needed.</p> <p><u>Page 27, paragraph 8.55</u></p> <p>Same comment as for paragraph 8.20</p> <p><u>Pages 26 and 27</u></p> <p>The illustrations on P26 are misleading and not good examples, as are the ones on P27 – this is a residential street where a corner treatment has been carried out to include the tactile crossing points. It is unrealistic to expect every street to be totally re-laid in high quality materials.</p> <p><u>Page 30</u></p>	<p>Comment noted.</p> <p>Comment noted.</p> <p>Same response as to comment relating to paragraph 8.20.</p> <p>Comment noted.</p> <p>Logical and legible is referring to public realm areas that are not confusing and are easily navigable</p>
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	<p>Terminology for the 5 themes is confusing - what does Logical and Legible mean? High Quality mentioned three times. I would have thought that the Vision should include for connected green spaces as well.</p> <p>Chapter 9 and the Vision for the Public Realm and the 5 themes needs to include Green Landscaping. What does “logical and legible” mean? ” High quality” is mentioned twice?</p> <p><u>Page 30, paragraph 9.1</u></p> <p>It is suggested that the vision should also include an additional bullet: “Supported by a long-term maintenance strategy” (The Strategy highlights examples where public realm has been improved in the past but is now in need of maintenance work.)</p> <p><u>Pages 30 and 47, Chapter 9 and 12, paragraphs 12.35-8</u></p> <p>I would recommend that somewhere reference is made to public realms that:</p> <ul style="list-style-type: none"> <li>• Provide a mosaic of habitats including native nectar rich species as far as possible and demonstrates a net gain for biodiversity across the area.</li> <li>• Retains natural features wherever possible and one that considers opportunities for connecting existing and proposed habitats to the wider area.</li> <li>• Include species rich grassland (a priority species for Leicestershire). I would also like to see the inclusion of habitats that are most beneficial to invertebrates, pollinators and other wildlife as far as possible. Uses SUDS wherever possible.</li> <li>• Incorporates integral bird and bat boxes as part of new</li> </ul>	<p>without the need for an abundance of unnecessary signage for example.</p> <p>‘Public open spaces’ refers to all open spaces that are freely accessible to the public. The definition in the SPD document on page 3 includes areas that are included.</p> <p>It is considered that mentioning the need for a long term maintenance strategy within the Vision would not be appropriate, however long term maintenance strategies should be agreed for each public realm scheme or proposal that comes forward to ensure its quality and longevity. In addition, Chapter 14 refers to maintenance.</p> <p>It is considered that bullet 1, 3, 4 and 5 are beyond the scope of this SPD document. However, an additional bullet has been added to ‘Wider Borough Public Realm Key Principles’ –</p> <p><i>‘8. Where relevant, public realm proposals should retain natural features and proposed habitats should be well connected to existing habitats.’</i></p>
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		<p>building design. I would also suggest that consideration is given to installing bird nesting and bat roosting boxes on existing mature trees (if suitable) and in accordance with Ecologist recommendations, to enhance areas for bird and bat roosting.</p> <ul style="list-style-type: none"> <li>• Investigate opportunities for the creation of food production areas in accordance with the Soil Association's 'Food for Life' recommendations.</li> </ul> <p><u>Page 31, paragraph 9.5</u></p> <p>The user hierarchy giving priority to the pedestrian is to be commended. Given the move to sustainable travel there is no mention of electric vehicle charging points or bike charging points being installed, as part of any new scheme. There is also a lack of innovative thinking around including items such as 5G on lamp columns which can then be utilised to send out community messages in a similar manner to free Wi-Fi in Town Centres.</p> <p><u>Page 32, paragraph 9.11</u></p> <p>Generally, agree with sentiments but the para is confusing. The Borough will ensure that all new public realm and all new public realm regeneration projects will have a Biodiversity net-gain. This must be of high-quality design...?</p> <p><u>Page 34, Chapter 10</u></p> <p>It would be useful to understand the Borough Council's priorities and potential timescales for delivering public realm improvements.</p> <p><u>Pages 34 to 36, paragraphs 10.1 to 10.16</u></p> <p>The Overall Principles and Policies should include a section on</p>	<p>Comment noted.</p> <p>Comment noted. Paragraph 9.11 has been reworded.</p> <p>The SPD document does not set out projects or schemes, it sets out objectives and principles that public realm schemes should be seeking to deliver.</p> <p>Comment noted. This section has been re-titled to fit better within the document. Maintenance is referred</p>
