

## Appendix B - Consultation Responses

Consultee	Section/page	Comments	Response
Member of the public	Working with Nature	Really pleased to see the emphasis on nature being an integral part of planning. Covid has shown the importance of having wild areas around us. Also glad to see inclusion of swiftbricks etc within house designs.	Noted - thank you
Member of the public	Making Room for Water	Important that the possibility of flooding from developments should be foreseen better. In Stathern we are already having problems with excess water and flooding after developments on Tofts Hill.	Noted - thank you. Flood management has been addressed within the Making Room for Water section
Member of the public	Locally Distinctive Places	Any development needs to be sympathetic to the area and reflect the local vernacular – the style of buildings and the materials used to build in –bricks, stone and roof tiles.	Noted - thank you. This has been adressed within the character notes
Member of the public	Renewable and Low Carbon Energy	New developments have the opportunity to help with enabling houses to be ready for climate changes. It is far more economic to install measures to mitigate rising heat levels when houses are being built and costs at least 4 times as much to make changes to built houses.	Noted - thank you. Renewable energy methods have been included on page 45
Member of the public	Any other comments	Lots of positives in this document – however nothing prescriptive – ie there are get out clauses for developers not to take a lot of notice. They will be able to get round many of these and provide an environment with few of these lovely suggestions.	Stronger wording used throughout final document
Member of the public	Introduction and Core Design Principles	Provides a great framework to providing environmentally sustainable, developed communities.	Noted - thank you
Member of the public	Working with Nature	Provides a real opportunity for a partnership between nature and development.	Noted - thank you
Member of the public	Making Room for Water	Provides for the careful management of water, treating it as a creative opportunity.	Noted - thank you
Member of the public	Positive Public Spaces	Enables the creation of shared, usable community areas, considering the possibilities of mitigating the effects of climate change.	Noted - thank you
Member of the public	Accessible and Legible Streets	Creates opportunities for active travel to facilities clustered into community hubs, giving a genuine alternative to the car, but still planning for the electric vehicles of the future. Provision should be made for clustering of deliveries to a community hub, reducing multiple courier drops to individual residencies, perhaps using smart locker technology?	Added into section 6 of Accessible and Legible Streets
Member of the public	Locally Distinctive Places	Seems to take into account Neighbourhood Plans – a refreshing change!	Noted - thank you
Member of the public	Adaptable and Resiliant Buildings	Enables the future proofing of buildings with respect to a resident’s life stages and enables buildings to become solutions for climate change mitigation, not additional problems.	Noted - thank you
Member of the public	Major Residential and Mixed Use Developments	Creates opportunities for active travel to facilities clustered into community hubs. Reduces priority of the car in favour of the active traveller. Provides opportunities for increased housing density.	Noted - thank you
Member of the public	Industrial and Commercial Developments	Provides opportunities and facilities for the active traveller. Softens developments, using natural opportunities.	Noted - thank you
Member of the public	Residential Parking Guidance	Great that the dominance of the car is being reduced, but should the provision of parking for 2 cars per residence be encouraged, particularly when other sections of the document are rightly encouraging more active means of travel or public transport. Why is cycle parking for bikes and e-bikes not considered in residential parking?	Cycle parking guidance added on page 44
Member of the public	Renewable and Low Carbon Energy	This is just a reference section and “nice to have” list. Where is the requirement for developers to include these features, thereby enabling residencies to become better solutions for climate change mitigation.	List of relevant Local Plan Policies added within Welcome page
Member of the public	Any other comments	There are many good features to this document. There seems a genuine attempt to provide a framework whereby developments are more community focussed, where the car is no longer king and where people are encouraged in maintaining a good level of health and wellbeing. The document is disappointing though in its only casual reference to renewable and low carbon energy solutions within residencies.	Stronger wording used surrounding renewable and low carbon energy solutions with links to the Melton Local Plan policies

Developer	Introduction and Core Design Principles	<p>The introductory page to the SPD advises that the design principles in the document form the Council's advice in meeting the requirements of the Local Plan and the National Planning Policy Framework and that where departures from the guidance are proposed, these should be clearly identified, and detailed justification given how the objectives of the Local Plan and the NPPF are being met or exceeded.</p> <p>The document does not clearly identify those Local Plan policies the proposed SPD is proposed to give further guidance on. There should be a clear reference to the relevant Local Plan policies and the relationship between those policies and the SPD.</p> <p>The SPD includes a number of overly prescriptive requirements that are not adequately justified, and would result in poor development form if applied religiously. We make reference to these aspects below and the SPD needs to be reviewed and amended to remove these overly prescriptive requirements.</p> <p>The Core Design Principles are generally appropriate and reflect the broad principles as set out in the National Design Guide.</p> <p>The National Planning Policy Framework (NPPF) was updated on the 20th July 2021, with a number of revisions relating to design matters. The Council will need to review the Draft SPD in the light of the revised NPPF and undertake a further consultation on any changes to the SPD that are required.</p>	List of relevant Local Plan Policies added within Welcome page along with a resource and references section on page 47
Developer	Working with Nature	<p>In relation to the use of green roofs, section 4, page 7 advises that on roofs with a pitch less than 30 degrees, green roofs must be used. This requirement is unduly onerous and not justified. The SPD should be amended to remove this blanket requirement and rather seek to encourage the use of green roofs where appropriate.</p> <p>Section 6, page 8 advises that at least one of each bat boxes, nest cavities and swift cups must be provided on average. The basis of this requirement is not set out or how it would apply to larger development proposals.</p>	Green roofs have been encouraged where appropriate, if a green roof cannot be used, justification as to why will be required. The number of bat boxes, nest cavities and swift cups will be on a case by case basis.
Developer	Accessible and Legible Streets	At section 6 there is a reference to planting street trees. Whilst the concept is supported, there is no reference to the often-critical issue faced in developments in relation to issue of adoption that arise in discussions with the Highway Authority. This problem needs to be recognised and clear guidance set out in discussions with the local highway authority to resolve this issue.	A link to Leicestershire County Council Highways design guidance has been added. Discussions with the Local Highways Authority will be undertaken on each proposal where relevant.
Developer	Adaptable and Resilient Buildings	<p>Section 7 refers to adequate space being allowed within plots for future extensions to reduce the 'terrace' effect and there is also reference to the use of loft space at the outset being discouraged.</p> <p>This is advice potentially creates inefficient layouts with too much space provided to allow for future side extensions. There are a range of options to allow for the adaptability of buildings and the guidance should be less prescriptive on this point. The use of 2 ½ storey units at key locations in developments provides variety and interest and is often an appropriate design solution that should not be discouraged.</p>	Noted - thank you. Justification would be required for any proposed dwellings that would fall short of the design criteria within the Design of Development SPD
Developer	Major Residential and Mixed Use Developments	<p>This section deals with major developments over 10 units.</p> <p>There is reference to tandem parking not being relied on for day-to-day usage but for occasional visitor parking. Tandem parking provides a suitable parking option on plots along with other solutions and should not (and cannot) be limited to occasional use as visitor parking. We comment further on this point below.</p> <p>We have already made the point about street trees and the need to consider this issue of adoption in discussion with the Highway Authority to provide clearer guidance that avoids adoption issues at the end of the design process.</p>	Noted - thank you. Discussions with the Local Highways Authority will be undertaken on each proposal where relevant.
Developer	Character Notes	<p>This section provides notes on certain character areas including Melton Mowbray suburbs. The form based design guidance advises that buildings are to be no taller than two storeys apart from exceptional cases. This requirement is overly prescriptive and would result in featureless developments on larger sites.</p> <p>It is also not clear how the guidance relates to or takes account of the South Sustainable Neighbourhood Masterplan, approved by Melton Borough Council's Cabinet on the 17th June 2020, which provides detailed guidance for the development of the Southern Sustainable Neighbourhood, or to the subsequent Masterplan approved by Cabinet on the 16th December 2020. The relationship between these documents should be made clear.</p>	The Sustainable Neighbourhood Masterplans are separate documents which will take into consideration the Design of Development SPD when adopted.
Developer	Residential Parking Guidance	<p>The residential parking guidance states that tandem parking is not recommended and must be considered as a last resort.</p> <p>The provision of tandem parking is one of a range of suitable solutions to the provision of parking in new developments and, used along with other options, offers variety in the street scene and avoids the over-dominance of the street scene by cars that can result through the use of other parking options. The guidance should be more flexible in relation to the use of this parking option. There are a number of examples of the reasonable use of tandem parking as part of a solution for parking onsite such as the recently approved development at Stathern by Davidsons Developments. The concerns about resulting on-street parking can be addressed by the suitable provision of on street parking spaces as part of a comprehensive parking solution.</p>	On-street bays referenced in revised highway guidance. Tandem parking is not the preferred option and will only be considered with sufficient justification.

