

Consultation Statement for the Supplementary Planning Document (SPD), Access for All

This statement sets out the measures undertaken by Wigan Council to involve the community and other stakeholders in the production of the SPD.

- 1 The draft SPD, including the Sustainability Appraisal, was approved by Council for consultation purposes on 26 April 2006, having already been approved by the Council's Cabinet on 13 April 2006.
- 2 A letter was sent on 12 May 2006 to a range of statutory consultees, partner agencies, elected representatives, other local groups, organisations, stakeholders and people registered on the community engagement database. The letter briefly explained the purpose of the draft Supplementary Planning Document (SPD), sought a response on how it could be improved and included a comments sheet.
- 3 Information was available on the Wigan Council's web site on the draft SPD, together with a comments sheet. The draft SPD could be viewed at www.wigan.gov.uk/pub/planning/pages/spd.htm. It has remained on the Council's website until replaced by the adopted SPD.
- 4 The formal public participation process commenced at 5.00 pm on 16 May 2006 and finished at 5.00 pm on 27 June 2006.
- 5 During this period printed copies of the draft SPD and related SPD documents, including the sustainability appraisal and comments forms, were placed on deposit in the borough's libraries, Wigan and Leigh Town Halls and at the Planning and Regeneration Department's offices at Civic Buildings and Gateway House, Wigan.
- 6 Printed copies of the draft SPD were sent to a list of consultees and key stakeholders, including all of those who responded at the informal consultation stage.
- 7 The draft document was advertised by way of a notice in the Wigan Observer on Tuesday 9 May 2006 and the Leigh Journal on Thursday 11 May 2006.
- 8 To assist people with particular needs the draft SPD could be made available on request in larger print, braille, audio tape and in a number of alternative languages. The following were received for:
 - Larger print – two requests. The complete document was printed at A3 size which provided print at font size 16 and also provided the diagrams at a larger size.
 - Audiotape – nine requests. Tapes were produced by the Engineering Services Department Service Delivery Unit. At least two responses were received as a result

- Braille – one request. A braille version was produced by a consultancy. A response was also received in braille which was translated back to words using a different consultancy.
- 9 During the consultation period on the draft SPD, Wigan Council Members were involved at:
- Adult Services Panel, on 30 May
 - Regeneration Panel on 31 May
 - Environment Panel, on 7 June; and
 - The Environment and Development Partnership on 16 June 2006.
- 10 Since Council approved the draft SPD for public participation, the draft SPD was reported for consultation to Wigan Access Committee on 3 May 2006.
- 11 A total of thirty responses had been received by the closing date. The comments received are summarised together with the Council's response in a schedule (attached). As identified in that summary, the comments received have influenced the contents of the SPD.
- 12 The Council's Planning Committee on 12 September 2006 and the Cabinet on 21 September 2006 considered the outcome of the consultation in the attached schedule summarising representations received together with a recommendation for adoption of the amended SPD.
- 13 Wigan Council adopted the Supplementary Planning Document (SPD) on 21 September 2006.

STATEMENT OF REPRESENTATIONS

Access for All - Supplementary Planning Document

Summary of main issues raised in representations and how they have been addressed in the SPD.

Name of Consultee	Summary of Comments	Action Taken and Justification
<p>John Weedon Lancashire Fisheries Consultative Association</p>	<p>The borough's angling population (between 7,000 and 10,000) is ageing and needs closer-to-water access as well as safe and secure car parking.</p> <p>All waters are covered by the Disability Disabled Act.</p> <p>Each fishery is different depending on the lie of the land, basically there should be a provision for disabled access at the nearest point to car parking, if funds allow yes the best would be parking at the rear of the pegs but this is not always practical.</p> <p>A pathway directly to the pegs is a must for easy access to facilities, on buildings the DDA states that disabled accessible parking should be as close to the facilities themselves as possible.</p> <p>Access roads to the lake or pool can be provided to a car park for disabled people subject to funding availability, if a main car park is provided then designated spaces for disabled drivers has to be provided.</p>	<p>Agree - PART THREE Detailed Design Guidance Access to urban and rural landscape has been amended to include a section on Angling. This section includes information on accessible fishing points, footpaths and car parking.</p> <p>A photograph of an accessible fishing peg is to be added.</p> <p>Details of the British Disabled Angling Association have been included as a further Source of Information.</p>