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	<p>dealing with long-term maintenance of public realm, including through the putting in place of agreed and funded maintenance strategies (as appropriate drawing on best practice from the examples of public realm enhancements cited in the Strategy).</p> <p><u>Page 37, paragraph 11.4</u></p> <p>Given that on page 15 of the Strategy it is stated that: “A large proportion of the area is also designated public car parking (Junction Road). This area provides a very poor impression of the town centre to visitors.”, it is perhaps surprising that enhancement of the car park is not included as a specific Key Principle.</p> <p>Materials should be highest quality? They should be sustainable, easy to maintain, easy to clean, easily accessible, without un-evenness, provide good drainage and a consistent surface.</p> <p><u>Page 38, paragraph 11.7</u></p> <p>Unless road signs or road markings are there for safety reasons.</p> <p><u>Page 40</u></p> <p>Same comment as for paragraph 8.20. Assets should be easy to maintain, and replace, not bespoke expensive designs. Expensive ‘gold plated’ assets should attract higher commuted sums to allow LCC to replace such items.</p> <p><u>Page 40, table 1</u></p> <p>Table 1 is far too generic and again if specific schemes were prioritised and drawn up including material choices this would</p>	<p>to throughout the ‘Ways of Achieving the Vision’ section. Long term maintenance strategies should be agreed for each public realm scheme or proposal that comes forward to ensure its quality and longevity. In addition, Chapter 14 refers to maintenance.</p> <p>The SPD document is just one of many guidance documents that supplements the Council’s Local Plan. The Local Plan sets out the objectives and policies for specific areas within the Borough area, including Wigston town centre.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Additional wording has been added to suggest that all elements of the public realm should require little or no ongoing maintenance.</p> <p>Setting out specifics is beyond the scope of this SPD document. Each and every area of public realm in the Borough can have its own character, therefore being too descriptive and being too</p>
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		<p>be more helpful to developers etc.</p> <p><u>Page 42, paragraph 11.18</u></p> <p>Planting of trees in the highway should follow LCC's Tree Management Strategy</p> <p><u>Page 44, paragraph 11.29</u></p> <p>Street Lighting will be as standard unless paid for by the Public Realm scheme, but bespoke or ornate lighting columns should be avoided unless enough commuted sum is provided for its maintenance/replacement.</p> <p><u>Page 45, table 2</u></p> <p>Same comment as for paragraph 8.20. All Highway Assets will be made of standardised materials unless paid for by the Public Realm scheme, but bespoke furniture or ornate lighting columns should be avoided unless a sufficient commuted sum is provided for its maintenance/replacement. Otherwise when they fail, they will be repaired/replaced using standardised materials.</p> <p><u>Page 47, paragraph 12.1</u></p> <p>Consideration must be given to long term maintenance with limited budgets and avoidance of materials that are likely to be a potential trip hazard later in the asset's lifespan.</p> <p><u>Page 47, paragraph 12.2</u></p> <p>Permeable surfaces allow water ingress which during winter (due to freeze thaw) cracks and expands surface materials leading to early life failure.</p>	<p>specific to one certain way of doing things could hinder high quality design and innovation that enhances character.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Long term maintenance strategies should be agreed for each public realm scheme or proposal that comes forward to ensure its quality and longevity. In addition, Chapter 14 refers to maintenance.</p> <p>Development not contributing towards surface water run-off or flooding is a key aspect of sustainable design. In addition, it is a key objective of Severn Trent who suggests that drainage and surface water should be dealt with at source.</p>
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	<p><u>Page 48, paragraph 12.6</u></p> <p>Whilst I welcome the high-quality design and materials, it is also important to consider ongoing / long-term maintenance. As non-standard materials can be more costly to maintain, suitable resources should be secured to fund ongoing long-term maintenance</p> <p><u>Page 51, paragraph 12.18</u></p> <p>“According to the Department for Transport there is no underlying need to provide road markings or signage”. With reference to the general on care about use of language, the Borough Council is not the local highway or traffic authority. To clarify, the Traffic Signs Regulations and General Direction 2016 stipulate the mandatory signs and lines that are to be provided within the highway. Subject to compliance with the Directions, it is for the traffic authorities to determine what signing is necessary to meet the duties of the Road Traffic Act 1984 and Part 2 of the Traffic Management Act 2004.</p> <p><u>Page 51, paragraph 12.19</u></p> <p>I would like to see the introduction of new signage be minimized wherever possible in order to reduce street clutter and improve the visual quality of the area – a comprehensive signage (and street furniture) audit is vital –could any of the proposed signage be incorporated on existing posts/ lamp columns/ buildings (additional way leave costs if signs or lighting is installed on buildings might need to be budgeted for). New co-ordinated signage is vital for successful public realm and to emphasise new public open spaces and destinations and to enable people to move easily through an area.</p> <p><u>Page 51, paragraph 12.17</u></p>	<p>Being as maintenance free as possible is referred to in the ‘Street Furniture Key Principles’. Long term maintenance strategies should be agreed for each public realm scheme or proposal that comes forward to ensure its quality and longevity. In addition, Chapter 14 refers to maintenance.</p> <p>Sentence has been removed to avoid any confusion.</p> <p>Comment noted.</p> <p>The SPD document is just one of a plethora of guidance documents whether it be at a local or</p>