Leicestershire & Rutland Sport	Introduction and Core Design Principles	Accessibility and legibility is a welcome inclusion, particularly to encourage active travel. This can be supported by design of streets and places to slow traffic, therefore prioritising forms of active travel. In addition, maximising natural surveillance, with development facing the street, will increase the feeling of safety to help achieve the above.	Noted - thank you
Leicestershire & Rutland Sport	Working with Nature	What is meant by 'multifunctional' – wildlife habitats and play/recreation are referenced, but is there scope to consider additional detail. For example, playgrounds (children) trim trails (teens-adults), benches/resting places (older adults), sport pitches etc. to make the space accessible and enjoyable for all across a variety of functions on the doorstep. How do we encourage active travel to/from these places and ensure their position lends itself to ease of use/accessibility.	Wording and guidance on this has been updated
Leicestershire & Rutland Sport	Making Room for Water	How do we maximise use of SuDS as a destination within a new development – through functional features to support physical activity, benches as rest stops to encourage walking for leisure, more opportunities for physical activity/exercise etc. – so that it becomes a greater asset, and encourages more active lifestyle opportunities closer to homes. How does their location encourage equitable access for the new (and existing) development?	Wording and guidance on this has been updated
Leicestershire & Rutland Sport	Positive Public Spaces	Accessible public spaces is welcome and should again include a variety of functions – ensuring there is beauty to encourage use, natural surveillance/overlooking to design out crime and create more inviting access. Reference to playable environments is also welcome to encourage physical activity. How can such spaces be co-located with other infrastructure and services to further encourage their use and promote active travel – preventing the need for the private vehicle to be able to complete multiple tasks in scattered locations?	Wording and guidance on this has been updated
Leicestershire & Rutland Sport	Accessible and Legible Streets	The transport hierarchy is a significant inclusion. Measures should be taken wherever possible to ensure that active forms of travel are genuinely the safest, most convenient, most attractive and – where possible – the fastest form of movement to/from and within a development. This should include direct routes within a development, attractive traffic slowing measures (such as continuous pavements), road layouts etc. to enable active travel modes to have good quality infrastructure. This has to be supported by appropriate infrastructure at homes (i.e. well planned, easily accessible and safe secure cycle storage), workplaces (cycle storage, plus changing/shower facilities where appropriate), and at destinations such as shopping areas, leisure spots, open spaces – all with security and safety as a key consideration to encourage their use.	Wording and guidance on this has been updated, cycle parking guidance has been added.
Leicestershire & Rutland Sport	Major Residential and Mixed Use Developments	Co-location of services etc. is a welcome addition to improve quality/ease of life and make active travel more feasible and attractive. Walkable communities in particular is a strength. Reference to adequate storage should also allow for cycle storage – ensuring homes, workplaces, schools etc. have safe, secure and good quality storage space to allow for easier active travel.	Wording and guidance on this has been updated, cycle parking guidance has been added.
Leicestershire & Rutland Sport	Any other comments	There are many design elements which not only influence aesthetics, but also function and the way in which people will live their lives. The messaging in some areas throughout could be clearer in relation to providing a more explicit link to physical activity, health and wellbeing outcomes (i.e. the impact of development facing the street, parking off the street etc.)  There was reference in the consultation event on 19th July to a potential resources section being added – to include items such as healthy place shaping, manual for streets etc. It would be beneficial if this section of the guidance could be 'live' – and therefore possible to update as and when new guidance is available. For example, LRS are currently working with public health and local authority colleagues (including Melton Borough Council) on the development of <a href="http://www.healthyplacemaking.co.uk">www.healthyplacemaking.co.uk</a> which will have information and resources available on how design of the built and natural environment can lead to improved health outcomes.	References to this have been added in the Welcome section along with a resources and references section
Climate Action Leicester and Leicestershire	General comments	Overall we welcome the publication of the draft Melton Design SPD, including the core design principles, which reflects a good standard of practice in placemaking and contain many features that relate directly to our concerns.	Noted - thank you

Climate Action Leicester and Leicestershire	Page 13/14	We agree with the principles set out in point 1 on minimising the need to travel by car. We submit though that management of demand for car travel need to be much more positive. The scenario illustrated by the picture at the bottom of page 13 seems to us to be all too likely unless this is the case. Management of parking should include measures to prevent the paving over of front gardens with a cost in water runoff, neighbourly connections, loss of biodiversity and visually bleak street frontages. While we would agree with the SPD's concerns about large parking courts, in new development designed from scratch it should be possible to design parking bays within the street layout which can then be softened by trees and landscaping. The SPD should specifically avoid measures that increase car parking leading to less greenspace and garden space.	The number of parking spaces for each dwelling is defined by the Local Highways Authority. More guidance added to encourage the use of permeable paving and suitable boundary treatments
Climate Action Leicester and Leicestershire	Page 17/18	There is much that we would agree with in the SPD's provisions for adaptable and resilient buildings. However we do consider that point 7 on page 18 provides scope for further thought. Discouraging the use of roofspaces seems confused. Building to allow space for future extension of the footprint could lead to an inefficient use of land at the outset. While we would see the point of avoiding the terracing effect of detached houses this should not be taken as discouragement of terraced housing which we would contend has an important role in sustainable housing provision. CALL would submit that new housing areas should contain a mix of sizes and types at the outset enabling residents to take advantage of opportunities to move within their area as their family and life-stage needs change. CALL submits that the primary focus of the concern with adaptable and resilient buildings should be climate resilience and energy use and these issues should be highlighted much more prominently in this section. CALL's view is that a key factor in building resilient development is housing density which is not dealt with in the SPD. Compact development allows for easy access on foot and bicycle and viable service by public transport. In general CALL advocates a density of 70 dwellings per hectare but the aim should be to provide housing layouts that are compact and easy to access by means other than cars.	Reference made to terraces as being efficient in many locations (and in character). Wording changed re loft conversions.
Climate Action Leicester and Leicestershire	Page 20/21	CALL strongly supports the emphasis on tree planting and street trees on pages 20 and 21 of the SPD. The 'bringing it all together' diagram on page 21 illustrates visually the importance of retaining urban greenspace and more explicit reference could be made to this concern in the text. There could be a specific requirement on developers to provide street trees.	Noted - thank you, wording amended.
Leicestershire County Council	Introduction and Core Design Principles	Welcome involvement in pre-application stage with key stakeholders (page 4) eg Local Highway Authority (LHA).  Page 6 Refer to Leicestershire Highway Design Guide (LHDG) regarding verge and tree details. Trees ideally not within highway given additional maintenance costs and implications.  Where practical, existing features should be retained, protected, and incorporated into the layout of the Streetscape and landscape.	Noted - thank you
Leicestershire County Council	Working with Nature	Point2 Create Wildlife Corridors only mentions one example-others should be added. The rationale for a 10 m corridor should be linked to evidence base that suggest this is sufficient. No mention that species rich grassland should be native species and environments created that allow local species to thrive. For instance, species that are suitable to local geology and soil types.  Point 3 make it multifunctional, agree with this but sensitive areas offering opportunities for ground nesting birds etc. could be less accessible to reduce impacts. Some areas that are free of people could be encouraged.	Wording amended.

Leicestershire County Council	Making Room for Water	<p>No. 5 – Creatively Manage Water; suggests water management should be incorporated into highway design including rain gardens and bioswales. This approach is not presently something that is advocated by the highway authority as a consequence of the additional maintenance burden and authority’s diminishing maintenance budget. The potential costs of commuted sums for future maintenance of these features may have a severe impact of the viability of developer proposals.</p> <p>Are Bioswales adoptable under DFT guidance? Should the reference to these also include the wording ‘in appropriate locations’. The rationale for a 10 m buffer between swale and hard landscaping should be provide here.</p> <p>The top right image of a water feature shows a design that is not compatible with nature such as amphibians needing to ingress and egress from the water. Perhaps the image could be changed to show a design which is. In every opportunity nature should be considered including architectural and landscape design.</p> <p>Lighting has been mentioned but no reference to permeable landscapes through appropriate lighting design with nature in mind.</p> <p>Point 4 should say the ‘right tree in the right place’. In the wrong place trees can cause issues for retaining pollutants under the canopy. No standards on tree planting are mentioned, No Biodiversity Net Gain standards are mentioned. Tree require space otherwise they can become a ‘problem’ for future owners of development created.</p>	Wording amended.
Leicestershire County Council	Positive Public Spaces	<p>Creation of Positive Public Spaces can impact more than those with long term conditions or suffering from ill health identified within the document. Public spaces have the potential to play a large role in prevention of ill health throughout the population through creating connectivity, access the green space, access to physical activity for those experiencing barriers, access to healthy food and positive wellbeing opportunities.</p> <p>Trees ideally not within highway given additional maintenance costs and implications. Refer to LHDG for adopted roots.</p> <p>Not sure if roadside verges maintained as meadows would actually reduce future maintenance burden, maintenance regime available if required. Consider visibility splay requirements and impacts from meadows.</p> <p>The use of non-standard materials needs careful monitoring.</p>	Wording amended.
Leicestershire County Council	Accessible and Legible Streets	<p>Although “encouraging walking and cycling and ensuring that streets are accessible and welcoming for all” is mentioned, there is an opportunity here to overtly mention/explore the links to health inequality and health and wellbeing benefits from walkable services for the wider population.</p> <p>No. 3 - Plan for Walking and Cycling; suggests secondary streets and local street speeds must be reduced to 20mph. This would require Traffic Regulation Orders to be implemented on all secondary and local streets, requiring further statutory consultations and would need to be supported by the police to be enforced. The majority of new development roads are designed to a 20mph design speed however the speed limit is set at 30mph by virtue of the presence of street lighting within the development and thus the design is self-enforcing.</p> <p>No. 6 - Plant Street Trees; This approach is not presently something that is advocated by the highway authority as a consequence of the additional maintenance burden and authority’s diminishing maintenance budget. The potential costs of commuted sums for future maintenance of these trees may have a severe impact of the viability of developer proposals. Any newly planted trees that are likely to interact with the public highway should be covered by effective management and funding arrangements for the lifetime of the development. e.g. through commuted sums and appropriate monitoring – one of the most common causes of failure in landscaping and planting schemes includes damage caused by failure to remove tree stakes, ties and tree/shrub shelters – Trees and shrubs can be easily damaged if left on for too long after plant establishment. Provision needs to be made for the removal at the appropriate time.</p> <p>Sufficient space between proposed trees and the proposed buildings is vital, reference to NHBC guidelines would be useful.</p>	Worded amended, 20mph is proposed as a Design speed limit not not a statutory speed limit. Use of speed bumps and roundabouts can be used to slow speeds on secondary roads.
Leicestershire County Council	Locally Distinctive Places	<p>Providing appropriate and practical landscape design solutions that reflect the identity and quality of place whilst meeting the current and future needs of the stakeholders in a sustainable and creative way.</p> <p>The use of non-standard materials needs careful monitoring.</p>	Wording amended.