Nigel Blandford Red Rose Forest Team	Page 30 – Barriers: Include the following in 2nd Paragraph “Additional information on reducing illegal motorbike use by non physical means can be found in “Scrambling to Success” available to download from www.redroseforest.co.uk/publications.htm ”	Agree - “Scrambling to Success” added to Sources of Information. This will also be covered in the Consultation on Wigan Council Rights of Way Improvement Plan.
Dave Arstall Government Office for the North West	In respect of the section on access statements refer to the recent DCLG News Release at: http://www.communities.gov.uk/index.asp?id=1002882&PressNoticeID=2144 A DCLG Circular is imminent, which will provide further advice on design and access statements. This is also to be followed up with guidance from CABE later in the year.	Agree - PART FOUR on ‘Access Statements’ has been amended in the light of The Town and Country Planning (General Development Procedure) (Amendments) (England) Order 2006, The Planning (Applications for Planning Permission, Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2006 and DCLG Circular 01/2006 and now gives an introduction to and a template for a Design and Access Statement.
Mike Purcell Engineering Services Wigan Council	No comment, seems thorough.	Noted with thanks.
Stephen Hedley The Countryside Agency	Pleased that the SPD covers, amongst other things, access to urban and rural landscapes, and makes reference to Countryside Agency publications.	Noted with thanks.
Mr and Mrs F Parkinson	Brilliant, Excellent, Fantastic, Great. The report covers everything, we disabled people, require in explicit detail. The	Noted with thanks and support welcomed.

	<p>editorial and the cassettes were like their contents, extremely professional. Comprehensive sustainability appraisal. We commend that this SPD be accepted in its entirety.</p>	
<p>Henryk Peterson Sport England (NW Region)</p>	<p>Welcomes reference to Sport England’s Design Guidance notes on pages 8, 37, 53 and 54.</p> <p>Pleased to note that matters raised during the informal consultation process regarding creating and planning for an accessible environment at the inception stage of the development process; and access links to and within facilities, are made reference to.</p>	<p>Noted with thanks.</p>
<p>Eileen Rybka Standish and District Bridleways Group</p>	<p>Page 2 of the SPD ‘Access for All’ refers to various policies in the UDP. This section should also refer to UDP Policy Number C1H ‘Public Rights of Way’.</p> <p>The Public Rights of Way network provides access to both urban and rural areas of the borough. It is part of our local heritage and a vital recreational asset.</p> <p>Opportunities should be taken to extend the Rights of Way network and improve access for walkers cyclists horse-</p>	<p>Disagree - The SPD on Access for All is not supplementary to C1H, access issues on Public Rights of Way would be covered by A1C or C1E.</p> <p>Agree - Additional sentence added to the Detailed design guidance on Access to the urban and rural landscape stating that the design of routes should take into account the needs of all users, and especially people with disabilities, pedestrians, cyclists and horse riders.</p> <p>Noted - This will be covered in the consultation on the Wigan Council Rights</p>

	<p>riders and disabled people in all developments. There should be consultation with the Rights of Way department and user groups to ensure that important links across sites are not severed and new routes which link to and from the existing network are created to increase off road access for all users.</p> <p>Page 30 – the design of barriers all exclude horse-riders although they are mentioned. Horse friendly barriers should be included in this section along with a description dimensions and pictures as per the other barriers indicated on pages 31-34.</p>	<p>of Way Improvement Plan.</p> <p>Agree - A photograph of a Horse Friendly Barrier with a Swing gate/kissing gate has been included and information on where to get the design details from.</p>
<p>David Jeffreys English Nature (Cheshire to Lancashire Team)</p>	<p>Access to nature enhances the areas in which we live and work by providing aesthetic, recreational and health benefits. Similarly, there is also evidence of the psychological and physiological health benefits having access to natural areas.</p> <p>English Nature welcomes the production of the Draft Supplementary Planning Document (SPD) as a means of providing better guidance to assist in the delivery of an accessible local environment.</p> <p>English Nature supports such efforts, and is encouraged to see detailed guidance to allow all members of the community to experience their local environment, whether this is via access to an urban park, or as part of encouraging people into the wider rural landscape beyond.</p> <p>We are pleased to see that you have incorporated the</p>	<p>Noted with thanks and support welcomed.</p>