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	<p>Refer to LRERC Guidance on Lighting  <a href="https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2016/8/22/LRERC_Bats_lighting.pdf">https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2016/8/22/LRERC_Bats_lighting.pdf</a></p> <p><u>Page 51</u></p> <p>Same comment as paragraph 8.20 and page 45 Table 2 above. Lighting should be functional not bespoke.</p> <p><u>Page 53, paragraph 12.24</u></p> <p>I would like to have seen more reference to the environmental aspects of design — relating to renewable energy, adaption to climate change etc. and the associated cost implications. I welcome the emphasis on encouraging pedestrian walking routes and cycleways but given the move to sustainable travel there is no mention of electric vehicle charging points or bike charging points being installed, as part of any new scheme.</p> <p><u>Page 55</u></p> <p>It would be helpful for the document to clarify who would be responsible for the maintenance of any public art. Additionally, whilst such can be of benefit in improving the public realm, equally it can pose a road safety distraction/hazard if inappropriately placed. The document should reflect that care is required in locating any art to have creating road safety issues.</p> <p><u>Page 60</u></p> <p>Planting of trees in the highway should follow LCC's Tree Management Strategy</p> <p><u>Page 64, paragraph 12.48</u></p> <p>It should be noted that any implementation of grass verges or</p>	<p>national level.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>An additional sentence has been added to 'Public Art Key Principles' bullet 1 – '<i>Public art should be sited as to not pose a road safety distraction.</i>'</p> <p>Comment noted.</p> <p>The sentence has been reworded for clarity. The sentence now reads – '<i>It should be noted that any implementation of grass verges or street trees etc,</i></p>
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	<p>street trees etc should not be implemented if they will significantly increase maintenance burden. I do not agree, should be a priority – see item referenced on page 30 &amp; 47 above.</p> <p>The Council should define what ‘significantly increase’ means. It is not clear what this is getting at. Are they comparing the costs for grass cutting with the current specification which is not wildlife friendly?</p> <p><u>Page 64, paragraph 12.47</u></p> <p>Footways could be made from permeable paving solutions to reduce flooding in storm water drains.</p> <p><u>Page 67</u></p> <p>No consideration for visually impaired. Shared spaces are a difficulty for blind and partially sighted people, the removal of street furniture (which they might use as navigation aids), particularly guard rail around crossing points can be an issue. Long cane users generally use the kerb edge to find where the road starts, or to direct them to the tactile crossing point to cross the road safely. So shared space environments might prove to be a dangerous design to navigate around and latest recommendation suggest shared spaces should be avoided. The Daft has also called time on this type of design: <a href="https://www.highwaysmagazine.co.uk/DfT-calls-time-on-shared-space/4261">https://www.highwaysmagazine.co.uk/DfT-calls-time-on-shared-space/4261</a></p> <p><u>Page 73, paragraph 14.1</u></p> <p>Reference to the long-term maintenance of projects in this section is welcomed. But, in addition to revenue costs there are also maintenance capital costs. It is normal for the County Council to seek commuted sum payments to cover long-term maintenance of works in the public highway that make use of</p>	<p><i>should not be implemented if the benefits of their provision are outweighed by other potentially detrimental aspects of their provision, for example it will significantly increase maintenance costs.’</i></p> <p>Comment noted.</p> <p>The Shared Space chapter has been amended to suggest that shared spaces will only be supported where its implementation is safe and appropriate. In addition bullet 7 of the ‘Wider Borough Public Realm Key Principles’ has been introduced to state that;</p> <p><i>‘7. All public realm proposals should be of the highest quality, accessible to all and be as maintenance free as possible.’</i></p> <p>The SPD document is clear that shared spaces would not be appropriate on main routes, which is supported by government in its 2018 Ministerial Letter, which suggest the pause on shared space schemes does not apply to streets within new residential areas, or the redesign of existing residential streets with very low levels of traffic.</p> <p>Chapter 14 refers to maintenance.</p>
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		<p>non-standard materials. The document should reference the authority's Highways Design Guide which provides further information on Commuted Sums.</p> <p><u>Page 73</u></p> <p>Although maintenance is covered here, long term maintenance / management is a vital element that needs careful planning and factoring in at an early stage of design. As non-standard or high-quality materials can be more costly to maintain, suitable resources should be secured to fund ongoing long-term maintenance. If LCC agree to adopt the use of non-standard materials, a commuted sum is likely to be required.</p>	<p>Comment noted.</p>
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