Leicestershire County Council	Adaptable and Resilient Buildings	<p>“The role of landscaping around buildings is also a key consideration, providing solar shading in summer and shelter from the prevailing winds in winter” is discussed without reference to the health benefits and risks from warm/cool homes seasonally for the most vulnerable both around health and financial wellbeing.</p> <p>In addition to room for physical demand consider increased demand for parking brought about by additional dwelling expansion.</p> <p>Include scope for EV charging points for electric vehicles.</p>	Wording amended.
Leicestershire County Council	Major Residential and Mixed Use Developments	<p>As above, walkable neighbourhood mentioned with no link to health and wellbeing.</p> <p>Trees and air quality is mentioned with no reference to looking at those areas that would benefit most from this around health inequality linked to those most vulnerable to poor air quality - so children (proximity to schools and school routes where walking will be encouraged - mentioned earlier in the document), older people (sheltered housing links?) and those with long term conditions (mentioned previously in document around seating etc, but not here).</p> <p>Rear parking courts assumed in relation to non-residential land uses, they are not typically well used by resident’s in favour of more direct proximity in front of dwelling. Generally agree with the principles outlined in ‘Get the Parking Right’ section. Is ‘Residential Parking Guidance’ in line with LHDG.</p> <p>Bin collection points outside pedestrian and vehicle visibility splays.</p> <p>Provide Street Trees; This approach is not presently something that is advocated by the highway authority as a consequence of the additional maintenance burden and authority’s diminishing maintenance budget. The potential costs of commuted sums for future maintenance of these trees may have a severe impact of the viability of developer proposals.</p> <p>9 on image re segregated cycle lanes depends on nature of main street.</p> <p>Sufficient space between proposed trees and the proposed buildings is vital, reference to NHBC guidelines would be useful.</p> <p>Landscape the car parking – no mention of maintenance/ visibility splays here.</p>	New Health and Wellbeing section added within Welcome section. Links to guidelines added.
Leicestershire County Council	Major Residential and Mixed Use Developments	<p>It is noted that the Supplementary Planning Document broadly discusses the requirement to provide capacity to store waste in an appropriate manner. Nevertheless, the focus of this section is primarily concerned with its visual impact on the street scene. Less consideration is provided on the ability to reduce the impact of the waste generated by such developments on the environment through careful design of the waste storage areas (including within the premises themselves). Therefore wider consideration in this section should be given to:-</p> <p>a) That residential properties are designed to minimise waste arisings through providing adequate internal storage capacity (to avoid products being disposed of prematurely) and dedicated external space for home composting facilities.</p> <p>b) That the residential developments are designed to allow the effective segregation of recyclables and waste to ensure such waste can be managed according to the waste hierarchy. In particular it should be noted that, subject to the outcome of current consultations, residential properties will need capacity to store separate containers for the following types of waste – green (garden); plastics; metals; glass; paper and card; food; and residual waste. As such developments should be designed to allow residents to effectively sort and store such wastes separately prior to their collection. This includes sites where there may be shared facilities (e.g. flats).</p> <p>c) That as part of current consultations the government is proposing to introduce a Deposit Return Scheme for all drink containers (e.g. bottles, cans etc). The regulations may require all commercial enterprises that sell such drinks to provide ‘reverse vending machines’ to accept public returns. As such commercial premises should be designed to be able to accommodate this type of infrastructure in a convenient and easily accessible location.</p> <p>d) That there continues to be provision that where the impacts of the household waste generated by developments cannot be managed within the infrastructure provided within that development then appropriate Developer Contributions are provided to ensure capacity can be maintained at Council sites, as per the Council’s Planning Obligations Policy document (10th July 2019).</p>	Reference made to adequate internal waste storage and sorting space.

Leicestershire County Council	Minor Residential and Infill Developments	Connect New and Existing Communities; Feature numbered 7 in the key (bollards preventing through traffic for vehicles) will not be acceptable on roads being considered for adoption if appropriate turning facilities are not available. Consider impact on visibility splays.	Wording amended.
Leicestershire County Council	Industrial and Commercial Developments	Cycle parking, changing facilities and general sustainable travel encouraging facilities.  Include scope for EV charging points for electric vehicles.  Margins around hedges and tree lines are important as mentioned earlier in the document-edges of habitat are important for wildlife. This should be mentioned. County Ecologist provides regular comment on this in planning applications.	Wording amended.
Leicestershire County Council	Character Notes	Is MAGIC sufficient to provide data for developers? Local data on locally important species should be considered in development. Reference should be made to LRERC and data available.	Wording amended.
Leicestershire County Council	Residential Parking Guidance	Length of parking spaces is 5m, and not 5.5m as per LHDG. Suggests that garages must not be counted as parking spaces. We do count them if they meet minimum internal dimensions eg 3mx3m, 6mx6m. Welcome the image demonstrating additional 0.5m on each side hard bound. Addition areas proposed would command commuted sum payment, however agree parking courts are often unsuccessful. Rear on plot often underused due to desire lines to front door. Agree tandem side is not the best solution but not convinced this is worse than rear parking as in experience people park by their front door. Consideration should be given to all types of cycle design in line with LTN/120.	Wording and diagrams amended.
Leicestershire County Council	Renewable and Low Carbon Energy	With the move to electric vehicles EV charging points need to be considered in future design and in retrofitting the existing built environment. Various solutions are being trialled and this design SPD needs to flag up that the provision of EV charging points need to be considered and incorporated in the initial design.	Wording amended.
Leicestershire County Council	Any other comments	Whilst we understand that health and wellbeing considerations have been made, and this is first and foremost a planning document, a more specific mention of health and wellbeing could be made throughout the document to complement some of the work around health impact assessment being done within the county. Reiterating the need to identify health benefits and risks would be beneficial to developers to increase confidence and understanding in this area.  Much of the consideration focuses on general wellbeing and those already experiencing ill-health, whereas consideration around prevention across the population and life course and the wider determinants of health provides a real opportunity to improve the health of the residents, employees and visitors to Melton.  Neighbourhood Plans have been well referenced in the document, this will help add weight to and stress importance to comply with NPs. It is pleasing to see it referenced so well. The Plan frequently refers to 'sufficient/adequate car parking', but it would help if this could be defined.	New Health and Wellbeing, Climate Change and Local Distictiveness sections added within Welcome section. Links to guidelines added.

British Horse Society and Leicestershire and Rutland Bridleways Association	Policies	<p>We were pleased to see the reference, in para 2.1, to the importance of "...the creation of places, through the buildings, spaces and green infrastructure that combine to make them". However there is minimal further reference to any aspect of "green infrastructure", and Appendix A (Key Melton Local Plan policies with significant links to design) does NOT include Policy EN3 – The Melton Green Infrastructure Network. We see this as a serious omission.</p> <p>Policy EN3 covers a lot of green infrastructure in one and a half pages, but the section we wish to highlight is as follows:</p> <p>New or enhanced green infrastructure corridors and assets should be as inclusive as possible and look to make provision for more than one of the following:</p> <p>A) access to employment and leisure facilities and to the countryside  B) physical activity and well-being opportunities for local residents such as formal sports in accordance with the Playing Pitch Strategy, parks and allotment provision  C) provide high quality bridleways, walking and cycling links between the corridor and towns and villages</p> <p>The key aspects here are that new developments should seek to improve communication links within the borough, and that such links should be as inclusive as possible for horse riding, walking and cycling. These aspirations should be made clear to all developers and development planners. (It should be noted that a Bridleway is a Public Right of Way that is legally usable by horse riders, walkers and cyclists – ie all vulnerable non-motorised users.)</p>	Policy matrix added within welcome page
British Horse Society and Leicestershire and Rutland Bridleways Association	Accessible and Legible Streets	<p>In the case of some major developments we, and the County's Access Officers, have made great efforts to get a strategic Non-Motorised User link incorporated in the design from the earliest stage, with no response from either the developers or the planners. Where development plans do include off-road links these are almost invariably identified as 'walking/cycling' paths. It is then always difficult, and sometimes impossible, to get them accepted and designated as usable by horse riders.</p> <p>This is contrary to Government policy, as confirmed by Jesse Norman (then Minister for Transport) in the House of Commons debate on Road Safety, 5 November 2018:</p> <p>"We should be clear that the cycling and walking strategy may have that name but is absolutely targeted at vulnerable road users, including horse riders."</p> <p>And final point by Jesse Norman in debate: "Horse riders are vulnerable road users – there is no doubt about that, and there never has been – and they have been included in the work we are doing."</p> <p>The Borough of Melton has a long tradition of equestrian activities of all kinds, and this continues today with many riding schools, livery yards, hunting and competition stables and privately owned riding facilities. All these activities are supported by a wide range of businesses such as saddlers, tack suppliers, farriers, feed merchants, veterinary services and land owners who rent out pasture. The total contribution of equestrian activities to the local economy is estimated at over £14 M.</p>	Wording amended and bridleway section added
British Horse Society and Leicestershire and Rutland Bridleways Association	Accessible and Legible Streets	<p>Recreational horse riding is an excellent form of exercise, enjoyed by an extremely wide age range – from toddlers to veterans in their 80s and above. Melton is fortunate in having a significant number of bridleways and other off-road riding routes which are generally well signed and maintained, providing the opportunity for some very enjoyable riding. However, as they do not form a continuous network riders must use the public roads to reach them, and this is becoming more hazardous due to the increasing volume and speeds of road traffic. Indeed, there are increasing numbers of accidents and injuries to riders and horses, including some fatalities. Many riders are understandably reluctant to venture onto the roads at all, and their riding is confined to a riding school or paddock. This is not only frustrating for the riders but unhealthy for the horses, which benefit greatly from longer rides, including lengthy straight stretches and changes of surface and surroundings.</p> <p>It is for this reason that we are requesting that new developments should seek every opportunity to provide links that enhance the network of off-road paths and tracks for vulnerable non-motorised users – including walkers, cyclists AND horse riders.</p>	Wording amended