	<p>Countryside Agency's publication By all reasonable means: inclusive access to the outdoors for disabled people, into the 'Sources of Information' section of the document.</p> <p>You may also wish to include reference to the following English Nature publication, copies of which can be viewed and downloaded from the publication section of the English Nature website (www.english-nature.org.uk):</p> <p><i>English Nature Research Reports Number 526. Accessible Natural Green Space Standards in Towns and cities: A Review and Toolkit for their Implementation. English Nature 2003.</i></p>	<p>Agree - Added to Sources of Information.</p>
<p>Elizabeth Parry Engineering Services Wigan Council</p>	<p>Attached the most up to date designs on barriers.</p> <p>Perhaps the issue of greatest importance is that on the swing gate; a lower rail has been added to the frame/drawing so that in future when constructed to these specifications it will be easier for someone with sight difficulties using a stick to locate the barrier.</p>	<p>Agree - This detail has been added to the diagram of the swing gate or kissing gate.</p>
<p>Dawn Hewitt The Environment Agency</p>	<p>With regard to flood risk we suggest that as part of the section entitled 'A summary of good practice for developers, occupiers and owners' an additional point is added to point 4 'A concept stage....':-</p> <p>e) safe access and egress during a flood event.</p>	<p>Noted - The section being referred to is in Appendix A, which is an extract from an Office of the Deputy Prime Ministers document and can not therefore be changed. However, PART FOUR on Design and Access Statements now states that if a flood risk assessment is required</p>

		for the development the Design and Access Statement should explain how safe access and egress is provided for everyone in the event of a flood.
Judith Nelson, Regional Planner, English Heritage	Visit our website www.helm.org.uk and go to Liveability – Access and Inclusion to see our publications relating to Access for All.	Agree - These publications are included in the recognised Sources of Information.
John Harris Wigan Leisure and Culture Trust Parks Regeneration Team	<p>Suggested possible amendment to the kissing gate/swing gate stile: although the suggested dimensions appear to be ideal for wheelchairs and motorised scooters, a problem was highlighted by one of our officers. On a similar barrier at one of our sites, it was brought to the officer's attention that it was difficult to get through the stile with a double buggy.</p> <p>To provide an easier access, consideration was given to adding a pram stile (as per our 'straight through' barrier). This would of course extend the size of the stile and perhaps prove limiting with regard to available space. Accordingly we looked at alternative designs and consensus was that a modification to the refuge recess might be the best option with regard to both design and budget.</p> <p>The amended design (please see attached CAD drawing) lowers the height of the stile, omits the bottom rail from the refuge and adds an extra post on each side – thus creating a 1000x1000mm double buggy access through the refuge.</p>	Disagree - This modification to the design could result in motorbikes being able to get through the swing gate/ kissing gate and therefore on balance it was decided not to incorporate this into the design.