Sport England	General comments	<p>Our new Strategy 'Uniting The Movement' is a 10-year vision to transform lives and communities through sport and physical activity. We believe and will advocated sport and physical activity has 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. 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. As part of Sport England's drive to create an active environment, we promote Active Design through all planning activity. Active Design is Sport England's contribution to the wider debate on developing healthy communities. Active Design is rooted in Sport England's aims and objectives to promote the role of sport and physical activity in creating healthy and sustainable communities. Active Design wraps together the planning and considerations that should be made when designing the places and spaces we live in. It's about designing and adapting where we live to encourage activity in our everyday lives, making the active choice the easy choice. Sport England has produced design guidance on 'Active Design' that can be downloaded from the website here.</p> <p>Whilst the SPD has a number of references to the 10 principles of active design there appears to be opportunities to emphasise these points to meet the strategic objective of the local plan to 'Improve the health and well-being of local people' Active design, would help to meet policy C9 and is also referenced in the local plan Policies SS4 &amp; SS5 and specifically referenced in para's 9.2.6 and 9.2.7. The SPD should indicate how it links to these policies and objectives.</p> <p>In addition as suggested in the meeting a live interactive links section to other council and national documents and guidance would be useful.eg</p> <p>The Melton Playing Pitch Strategy (currently planned for review)  The Melton Indoor (sports) Facilities Strategy (2017)  The Melton Physical Activity and Sport Strategy  Leicestershire Health and Wellbeing Strategy 2013-2016?)  TCPA – 20 Minute neighbourhoods  Building for life  Manual for Streets</p>	References and Resources' section added along with a policy matrix
Environment Agency	Making Room for Water	<p>It's good to see the additional guidance provided with regard to the design of SuDs features and the preference for renaturalisation and deculverting of watercourses. We would like to see a greater acknowledgement of the impact of climate change on future flood risk and the importance that good design at this stage can help to mitigate against the impact of climate change on flood risk. If the Council were minded to take a stronger stance it would be good to see reference to the positive impact that SuDs can have on flood risk downstream and on urban areas prone to significant surface water flooding by encouraging developers to provide additional storage capacity and consider opportunities for wider flood risk benefits.</p> <p>Given the significantly rural nature of the river catchments within the Melton District it is disappointing not to see reference to the opportunities presented by Natural Flood Management techniques which may help to mitigate the downstream impacts of climate change on flood risk in the districts urban areas.</p>	Wording amended

Environment Agency	Making Room for Water	<p>Whilst the document is short, it is well laid out with clear 'do's and 'don'ts' as well as examples of what good looks like – something we feel is a good strategy to take.</p> <p>We do however provide the following comments:</p> <p>Making room for water section</p> <ol style="list-style-type: none"> <li>1. SuDS is Sustainable Drainage Systems not Sustainable Urban Drainage.</li> <li>2. Instead of 'wetland habitats' we advise considering stating 'provide additional habitats', since SuDS can include tree and shrubs.</li> <li>3. We consider the wording 'treatment of existing watercourses' should be changed to: 'SuDS filter pollutants from watercourses which improves water quality'. This is a more accurate and clear description.</li> </ol> <p>Within the "Adaptable and Resilient Buildings" section, it would be good to see consideration of water efficiency measures used within buildings. This would complement the rainwater harvest section (in "making room for water") and fit alongside the section outlining energy efficiency (passive heating &amp; lighting) through the fabric design of buildings. There is an embedded energy cost associated with the provision, transport and treatment of potable water and wastewater. Therefore reducing water use has the potential to contribute to carbon emissions reduction targets.</p> <p>Overall, we commend the principles outlined to support sustainable development through "Working with Nature", and "Making space for water" and believe they would contribute to the future resilience of developments in Melton, and look forward to seeing the principles in action."</p>	Wording amended
Developer	Page 3	<p>Building for Life was superseded in 2020 by Building for a Healthy Life. The Design SPD should be updated to make reference to Building for a Healthy Life. All cross-referencing with the former Building for Life should be checked and updated to accord with the 12 considerations of Building for a Healthy Life. The hyperlink contained within the Design SPD should be amended to take the reader to the Building for Healthy Life website (14JULY20 BFL 2020 Brochure_3.pdf (udg.org.uk)).</p>	References and Resources section added
Developer	Page 7	<p>With regards to the requirement for boundary fences to be not less than 130mm from the ground, it is considered that residents of new homes would block such gaps, particularly those with small pets. This would undermine the aims of maximising wildlife connectivity. We consider the requirement for fencing should be the same as that for walls, whereby a hole at ground level should be provided to allow the passage of wildlife (such as Hedgehog Highways).</p>	Wording amended to reflect this
Developer	Page 10	<p>To allow more flexibility, particularly in relation to more constrained sites, it is considered that the minimum offset between the edge of a SuDS feature and the nearest building is 5m. It is agreed that the minimum offset from naturally occurring waterbodies should be a minimum of 10m.</p>	Wording amended to reflect this
Developer	Page 20	<p>We consider that the requirement to avoid tandem parking for day-to-day usage will compromise design quality. The suggestion to utilise front gardens for car parking will reduce the opportunity to create areas of different character within residential developments, with homes needing to be consistently set back from the back edge of the pavement by circa 6m in order to accommodate parking within front gardens.</p> <p>Where two pair of semi-detached dwelling are located next to each other along a tree-lined street (street trees planted within a verge), the required parking arrangement would result in a driveway of circa 11 to 13m in width crossing the verge. This would significantly limit the space for street tree planting due to the width of the driveway crossing.</p> <p>To allow for more design flexibility, it is considered that the wording of the Design SPD is amended to restrict tandem parking to no more than two cars, whilst still noting that garages are not counted as parking spaces.</p>	Tandem parking is not the preferred parking option however, it may be used in exceptional circumstances if justified.
Developer	Page 21	<p>The Design SPD incorrectly defines how a private drive limited to 6 dwellings should be structured, as the supporting image fails to show an adoptable turning head. As an adoptable turning head would be required, the private drives would lead from each end of the turning head. Therefore, the text and supporting image is incorrect in stating that three properties should be located at either side of a private drive. Typically, a private drive should be limited to circa 45m in length, which is a function of bin carry distances for waste collection and the maximum permitted distance of a dwelling from the nearest fire hydrant, as per the requirements of Building Regulations.</p>	Wording and diagram amended

Developer	General Comments	Barwood Development Securities Ltd and Taylor Wimpey UK Ltd welcome the production of the Melton Borough Design SPD. We have set out a number of concerns in relation to specific aspects of the Design SPD. We consider that these concerns can be addressed without compromising the ability of the Design SPD to provide a robust framework to achieving high standards of design in Melton Borough.	Noted - thank you
Developer	Scope of SPD	As the Council is no doubt aware, the SPD process should not be used as a method to introduce new policy requirements through the backdoor outside of the Local Plan preparation process. Early on within the Draft Design of Development SPD, the Council clarify that the SPD's purpose is to provide guidance on how a high standard of design can be met in response to Local Plan Policy D1 and other priorities of the Local Plan. In broad terms, Gladman consider that the Draft Design of Development SPD achieves this brief and provides for a sufficiently transparent but flexible explanation of the Council's expectations for design in new developments which is responsive to the relevant policies of the Local Plan. The SPD is therefore considered to achieve the correct balance in providing sufficient guidance to assist applicants in the interpretation of cited policies, whilst ensuring that its content is not too prescriptive in its requirements which could otherwise harm the deliverability of development in the District.	Noted - thank you
Developer	Policies	It is acknowledged by Gladman that the Design of Development SPD is being produced at a transitional period for national planning policy, particularly in relation to design matters. This can create difficulties in ensuring that the SPD is fully aligned with this evolving context. As the Council are no doubt aware, consultation on draft revisions to the National Planning Policy Framework and a new draft National Model Design Code concluded in March of this year. Gladman suggest there may be merit in a short section of the SPD reflecting on this evolving policy context and due consideration should be given to the role of the SPD should the Ministry of Housing Communities and Local Government proceed with significant planning reform as outlined in the Planning for the Future White Paper published in August 2020. The Government's emerging standards for home building as to be implemented as part of the Future Homes Standards may also need to be considered.	Policy matrix and resources and references sections added
Developer	Development Types	The SPD is currently structured to consider major residential and mixed-use development, minor residential and infill development, industrial and commercial development, and extensions and adaptations. Gladman are concerned that this structure fails to properly acknowledge the significant differences in proposals which might be submitted for major housing development (for example, a proposal for flats and ground floor retail use on a brownfield site is pointedly different from a proposal for family housing on predominantly greenfield land). It is crucial therefore that the guidance is flexible and not overly prescriptive to ensure it is agile to the range of proposals and circumstances which might exist over the plan period with applications determined on a site by site basis, using the SPD as a foundation.	Wording amended to make this clearer
Developer	General Comments	Gladman welcome the opportunity to commitment on the draft Design of Development SPD and thank the Council for the invitation to attend the related workshop. In broad terms, Gladman consider that the SPD as drafted achieves its purpose and provides sufficient guidance as to how the Council wishes relevant policies of the development plan to be implemented to achieve high standards of design. Importantly the guidance is flexible and avoids the application of prescriptive requirements which go above and beyond existing policy. The use of the interactive element to the document is welcomed considering wider efforts to increase the use of digital elements in planning.	Noted - thank you

Severn Trent	General Comments	<p>Thank you for the opportunity to comment on your consultation, Severn Trent are generally supportive of the principles outlined within the Melton Borough Design SPD. We welcome the approach outlined to work with Nature, and design development that we encompass, support and enhance nature and natural process. Building on this principle through the approach to make space for water.</p> <p>Severn Trent are keen to see development incorporate SuDS such that surface water is managed sustainably before being discharged to the most sustainable outfall, in accordance with the Drainage Hierarchy. We note that the SPD highlights the need for multifunctional space that can provide flood and water management benefits at the same time as delivering wider benefits for the community / development.</p> <p>We would encourage that the section of Page 1 relating to 'Making Room For Water' also references water reuse and efficiency, developments that make space for the temporary storage of surface water for reuse within some parts of development can help to deliver both efficiency benefits and promote positive practices within development households.</p>	Wording amended to reflect this
Severn Trent	Page 6	<p>Severn Trent are supportive of the approach outlined within this paragraph but would recommend that the wording "Is there water that can for part of the layout and how can this be incorporated." Is changed to "Is there water that can for part of the layout and how will this be incorporated", as this further emphasises the need to make room for water and not to bury it away in a culvert.</p>	Wording amended to reflect this
Severn Trent	Page 7	<p>Severn Trent support the principles within the paragraph, but would recommend that watercourses are also referenced alongside trees, hedges and ponds. Severn Trent are generally supportive of the principles outlined, but would note that the maintenance of multifunctional spaces may result in multiple parties being involved and that to ensure that these spaces function for the lifetime of the development, appropriate maintenance schemes will need to be developed that identify who is responsible for which tasks, and appropriate contact arrangements that all bodies could utilise to ensure align maintenance programmes</p>	Wording amended to reflect this
Severn Trent	Page 8	<p>Severn Trent are generally supportive of the approach outline within this paragraph, however we would recommend that where there is a potential SuDs are proposed for sewerage company adoption, developers understand what can or cannot be adopted by the Sewerage company and what maintenance limitations for Severn Trent may be (particularly if multifunctional space).</p>	Link to ST guidance provided in the Resources and References Section
Severn Trent	Page 9/10	<p>Severn trent are generally supportive with the approach outlined within this section of the SPD, we would however like to see a reference to the Drainage Hierarchy, to ensure that the most sustainable surface water outfall is utilised and surface water connections tot eh sewerage network are minimised.</p> <p>We would also note that SuDS techniques include Source Control. By their nature source control features are usually small and potentially located within 10m of the source of surface water, we would therefore question if the setting of a 10m buffer is appropriate for all SuDS. We can see the relevance of this approach when considering regional or site level controls that are often of a more significant scale but are concerned the fixed limit may prevent some Source control measures being incorporated. One potential option may be to state that SDS over a particular size requires a buffer of 10m, but smaller source control SuDS will not, btu may be subject to a case by case assessment as part of the planning process.</p>	Wording updated to reflect and include reference to the drainage hierarchy
Severn Trent	Page 12	<p>Severn Trent note that the design SPD looks to ensure that maintenance requirements are considered as part of the design process this approach is supported by Severn Trent and the reference to drought resistant species that require less watering is also supported.</p>	Noted - thank you
Severn Trent	Page 15	<p>Severn trent are supportive of this paragraph and note that flooding and drainage is already detailed we would also recommend highlighting the need to consider topography, such that the natural overland flow routes can also be incorporated into the site design.</p>	Wording updated to reflect this
Severn Trent	Plans and Images	<p>Severn Trent acknowledge that Ponds and detention basis are the most common form of SuDS utilised within developments, however there area a number of alternative techniques that could be utilised we would recommend that some of these other forms are also detailed / shown within the plans / images within the document.</p>	Wording and diagrams updated
Severn Trent	Parking	<p>Severn Trent are supportive of the approach to encourage trees within parking areas, we would also note that the introduction of trees could be undertaken alongside the delivery of source control measures such as tree pits, that would help to manage surface water, btu also support the growth and development of the tree. We would therefore recommend that this is acknowledged within the SPD</p> <p>For your information we have set out some general guidelines that may be useful to you.</p>	Wording updated to reflect this

Severn Trent	Position Statement	As a water company we have an obligation to provide water supplies and sewage treatment capacity for future development. It is important for us to work collaboratively with Local Planning Authorities to provide relevant assessments of the impacts of future developments. For outline proposals we are able to provide general comments. Once detailed developments and site specific locations are confirmed by local councils, we are able to provide more specific comments and modelling of the network if required. For most developments we do not foresee any particular issues. Where we consider there may be an issue we would discuss in further detail with the Local Planning Authority. We will complete any necessary improvements to provide additional capacity once we have sufficient confidence that a development will go ahead. We do this to avoid making investments on speculative developments to minimise customer bills.	Noted - thank you
Severn Trent	Sewage Strategy	Once detailed plans are available and we have modelled the additional capacity, in areas where sufficient capacity is not currently available and we have sufficient confidence that developments will be built, we will complete necessary improvements to provide the capacity. We will ensure that our assets have no adverse effect on the environment and that we provide appropriate levels of treatment at each of our sewage treatment works.	Noted - thank you
Severn Trent	Surface Water and Sewer Flooding	We expect surface water to be managed in line with the Government's Water Strategy, Future Water. The strategy sets out a vision for more effective management of surface water to deal with the dual pressures of climate change and housing development. Surface water needs to be managed sustainably. For new developments we would not expect surface water to be conveyed to our foul or combined sewage system and, where practicable, we support the removal of surface water already connected to foul or combined sewer. We believe that greater emphasis needs to be paid to consequences of extreme rainfall. In the past, even outside of the flood plain, some properties have been built in natural drainage paths. We request that developers providing sewers on new developments should safely accommodate floods which exceed the design capacity of the sewers. To encourage developers to consider sustainable drainage, Severn Trent currently offer a 100% discount on the sewerage infrastructure charge if there is no surface water connection and a 75% discount if there is a surface water connection via a sustainable drainage system. More details can be found on our website <a href="https://www.stwater.co.uk/building-and-developing/regulations-and-forms/application-forms-and-guidance/infrastructure-charges/">https://www.stwater.co.uk/building-and-developing/regulations-and-forms/application-forms-and-guidance/infrastructure-charges/</a>	Link to ST guidance included in the Resources and References Section
Severn Trent	Water Quality	Good quality river water and groundwater is vital for provision of good quality drinking water. We work closely with the Environment Agency and local farmers to ensure that water quality of supplies are not impacted by our or others operations. The Environment Agency's Source Protection Zone (SPZ) and Safe Guarding Zone policy should provide guidance on development. Any proposals should take into account the principles of the Water Framework Directive and River Basin Management Plan for the Severn River basin unit as prepared by the Environment Agency.	Wording updated to reflect this
Severn Trent	Water Supply	When specific detail of planned development location and sizes are available a site specific assessment of the capacity of our water supply network could be made. Any assessment will involve carrying out a network analysis exercise to investigate any potential impacts. We would not anticipate capacity problems within the urban areas of our network, any issues can be addressed through reinforcing our network. However, the ability to support significant development in the rural areas is likely to have a greater impact and require greater reinforcement to accommodate greater demands.	Noted - thank you

Severn Trent	Water Efficiency	<p>Part G of Building Regulations specify that new homes must consume no more than 125 litres of water per person per day. We recommend that you consider taking an approach of installing specifically designed water efficient fittings in all areas of the property rather than focus on the overall consumption of the property. This should help to achieve a lower overall consumption than the maximum volume specified in the Building Regulations.</p> <p>We recommend that in all cases you consider:</p> <ul style="list-style-type: none"> <li>• Single flush siphon toilet cistern and those with a flush volume of 4 litres.</li> <li>• Showers designed to operate efficiently and with a maximum flow rate of 8 litres per minute.</li> <li>• Hand wash basin taps with low flow rates of 4 litres per minute or less.</li> <li>• Water butts for external use in properties with gardens.</li> </ul> <p>To further encourage developers to act sustainably Severn Trent currently offer a 100% discount on the clean water infrastructure charge if properties are built so consumption per person is 110 litres per person per day or less. More details can be found on our website <a href="https://www.stwater.co.uk/building-and-developing/regulations-and-forms/application-forms-and-guidance/infrastructure-charges/">https://www.stwater.co.uk/building-and-developing/regulations-and-forms/application-forms-and-guidance/infrastructure-charges/</a></p> <p>We would encourage you to impose the expectation on developers that properties are built to the optional requirement in Building Regulations of 110 litres of water per person per day.</p> <p>We would also encourage the use of rainwater harvesting on larger developments, either residential or commercial. This helps to reduce the demand on public supply, associated carbon impact of supply and also reduced site run off and sewer flows. Rainwater Harvesting as a development rather than on a property by property basis is more cost efficient and can produce greater benefits.</p> <p>Both the River Severn River Basin Management Plan (Page 52) and the Humber River Basin Management Plan (page 46) recommend that Local Plan set out policies requiring homes to meet the tighter water efficiency standard of 110 litres per person per day as described in Part G of Schedule 1 to the Building Regulations 2010. As such Severn Trent's recommendation is consistent with wider objectives within our water supply regions.</p>	Resources and references section added
Planning professional	Residential Parking Guidance	<p>Please ensure that the measurements are in conformity with that of the Leicestershire Design Guide.</p> <p>This needs to go in hand with a real account of parking standards to ensure estates to not become littered with cars on the streets etc.</p>	Noted - thank you. The Leicestershire Design Guide, along with the National Design Code have been considered
Planning professional	General Comments	<p>Great effort and hopefully will provide some great information for developers. Would strongly advocate putting yourselves forward for an award when applicable.</p>	Noted - thank you
Member of the public	Minor Residential and Infill Developments	<p>Why are housing estates always built with inadequate room for car parking? Other than to line the pockets of the developers of course. So many new build houses in Melton with 4+ bedrooms and room for only 1 car or 2 on a tandem driveway. Completely useless and out of touch with modern families.</p>	The car parking requirements are set by the Local Highways Authority
Member of the public	Core Design Principles	GP surgery	Reference made to GP surgeries in section 6 of Accessible and Legible Streets
Member of the public	Accessible and Legible Streets	Many of the new developments are feeding onto already busy roads. Consider roundabouts.	Noted - thank you. Design speeds have been included which would incorporate the use of roadabouts.
Member of the public	Residential Parking Guidance	You need to review town parking pricing to aid regeneration of the town centre	Noted - thank you. This is out of scope of the SPD
Member of the public	Core Design Principles	It's as if these principles were thought up in the 1980s. There is no foresight, face value paid attention to the environment, electric charging points	Electric charging points have been referenced
Member of the public	Working With Nature	Vacuous. Zero substance as if nature is an after thought. Polytechnic thinking when Russel group standard required	Noted - thank you
Member of the public	Making Room for Water	excellent idea just as long as no one puts in a duck house	Noted - thank you
Member of the public	Positive Public Spaces	Sounds line an empty TED talk. I think it needs to be braver. Some large theme to public spaces, be it catered for children or sports, some big theme to spaces that makes a big point of difference	Stronger wording added where applicable
Member of the public	Accessible and Legible Streets	with sat navs what is the point of this	Noted - thank you