<p>Joe Healen Wigan Access Committee</p>	<p>We strongly feel that publication of the document will considerably improve accessibility for disabled people and other groups (e.g. young families) into the future.</p> <p>We like the structure and framework of the document and the helpful section on sources of information. These features should help make the publication widely used by the target user group thus spreading the message of the importance and advantages of designing accessibility into a development.</p> <p>Page 6 SPR 3 Raised carriageways cause particular difficulty for blind people because they take away the guiding kerb line and make it easy for them to step into the path of traffic without knowing. The absence of a kerb line takes away vital orientation information. Long stretches of tactile paving cause confusion and “guide to the Use of Tactile Paving” only shows raised carriageways used for short distances or with guard rails. We accept that the word “normally” has improved the paragraph but consider some more definite warning as above should be included.</p> <p>Page 9 SPR19 We would like some brief mention of the design of the actual ATM to help people with a sight problem even though this may not be direct planning matter.</p> <p>Page 13 Bullet Point 5 We would like pedestrian and vehicle routes to be separated</p>	<p>Noted with thanks and support welcomed.</p> <p>Noted with thanks.</p> <p>Agree - Additional sentence added to SPR 3.</p> <p>No action taken - Consider the reference to the Centre for Accessible Environments document, “Access to ATMs” is sufficient.</p> <p>Noted - Text within the bullet point has been changed, and is supported by</p>
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	<p>by a raised kerb, with crossing points, to help long cane and guide dog users.</p> <p>Page 14 bullet point 9 of whole article – Bollards Although white has been chosen as the preferable colour for street use we are not sure that it will be the best choice in all situations and may be resisted for aesthetic reasons by some developers. Suggest using “White or a colour which contrasts to the bollard and background”</p> <p>Page 14 – Dropped Kerbs and Tactile Paving preamble. We consider that there should be a warning about raised carriageways as our comments on page 6 SPR3 above. Mention should be made that if these are to be used, physical barriers should be used to stop inadvertent entry to the carriageway by blind pedestrians. (Guidance on the use of Tactile Paving Paragraph 1.5.5.3 and Figure 17).</p> <p>Page 15 Last Bullet Point The last two sentences concerning the standard use of Tactile Paving are excellent.</p> <p>Page 17 Table of Parking Spaces We feel that the number of spaces allocated to disabled parking is inadequate.</p> <p>The document indicates that the figures are obtained from the Unitary Development Plan. The Draft UDP indicates that</p>	<p>highway design guidance, to highlight the need for vital orientation information for blind and partially sighted pedestrians.</p> <p>Agree - Suggested change agreed and amended accordingly. Width of colour band removed.</p> <p>Agree - Additional sentence added.</p> <p>Noted with thanks.</p> <p>Disagree - The minimum standards for car parking provision for disabled people at new developments quoted in the SPD are taken from the Wigan Unitary Development Plan (UDP) adopted in April 2006. They</p>
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	<p>the figures are obtained from “Greater Manchester-wide standards developed in partnership with other Greater Manchester districts through the Local Transport Plan process.” National guidelines for the number of disabled spaces are given in “Traffic Advisory Leaflet 5/95 Parking for Disabled People” and it might be considered more appropriate to quote this document.</p> <p>This publication separates parking for “employees and visitors to business premises” and “shopping recreation and leisure”. Putting the calculations from this document in the worst case situation would indicate the need to increase the 5 to 12 ordinary spaces to 3 disabled spaces and we strongly request that this is considered. It is often this size of car park that causes most difficulty and whereas the lack of a space is normally an inconvenience, to a disabled person it prevents use of the facility.</p> <p>It is also noted that the national guidance is some ten years old. It might now be considered appropriate to increase the disabled parking allocation, especially in a publication that is expected to last for a number of future years.</p> <p>Page 29 Footpaths – 6th Bullet Point People with a sight difficulty using a stick or long cane need to be able to feel the footpath edge. Suggest “People who are blind or partially sighted also need to be able to feel the edge with a stick or long cane and the difference under foot between the path surface and the ground next to it.”</p>	<p>can not be changed through this SPD process, which must, by definition, be supplementary to the UDP. Regardless, it is felt the standards are appropriate.</p> <p>Noted - By subsequent agreement, text has been amended to delete “under foot”.</p>
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	<p>Page 37 Sports Recreation and Leisure Facilities – If first bullet point, page 17 Table of Parking Spaces is changed as requested in my paragraph 7 then this bullet point may also need changing regarding the source document.</p> <p>Page 39 ATM's We think the opportunity should be taken to remind providers of the desirability of accessible features on the actual machines as mentioned in my paragraph 2 above.</p>	<p>No action taken - There has been no change to the table of parking spaces.</p> <p>No action taken - Consider the reference to the Centre for Accessible Environments document, "Access to ATMs" is sufficient.</p>
<p>Cllr Brian Finnigan Billinge Chapel End Parish Council</p>	<p>The document is highly professional and very comprehensive.</p> <p>Drawings provided are extremely clear and easy to assimilate</p> <p>Perhaps there might have been an extra appendix showing details of signs such as the "Free standing advertising such as 'A' boards should never be used on pedestrian routes" on page 14, People who do not understand what such a board looks like might feel confused.</p> <p>Perhaps, a sketch could show what is meant by "going" [page 19]?</p> <p>When discussing the "rise" of steps, what is the maximum recommended for elderly and infirm people? The sketch on</p>	<p>Noted with thanks.</p> <p>No action taken - Consider most people are aware of what A boards look like.</p> <p>Agree - A small diagram illustrating rising and goings to be inserted into the diagram on "Stepped Access".</p> <p>No action taken - The information on maximum rise is given.</p>