Member of the public	Locally Distinctive Places	let's not pretend we have these places	Noted - thank you
Member of the public	Adaptable and Resilient Buildings	I would like us to take a different approach in Melton to this and take inspiration from scandinavian style housing when it comes to resilient and adaptable buildings	Noted - thank you. There is also a need to balance with local distinctiveness
Member of the public	Major Residential and Mixed Use Developments	garden villages should be considered to maximise major residential and mixed used development	Noted - thank you
Member of the public	Minor Residential and Infill Developments	Infill ends up destroying communities, it always ugly, there is never enough infrastructure	Noted - thank you. This SPD aims to create well designed infill development
Member of the public	Industrial and Commercial Developments	feels a bit dated and doesn't seem to tie in with what is happening in the east mids especially around development around the M1, we need to become a hub. I would like to see large scale nurseries encouraged, like dutch nurseries for commercial growing to tie in with the agricultural nature of the area	Noted - thank you. This is out of the scope of the SPD
Member of the public	Character Notes	I refuse to comment on something like character notes, might be okay when discussing merlot	Noted - thank you
Member of the public	Residential Parking Guidance	Lazy	Noted - thank you
Member of the public	Renewable and Low Carbon Energy Section	This is the future, be more ambitious with these plans	Stronger wording added where applicable
Member of the public	Residential Separation Distances	spacing should be greater, though not ideal for developers there is greater value to be had for homes which offer the possibility of extensions, the value of keeping people in the community and the value they add themselves to property	Noted - thank you. Viability of developments has to also be considered
Member of the public	General Comments	I think you are just doing this exercise because the local plan is already redundant and you just want an excuse to infill.	Noted - thank you
Member of the public	Character Notes	RING ROAD, Doctors surgery schools hospital	Noted - thank you. This is out of the scope of the SPD
Member of the public	General Comments	Melton was a lovely market town which has been completely ruined by building every where, with the amount of congestion priority should be to sort out the infrastructure before anything else.	Noted - thank you. This is out of the scope of the SPD
Member of the public	Working With Nature	Put more emphasis on additional planting, make spaces as green as possible	Wording amended to emphasise this
Member of the public	Accessible and Legible Streets	Should ensure all builds have ideally at least 2 off road car parking spaces (even if 1 behind the other) and maybe even more if large family houses as the majority of households have 2+ cars. Get streets to join up with walkways including on competitor housing developments. Should have minimum street width and pavement width with ideally some green space at the front	The car parking requirements are set by the Local Highways Authority
Member of the public	Major Residential and Mixed Use Developments	Good points on parking and green space. Protect existing green space by adding more trees around the boundaries so it doesn't feel like you're in the middle of a housing estate and to block to view of the housing from the green space	Wording amended to emphasise this
Member of the public	Minor Residential and Infill Developments	Parking dominations is better than lots of street parking! Although agree some green space at front should be strongly encouraged	Noted - thank you. This is in line with the aim of the SPD
Member of the public	General Comments	Minimum garden size	Minimum garden size cannot be specified within this document. Viability of developments would also need to be considered
Member of the public	Working With Nature	In the villages, any land that is currently green space (both cultivated and un-cultivated) should be kept as green spaces. They should not be built on. Any new building should be on brownfield sites or the edge of the village.	This is out of the scope of the Design of Development SPD
Member of the public	Positive Public Spaces	In the villages, any land that is currently green space (both cultivated and un-cultivated) should be kept as green spaces. They should not be built on. Any new building should be on brownfield sites or the edge of the village	This is out of the scope of the Design of Development SPD
Member of the public	Accessible and Legible Streets	Due to inadequate off-street parking in most new developments, people have to park on the streets and pavements, causing obstructions.	Noted - thank you. This is in line with the aim of the SPD
Member of the public	Minor Residential and Infill Developments	Currently they do not ensure that houses have sufficient parking - both off-street and on-street	The car parking requirements are set by the Local Highways Authority

Member of the public	Residential Parking Guidance	Currently most new developments do not ensure that houses have sufficient off-street parking	The car parking requirements are set by the Local Highways Authority
Member of the public	Working With Nature	Emphasis of planting needs to be on native & high quality for wildlife. Many developer plantings of laurels for example are not suitable. Planting of specimen trees should be limited. Whilst there needs to be appropriate lighting for pedestrian walkways at night strong consideration must be given to the type of outdoor lighting & how long it is on for as light pollution has a bad effect on wildlife behaviour. Walkways can use solar "cats eyes" to guide cyclists & walkers so overhead lighting might not be needed. Connectivity is very important for amphibians & reptiles. Existing ponds should be brought into the development & not destroyed & careful assessment given before converting a pond into a SUD as the habitat will change. Migration routes must be considered before building a new road or housing.	Wording amended to include these suggestions
Member of the public	Making Room for Water	Create new pond networks for habitat not just for flooding. Avoid converting existing ponds into SUDs	Wording amended to encourage existing ponds to be retained
Member of the public	Positive Public Spaces	Beware of light pollution. It has an impact on wildlife and human sleeping patterns. It can encourage late night gathering in quiet residential areas. Outdoor gym type facilities are needed & traditional play areas. Ensure suitable places are provided for dog exercise.	Noted - thank you. Play areas and green spaces have been encouraged within the SPD
Member of the public	Accessible and Legible Streets	Safe cycling & walking must be supported.	Noted - thank you. This has been encouraged within the SPD
Member of the public	Locally Distinctive Places	Building design is subjective. We don't want a series of identical properties because that is not how the area has developed but in rural areas in particular nothing should be in advance of building fashion externally.	Noted - thank you
Member of the public	Adaptable and Resilient Buildings	Whilst it's appropriate to leave room for expansion there is a genuine need for small "downsizing" properties. One bedroom or two bedrooms to allow for guest or overnight carer, This is needed in the private sector but without the properties being part of a retirement village. Properties designed for young people & families should allow for working from home & running a home based business. Properties should also be able to create easy access storage for bicycles, pushchairs & mobility scooters.	Wording amended to incorporate these suggestions
Member of the public	Major Residential and Mixed Use Developments	Ensure offices spaces can be converted to living accommodation easily in the future.	Noted - thank you. Adaptability has been encouraged within the SPD
Member of the public	Minor Residential and Infill Developments	In rural areas there is high value to residents in terms of space, light, views & green surroundings. This must be taken into account & density should be less in these areas. They should not impact views or light & must be sympathetic to the local area.	Noted - thank you. This is inline with the aims of the SPD
Member of the public	Renewable and Low Carbon Energy Section	Installation of solar panels & air source heat pumps will have an impact in rural areas with aesthetics & noise.	This has been mentioned within the Renewable and Low Carbon Energy section
Member of the public	Core Design Principles	No - exceptin relation to Context and Basic Principles. Old areas built before the motor car often have frontages straight onto the street - appropriate for the time - but these should not now be used as a defining 'character' of an area for future development.	Noted - thank you. The SPD aims to provide a wide variety of houses appropriate to the street and wider area
Member of the public	Working With Nature	Excellent recommendations. However creating new wooded areas is difficult. Approx. 50 new trees, despite replanting, have been lost on the open area on the The Wickets (Barratt's estate)off Belvoir Rd because of inadequate after care. There should be recommendations and conditions on how these areas must be looked after - e.g. trees kept free of grass and weeds around the base and watered for the first years as they become established. Creating semi-natural greenspace involves more than just planting it.	Maintenance section added within the positive public spaces section
Member of the public	Making Room for Water	Excellent advice. Hopefully we can avoid previous mistakes. We have a dreadful SuDS scheme in Bottesford off Belvoir Rd ( Barratt's estate)- heavily engineered, useless as a recreational space and draining the developed site against the natural lie of the land.	Noted - thank you

Member of the public	Positive Public Spaces	Excellent advice here - but see response to section 4 - trees must be nurtured after planting to ensure the success of the scheme. Also - in some areas there needs to be some thought about how necessary a large open space is on a new development. We should avoid large treeless open spaces in front of new developments where the houses are lined up like barracks with inadequate gardens. Garden space should be a priority as well as numerous small open spaces within the developed area to help keep the houses cool in summer. Obviously developers want to cram the houses in to reduce the cost of bringing in services but this is not creating comfortable living areas for the future. Developers' images of a development fronting a green area look impressive - but just look behind the front houses and consider the cramming, inadequate gardens, and lack of green areas within the developed space. Maintenance - should not be considered a problem, but an employment opportunity. Spending here to create and sustain a really good environment may save in the long term - preventing these new estates from declining into undesirable areas with all the social problems which follow.	Noted - thank you. The importance of maintenance has been highlighted on pages 12 & 15
Member of the public	Accessible and Legible Streets	Street design - too many houses on new estates accessed off communal driveways where pedestrians are not adequately separated from vehicles. The design itself encourages car use. These estate roads are not only used by residents but also by delivery drivers in a hurry!	Wording amended to reflect this
Member of the public	Locally Distinctive Places	Good advice - except it should be highlighted that existing poor design is not a reason for building more of the same.	Noted - thank you
Member of the public	Adaptable and Resilient Buildings	This dreadful Conservative Government is allowing a building boom which still installs gas heating on a large greenfield sites where ground / air source heating should be incorporated NOW. The cost environmental and financial of rectifying this in the future is huge. Resilient buildings need a resilient situation - i.e. more green immediately around them - see previous comment on tree planting and green spaces within the development. Some new estates built under this Government will become extremely uncomfortable to live in and ultimately undesirable as the climate heats. Tightly crammed detached housing - dreadful. There should be a more imaginative use of semi-detached houses for low cost housing - this does not need to be the usual dismal pair of identical semis but could include interesting corner treatments and large houses with 'cottages' attached.	Noted - thank you. The SPD states that air source heat pumps should be incorporated and stresses the importance of open spaces
Member of the public	Major Residential and Mixed Use Developments	Softening the edge of a major development is more than just planting on the edge - it ought to be about feathering the edge of the developed area so that it drifts into the countryside as our villages used to do. Developers could do well here by providing some expensive houses on the edge with large gardens - and covenants to prevent these being developed.	Wording amended to reflect this
Member of the public	Minor Residential and Infill Developments	Good advice on infill - this should always be respectful of existing residents. A reason why these applications should always be considered locally and not as part of the new Government scheme to take local planning away from the people who have to live with the consequences.	Noted - thank you
Member of the public	Character Notes	Poor existing character should never be a reason for building more of the same. One badly designed modern estate is not a reason for building another one next to it.	Noted - thank you
Member of the public	Residential Parking Guidance	Parking spaces should be permeable. A car runs on wheels - it does not need a hard space the size of the car to park - parking could be on paved tracks with green surfaces in between. Houses should not be approved where rear on plot is the only option. This can leave the house with no garden at all.	Wording amended to reflect this
Member of the public	Renewable and Low Carbon Energy Section	Excellent advice - and could have been employed over the last 3 years if we had a Government properly committed to combatting climate change.	Noted - thank you
Member of the public	Residential Separation Distances	Good advice which should be enforced.	Noted - thank you
Member of the public	General Comments	A good document which has been well produced. It is though dismaying to see it introduced as descriptive rather than prescriptive. I don't expect much from a Conservative government but at least I would expect it to 'conserve' the environment.	Wording amended to reflect this
Member of the public	Minor Residential and Infill Developments	Improve infrastructure on all roads in and out of Melton. Bottle necks occurring daily because houses built along or off main roads. It's ridiculous	Noted - thank you. This is out of the scope of the SPD
Member of the public	Industrial and Commercial Developments	Perhaps be more realistic with business rates and support local businesses. Shops are becoming empty. Parking is a joke in Melton as is the traffic flow.	Noted - thank you. This is out of the scope of the SPD

	General Comments	Use local tradesman for all works new and existing. Electrical contractors etc. It's criminal that local tradesman don't get the opportunity to carry works in their local town.	Noted - thank you. This is out of the scope of the SPD
Member of the public	Core Design Principles	<p>Much of the content of this document does not seem to recognise that potential developer 'opposition' to many of the excellent intentions and proposals will be based on claims that they will increase costs and thus make development applications not economically viable. The NPPF has substantial guidance of this issue of 'viability' - see <a href="https://www.gov.uk/guidance/viability">https://www.gov.uk/guidance/viability</a>.</p> <p>This includes the statement that Under no circumstances will the price paid for land be a relevant justification for failing to accord with relevant policies in the plan.</p> <p>In some way, this has to be made clear as an underlying principle within the document otherwise developers will simply put up an argument that many of the excellent Design proposals are not economically viable and the value of the document will be reduced to little more than sweet words of intent. This must be strongly resisted.</p> <p>In the Foreword mention is made of creating 'beautiful and resilient' places. Is resilient the correct word? According to the Cambridge Business English Dictionary resilient means the quality of being able to return quickly to a previous good condition after problems.</p> <p>Surely the intention is to enable building adaption FORWARD - not backwards?</p>	Noted - thank you. Wording amended to reflect this
Member of the public	Working With Nature	Wild Life Corridors - during an informal conversation with a senior manager of Barratt's Homes I was told that when they did provide holes at ground level in the fencing the residents simply blocked them up as they did not want creatures going through! Similarly with Swift Bricks - residents did not like the 'droppings' . So the issue must be how to ensure that these essential provisions are maintained over time.	Noted - thank you. The importance of maintenance has been stressed within the SPD
Member of the public	Making Room for Water	There seems to be a change of tone in this section to that of the introduction. The Introduction states the document is to assist developers and applicants TO MEET the requirements of the Melton Local Plan in terms of design quality. But Section 3 says that Water butts and rainwater harvesting IS ENCOURAGED to slow down the flow of surface water. Surely to meet the expected Design Standards this must be more strongly stated as a design requirement to combat at least one aspect of climate change.	Wording amended to further encourage this
Member of the public	Positive Public Spaces	<p>Section 1 makes reference to the provision of benches where people can rest and socialise. See Art Quarterly Summer 2021 'Making space for women' that includes a reference Making Space: Women and the Man Made Environment (1984). This provides consideration of the configuration of benches that allow for both interaction between people and those that do not want such social interaction - such as women who do not want to be subject to unwanted 'attention'.</p> <p>Section 2 states that street lighting MUST be provided to ensure that users of the space feel secure and can safely move around. Although the intention of this is clear, it would be assisted if the the word street was removed and the word appropriate inserted so that it reads Appropriate lighting must be provided. Even then, is the intention that every public space is illuminated after dark? Surely not - light pollution? Dark Skies are important on settlement fringes and must be respected. Developers need clearer guidance on this. Section 4 Plant More Trees - an excellent objective but it is not just a question planting them but ensuring that they are appropriately maintained during their early years of growth to ensure survival.</p> <p>Section 5 - The illustration presents some questions in relation to other parts of the Design document. There appears to be only a footpath in front of the houses with no apparent car parking provision. So where are the parking places? To the rear of the properties - a solution correctly condemned elsewhere in the document?</p> <p>I am not sure of the purpose of the narrow (public?) strip in front of the railings. Surely it would be a better design to make that a part of the garden frontages that would then become meaningful private spaces that could be appropriately planted. Additionally, research has shown that actively used front gardens increases social interaction between the public and private spheres. See: <a href="https://www.researchgate.net/publication/336045253_Bringing_Fronts_Back_A_Research_Agenda_to_Investigate_the_Health_and_Well-Being_Impacts_of_Front_Gardens">https://www.researchgate.net/publication/336045253_Bringing_Fronts_Back_A_Research_Agenda_to_Investigate_the_Health_and_Well-Being_Impacts_of_Front_Gardens</a></p>	Wording amended to reflect this
Member of the public	Accessible and Legible Streets	<p>Section 3 States that on secondary and local streets speeds MUST be reduced to 20mph. An excellent objective but how is this legally established and enforced?</p> <p>Section 6 This is somewhat unclear in terms of how firm the intention is to have street trees planted. The wording could be a much firmer intention of intent/requirement.</p>	Worded amended, 20mph is proposed as a Design speed limit not not a statutory speed limit. Use of speed bumps and roundabouts can be used to slow speeds on secondary roads.

Member of the public	Locally Distinctive Places	The question is what is meant by 'locally distinctive' - what is 'locally' - within a specific place or between places? If the meaning is between places - such as between villages, these villages will have developed relatively slowly prior to the advent of the mass developers - hence their diversity of structure and character. Clearly the mass builders are destroying this rural diversity as they build near identical housing estates within villages from Cornwall to Cumbria. Perhaps the Design document should, in some way, express the expectation that any proposed new village development must be of a distinctive architectural style/character to new developments within say a 15 - 20 mile radius. That is, how does this design document establish a requirement that architectural diversity is established and maintained throughout all of the village settlements within the Borough?	The character notes provide clarification as to the meaning of the term 'locally distinctive'
Member of the public	Adaptable and Resilient Buildings	Section 7 says that the use of loft spaces at the outset is discouraged as this prevents expansion at a later date. This is a confusing statement. It could mean that loft space (as a usable space) is simply to be unused during whatever time period constitutes the 'outset'. However, the main point is that now most loft spaces are constructed on the pre-manufactured truss principle - creating a largely unusable honeycomb of timbers across the roof void. This is because it is cheaper and quicker for the developer - hence enhancing profit margins. See <a href="https://www.thehousedesigners.com/articles/prefabricated-roof-trusses.asp">https://www.thehousedesigners.com/articles/prefabricated-roof-trusses.asp</a> that concludes: • The only real disadvantage of roof trusses is that the homeowner ends up with less usable space in the attic area; a very small price to pay! But it is potentially a very large price to pay. This Design guidance should be ensuring that roof structures are such that they maximise the potential use of the roof void - if only, initially, for the storage space that is so absent in the vast majority of new build houses.	Wording amended
Member of the public	Major Residential and Mixed Use Developments	Getting the Parking Right states that as much front garden as possible should be provided. Yes - exactly but that should not be then used as a car park. If so, it ceases to be a front garden! We then have what must be considered a nonsense - Garages are not counted as parking spaces! This Design guidance should insist that garages are of sufficient width to enable access of the the modern larger cars and that they are expected to be used as parking spaces! If not then they are not garages! I suggest that this really section needs re-thinking. Providing Adequate Waste Storage: The text says this should be provided away from doors and windows WHEREVER POSSIBLE. If it is not possible then that constitutes BAD design. So the text must be that the design positively enables storage locations away from doors and windows. Bringing it all together: The illustration shows the layout loved by developers - houses crammed together with little green space within the development and a separated public open space. This is so that there is a minimum require for the developer to lay in services. But a far better 'design for living' is when the houses are located within green spaces - totally re-designed from that illustrated. I believe that MBC have had a successful negotiation with Barratt's to bring about such a design change - that was much applauded at a recent Planning Committee..	Wording amended
Member of the public	Minor Residential and Infill Developments	A minor point - the text Minor Residential ns Infill reads For developments of less than 10 residential units. It should be for FEWER than (number)	Wording amended
Member of the public	Residential Parking Guidance	Garages ARE garages and should be considered as parking spaces. If not, they might as well be built as living space from the very start - not later as a conversion of 'use'. Maybe there should be a by-law that residents must use a garage (when provided) for the purpose of parking a car.	Noted - thank you. This is out of the scope of the Design of Development SPD
Member of the public	Residential Separation Distances	The back to back distances are derisory - so small. This is exacerbated in terms of enclosure if each garden is surrounded by a 2 metre boarded fence - living in a garden box. Maybe back garden fences should be limited to 1.5 metre height so that social interaction is encouraged across boundaries. We want to enhance social interaction - not social isolation.	Noted - thank you. This is out of the scope of the Design of Development SPD
Member of the public	General Comments	Really a very excellent document. The main problem will be actually implementing the many laudable objectives against developer resistance - usually on cost (profit and director bonus) grounds. That is why there must be considerable discussion and transparency between the Planning Authority and the developer on the whole issue of economic viability. Otherwise the developer will try and get away with the very minimum of design standards. But this will require, for example, bricklayers who are capable of laying bricks other than in straight lines and are sufficiently trained to use tools other than the high powered nail gun! It will also require a government policy that respects local democracy in plan making and is genuinely concerned that we are not simply building low quality housing that will be the slums of tomorrow. We live in hope - but expectation?.	Noted - thank you