	<p>page 21 indicates at least 150 mm [900/6].</p> <p>Another item [page 17], in such an appendix, might show a typical car park containing, for example, 76 spaces, how many of them should be set aside for disabled persons, and the calculations for this figure, according to the table.</p> <p>“Gullies” set in pavements to drain away rainwater create problems for users of self-driven wheelchairs.</p> <p>SPR 17:Signs. This discusses, among other things, the positioning of signs for easy readability, perhaps the present fashion for the proliferation of commercial signs appearing, often at waist height and sometimes illegally, does nothing but add to the confusion felt by visitors to premises.</p> <p>Page 23 discusses Non powered Entrance Doors. From the sketch provided, it seems that an unaccompanied person in a wheelchair will have to reverse or “back-up” whilst pulling the door open. Would it not be better to insist upon automatic doors being provided in the first place, as stated on page 2, “Creating an accessible environment.”</p>	<p>No action taken - Consider that providing the table on page 17 is sufficient.</p> <p>Agree - The following text has been added to the Detailed design guidance on Approach “Gullies should be positioned beyond the boundary of the main pedestrian route wherever possible”.</p> <p>Agree - The following text has been added to the Detailed design guidance on Signs “To avoid confusion advertising signs should not detract from signs conveying important information”.</p> <p>Disagree - The diagram is based on the standards laid down in The Building Regulations 2000 Approved Document M 2004 Edition and whilst the provision of automatic doors is encouraged wherever possible it can not be insisted upon.</p>
Judith Burton British Horse	Under SPR14 and SPR15 I would like to see disabled riders linked into these policies. It is important that everyone can	Agree - That to be read in conjunction with SPR 14, the following sentence has been

Society	enjoy and participate in all sports and recreational facilities. Riding for the disabled gives both adult and children the chance to get nearer nature while having many health benefits. Wigan Council has so much they could give to riding for the disabled if they would look into it.	added to the Detailed design guidance on access to the urban and rural landscape “The design of routes should take into account the needs of all users, and especially people with disabilities, pedestrians, cyclists and horse riders”.
Kristian Marsh The Highways Agency	Satisfied with the content of the document. Have no further representations to make on it. Thank you for taking into account our initial comments.	Noted with thanks. No action taken.
Isabella Schafer	The SPD is a very comprehensive document and I am satisfied with all the recommendations. However, unless the guide lines it proposes are followed through by the Building Inspectors, on site, then it ceases to be effective. It has been my experience that when buildings have been renovated or extended the access provision has not complied with Part M of the Building Regulations and ramps etc, are often a danger to wheelchair users rather than a benefit. I know that applications for Building Regulations are checked before they receive approval but a closer check should be made to ensure that what is actually built complies with the approved drawings.	Noted with thanks. This is not an SPD matter but the content is noted.
Andrew Starkie NPS North West Ltd	Page 17. Where disabled parking Bays are located facing other parking bays then a safe distance of 6m is required between the safety zone and the facing bays “it is not sufficient to mark safety zones in existing car park spaces”	Agree - The text has been amended for clarification that the 1200mm access zone should be between the designated space and the roadway to enable a disabled driver or passenger to get in or out of a

	<p>Hand rails to steps and ramps in situations where children have access should not have open mid rails that would enable them to climb on and potentially fall. All the illustrations in the document tend to illustrate the open mid rail example?</p> <p>Page 25. Reference to more detail in respect of gradients to ramps may be useful. The example suggests 1:20 preferred with 1:12 as a maximum but does not make it clear that the maximum length for a 1:12 ramp is only 2m. "I have come across ramps at 1:12 which have been up to 8m long exceeding the old building regulation maximum of 5m."</p> <p>Page 45. The illustrations for the disabled toilet does not clearly show the distance from the wash hand basin from the edge of the WC pan. "This again is a common fault we are finding as we carry out the surveys very often all the fittings are there but not in the right place."</p>	<p>vehicle.</p> <p>Disagree - The diagrams do not have a mid rail. The photographs used in the SPD are of ramps that meet the standards laid down in The Building Regulations 2000 Approved Document M 2004 Edition.</p> <p>No action taken - This information is included in table form in the Detailed design guidance on Entrances.</p> <p>Agree - Diagram has been amended.</p>
<p>Rosanne Patterson Wigan Leisure and Culture Trust.</p>	<p>The Draft 'Access for All' SPD was shared with the Wigan Leisure and Culture diversity champions and other officers. Feedback received was positive.</p>	<p>Noted with thanks.</p>
<p>Rose Freeman The Theatres Trust</p>	<p>Whilst we note that the document does not specifically relate to theatre buildings, we are surprised that culture has not been included with the leisure element nor as a separate heading with community buildings. Culture includes visual</p>	<p>Agree - The Detailed design guidance on Sports, recreation and leisure facilities has been amended to include guidance on cultural facilities and the title of this section</p>