Member of the public	Core Design Principles	The principles are sound provided they are applied. It is essentially that the planning department hold developers to account on this section	Noted - thank you
Member of the public	Working With Nature	A sensible approach	Noted - thank you
Member of the public	Making Room for Water	Its vital that these are incorporated and maintained, the sections seems to be well thought through	Noted - thank you
Member of the public	Positive Public Spaces	Important to separate cyclists and pedestrians from vehicles to ensure greater take up of non motorised transport.	Noted - thank you. Cycle lanes have been strongly encouraged within the SPD
Member of the public	Renewable and Low Carbon Energy Section	This section is of particular interest. It would that now is the time to make renewable energy compulsory in all developments, it would improve the environmental credentials of any development and it is significantly easier and cheaper to design these essential in from the start than it is to retrofit	Noted - thank you. This is out of the scope of the Design of Development SPD
Member of the public	Core Design Principles	We need a new GP surgery	Noted - thank you. This is out of the scope of the Design of Development SPD
Member of the public	Adaptable and Resilient Buildings	I think with the deterioration of the high Street shops, some should be residential, like the George Hotel	Noted - thank you. This is out of the scope of the Design of Development SPD
Member of the public	Character Notes	I would like to see original character preserved where possible, in all current buildings	Wording amended to encourage this
Member of the public	Core Design Principles	Not an omission as such but landscaping and the need for much more tree cover should be given greater coverage.	Wording amended to encourage this
Member of the public	Working With Nature	Developers rarely take the existing landscape and contours into account when designing housing schemes. Usually a cad drawing obliterates local features and landscaping is an afterthought	Noted - thank you. The SPD encourages developers to take existing features into account and to increase wildlife connectivity
Member of the public	Making Room for Water	Not sufficient guidance to stop developments in flood plains. Offer solution is to raise floors of houses which then makes the development oppressive and unnatural	Noted - thank you. This is out of the scope of the Design of Development SPD
Member of the public	Positive Public Spaces	Agree but maintenance is always an issue when areas are allowed to go "wild"	Noted - thank you. The importance of maintenance has been stressed within the SPD
Member of the public	Accessible and Legible Streets	Excellent but will LCC Highways agree. They seem to think the need to get places quickly is their priority. Definition of "local" streets needs to be included. For many villages their only street is offer part of a through route for local traffic. No mention is made of HGV restrictions	Wording amended
Member of the public	Locally Distinctive Places	Covering Melton extensively and then giving much less attention to other places is not good enough. Bottesford gets a single photograph	Noted - thank you. Photographs have been chosen to best reflect the guidance given
Member of the public	Adaptable and Resilient Buildings	Agree with the principles	Noted - thank you
Member of the public	Major Residential and Mixed Use Developments	If developers follow these design principles no, but you will have great difficulty in getting volume builders to prepare schemes showing local variants	Noted - thank you
Member of the public	Minor Residential and Infill Developments	Council must not allow "tandem" housing schemes. They ruin street scenes and especially so in rural villages	Noted - thank you
Member of the public	Industrial and Commercial Developments	All such developments should have solar panels on their roofs. There should be much greater emphasis on getting good landscaping and tree cover within estates and on the perimeter of the estate or development.	Wording amended to cover this
Member of the public	Character Notes	I failed to see anything about aerials, overhead wiring, street lighting or the design of street furniture	Wording amended to cover these points
Member of the public	Residential Parking Guidance	Melton planners still allow tandem parking on new developments in 2021	Noted - thank you. This is out of the scope of the Design of Development SPD
Member of the public	Residential Separation Distances	Melton planners are still, in 2021, allowing developments that breach the 21 metre separation rule and do not protect amenity sufficiently. Just see developments in Bottesford Parish area!	Noted - thank you. This is out of the scope of the Design of Development SPD
Member of the public	General Comments	I think that the Design Guide is really welcome and has many excellent features. my doubt is whether the Planning Committee is strong enough to ensure that the guide will work as it requires a sea change in attitude and better professional advice.	Noted - thank you

Natural England	Core Design Principles	It may be helpful to include an explanation of Biodiversity Net Gain or a cross reference to it within the Working with Nature section.	Included within Policy section
Natural England	Working With Nature	Natural England welcomes this section particularly the advice to encourage connectivity of wildlife corridors which will contribute to the Nature Recovery Network. We also welcome the section on Green Infrastructure and green roofs and walls.	Noted - thank you
Natural England	Making Room for Water	Natural England welcomes this section which encourages SUDs schemes to make a positive enhancement to biodiversity.	Noted - thank you
Member of the public	General Comments	Stop building on farmland and flood planes. Leave green spaces in villages for children to play. Protect conservation areas in villages such as Bottesford. Protect villages. Make VOB an area of outstanding natural beauty.	Noted - thank you. This is out of the scope of the Design of Development SPD
Parish Council	Core Design Principles	It's a wonderful document. Much needed within MBC and especially within the Planning team and committee. Congratulations. Really comprehensive. Well laid out and easy to follow. More could be made about who it is written for: and the responsibility of space owners, designers, council committees, councillors, etc to deliver positive design through the use of the document.	Wording amended to include this within the welcome page
Parish Council	Working With Nature	Very positive about the inclusion of these considerations	Noted - thank you
Parish Council	Making Room for Water	Very pleased to see the introduction of design criteria around the management of water... more could be made of the use of swales and low gradient water ponds that are safer and more of an amenity. Advice could be added from AECOM in this area. please see the paper they put together for West Sussex. <a href="https://www.westsussex.gov.uk/media/2270/suds_design_guidance.pdf">https://www.westsussex.gov.uk/media/2270/suds_design_guidance.pdf</a> . We would encourage the LPA to insist on the addition of water-butts to all new builds.	Guidance added within the Resources and References section
Parish Council	Positive Public Spaces	There does need to be more on: Play... Part 3 on P11 is good but there is little else about play areas, their importance and their design. There is a significant issue of ownership around this with a number of issues at the moment where agencies are reluctant to take ownership and responsibility for public space because of the cost of tree maintenance. Guidance should be given on options for ownership, and preferable results.	Guidance added within the Resources and References section
Parish Council	Accessible and Legible Streets	Congratulations on the hierarchy. Hoping this will start to encourage designers to think about walking and cycling as first-thoughts of all developments. Creating safe routes - again wonderful. This has so far been largely treated as an after-thought on current developments in our Parish - and should be at the core of all current and future development plans.	Noted - thank you
Parish Council	Locally Distinctive Places	Please make more of the importance of Landmark sites... and the need for landmark buildings on landmark sites (edge of conurbations, significant junctions, etc) and the views to landmark sites - churches, village halls, etc. This can help orientation and a sense of place, and even belonging	Added at section 6 of Locally Distinctive Places
Parish Council	Adaptable and Resilient Buildings	Could you add more on the importance of making homes future ready with cabling in place for PV solar panels, EV cars, etc. Can you address the need to be ready for the reduction and elimination of gas/oil central heating so we are ready for the next phase of life beyond these.	Wording amended to incorporate this
Parish Council	Major Residential and Mixed Use Developments	Getting the parking right - important to be sure we can incorporate parking naturally into the housing and street scape. towns and villages cannot afford space for car parks that are used for a small proportion of the day, and cannot be used usefully for other purposes, and lack bio-diversity. When car parks are needed there should be guidance about their materials so as not to create headspace, unsafe space and space low in bio-diversity.	Added within Car Parking Guidance
Parish Council	Minor Residential and Infill Developments	Through the document you make mention of different roof lines, heights and angles. and in new-builds it is important that the irregularity of angles that has grown over time is maintained. long runs of similar building lines, with regular apex heights does need to be avoided.	Noted - thank you
Parish Council	Industrial and Commercial Developments	We do need something in here about the implications of industry and the relationship with the residents close to industrial sites. Litter, noise, etc	Noted - thank you. This is out of the scope of the Design of Development SPD
Parish Council	Character Notes	Could there be more on the use of local materials? There is a clear difference of the brick in the Northern villages and the honey stone of the Southern - can this distinctiveness be maintained?	Added on page 2

Parish Council	Residential Parking Guidance	We do need to encourage schools and others to re-create safe spaces for bike parking - largely lost over the past three decades. We need to design parking for wheelie bins.	Cycle parking section added
Parish Council	Renewable and Low Carbon Energy Section	please include cabling for EV and PV as a standard in housing and industrial design	Added on page 14
Parish Council	Residential Separation Distances	Strong addition to our thinking.	Noted - thank you
Parish Council	General Comments	There needs to be an equivalent for Highways. Could you include something in the feedback that encourages LLC Highways to develop a similar up to date approach - highways are a vital part of our designed and built environment and its essential they are on side. CONGRATS on this document and all involved in its creation.	Noted - thank you