	<p>arts and music, the performing arts, crafts, museums, libraries, theatre, cinema, tourism, the natural and built environment, as well as creative industries, software and computer services, and antiques. By omitting the word culture, the word leisure in this context implies only sporting and recreation activities.</p> <p>We would therefore expect more detailed design guidance in this area.</p>	<p>has been amended to reflect this. SPR 15 has also been amended to include cultural facilities.</p>
Mrs M C Ducker	Theatres need to improve disabled access.	<p>Agree - The Detailed design guidance on Sports, recreation and leisure facilities has been amended to include guidance on cultural facilities, such as theatres, and the title of this section has been amended to reflect this. SPR 15 has also been amended to include cultural facilities.</p>
Robert Boylan	Is there a person responsible for monitoring the accessibility of a building and its surrounds if changes are proposed to that building?	<p>Noted - This is primarily a building management issue. However, Design and Access Statements will be required for most planning applications. The suggested template in PART FOUR provides the opportunity to demonstrate a commitment to maintaining and updating the Access Statement as work on the development progresses. It will allow the end user of the development to take the relevant information into account when</p>

	<p>To assist those who are blind could there be by the front door a button specifically for assistance in accessing the inside of the building.</p> <p>And information in Braille in a standard position in relation to the front door giving name of building, opening hours and enquiry phone number.</p> <p>In the building how is the blind person supposed to know where the exits and toilets are? An answer to this would be a tactile map that would place fire exits and toilets in the context of the whole building.</p> <p>As a general point blind people need assistance to locate Braille signs if they are to be of use.</p>	<p>making any future changes to the building and its surrounds.</p> <p>If the proposed alterations require planning permission or building regulations approval, the Council will have control over the changes made.</p> <p>Noted – The Detailed design guidance on Improving access to existing shops and other buildings open to the public gives details on the provision of an entry phone system or a call bell to enable assistance to be requested.</p> <p>This concept does not appear in national guidance such as The Building Regulations 2000 Approved Document M 2004 Edition or BS8300:2001 and to be effective such provision needs to be a national standard.</p> <p>Agree - Additional information on tactile maps has been added to the Detailed design guidance on Signs and its title changed to include this.</p> <p>Agree - Additional information on tactile signs and Braille locators on signs has been put into the Detailed design guidance</p>
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		on Signs.
Karen Boylan	<p>SPR 2: Steps need to be clearly marked with white painted edges to help the partially sighted.</p> <p>SPR 5: If the disabled users of a site believe the parking available to them is inadequate can they appeal to the council on this if they cannot obtain a satisfactory response from the sites owner?</p> <p>SPR 6: Besides drop off points for when the disabled are entering a site, what about when cars are waiting to pick up disabled people leaving a building?</p> <p>SPR 9: The ramp should be textured to assist wheelchair users. There should be railing alongside them to prevent a partially sighted person falling off or tripping over the ramp.</p> <p>SPR 11: Should entrances to premises open automatically rather than manually? What would argue against it?</p>	<p>Agree - The Detailed design guidance on Entrances states that “all nosings should be made apparent by means of a permanently contrasting material.”</p> <p>Noted - For new developments the minimum standards for car parking provision for disabled people is laid down in the Wigan Unitary Development Plan, adopted in April 2006. The Council can not request additional parking in existing car parks that are not the subject of a planning application.</p> <p>No action taken - Drop off points can be used for that purpose.</p> <p>No action taken - The design of ramps is laid down in The Building Regulations 2000 Approved Document M 2004 Edition.</p> <p>Noted - The provision of automatic doors is not a requirement of The Building Regulations 2000 Approved Document M 2004 Edition but their use is encouraged throughout the SPD.</p>

	<p>SPR 14: Footpaths should be maintained more frequently because those in wheelchairs are closer to puddles. These sometimes stretch across a footpath making a soaking unavoidable.</p> <p>SPR17: If a blind person does not have a sighted person with them what provision is made to enable a blind person to locate the toilets or, in the event of a fire, the emergency exits.</p> <p>SPR 19: Difficulties of wheelchairs not being a standard width.</p> <p>SPR 20: Should temporary signs and displays as well as bollards and street furniture be allowed on pavements. A tactile map available on request would alert blind people to where traffic moves and its direction when a blind person is unaccompanied. In the section on signs there is a need to indicate how an unaccompanied blind person would find the Braille signs. A tactile map would be of more use to find facilities..</p>	<p>No action taken - This is not an SPD matter.</p> <p>Noted - Additional information on tactile signs and Braille locators on signs has been put into the Detailed design guidance on Signs. Means of escape in the event of a fire are treated seriously and covered by the Building Regulations. This process includes liaison with GMC Fire and Rescue Service.</p> <p>No action taken - This is not an SPD matter.</p> <p>Noted - The Detailed design guidance on Approach gives details on the suitable design and location of street furniture and bollards. It also states that free standing advertising such as "A" boards should never be used on pedestrian routes. Additional information on tactile signs and Braille locators on signs has been put into the Detailed design guidance on Signs. Additional information on tactile maps has also been added to this section and its title changed to Detailed design guidance on signs and tactile maps.</p>
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		The Sources of Information section includes the recognised RNIB reference for more information and advice.
John Mann Building Control, Wigan Council	<p>On page 20 of the document, the drawing of the Ramped Access needs a slight amendment. At the foot of the steps adjoining the ramp, the corduroy warning should have a gap between it and the bottom step to represent the 400 mm space, as correctly indicated on the next drawing on page 21.</p> <p>On page 53, Sources of Information I think that the DDA itself should be included, preferably at or near to the top of the list.</p>	<p>Agree - The diagram has been amended.</p> <p>Agree - Added to Sources of Information.</p>
Elliot Brown Community Protection, Wigan Council	<p>The document seems to lean more on the side of 'New Builds'. It would be useful to have an additional focus on existing and currently used buildings. This would offer guidance and support within environments that need to carry out assessments and make changes to inappropriate spaces.</p> <p>SPR 2 Approach: there is a focus on Age, Disability, and Gender. I feel that Language difference/Braille is an issue and there does not seem to be any mention in this respect.</p>	<p>Disagree - Supplementary Planning Requirements 5,8,11,12,13 and 18 are requirements relating to existing buildings and there is Detailed design guidance on Improving access to existing shops and other buildings open to the public and Detailed design guidance on Improving access to buildings of historical or architectural importance.</p> <p>Agree - Additional information on tactile signs and Braille locators on signs has been put into the Detailed design guidance</p>

	<p>This is an issue that would bear relevance in other areas of the design process.</p> <p>Availability of the Document: this document should be made available with all planning applications. Any mistakes that are made in the planning process could be averted thus saving cash in the event of mistakes being rectified at a later date.</p>	<p>on Signs. Additional information on tactile maps has also been added to this section and its title changed to Detailed design guidance on signs and tactile maps.</p> <p>Noted - A guidance note on Access for All is sent out with all relevant planning application forms. This will give information on the SPD and explain how to view or obtain it.</p>
Philip Megson Environment Directorate Lancashire County Council	No comments	Noted. No action taken
Linda Challender Horwich Town Council	No comments	Noted. No action taken
David Hardman United Utilities	No comments	Noted. No action taken
Helen Smith Bennett Architects Ltd	<p>Document is very well constructed and informative</p> <p>In buildings of historic importance is access via a separate entrance acceptable if clearly signed, if it allows access without the requirement to install a lift or lifting device which</p>	<p>Noted with thanks.</p> <p>Noted - This would be determined through the submission of a listed building or planning application accompanied by a</p>

	<p>would detract/destroy the visual appearance of the building. This section of the document is a little unclear as to the stance on this subject.</p> <p>A lot of the report is based on creating level access for wheelchair users and more emphasis should be placed on partially sighted and other disabilities.</p> <p>The section on hard and soft landscaping to help users to find their way around residential developments is very interesting as it is an area often overlooked. Also the information on contrasting street furniture was very interesting.</p> <p>The subject of ATM's is difficult as I have found that low level facilities suitable for wheelchair users make the facilities very difficult for people with bad backs etc, to use.</p> <p>Will illuminated signage still need a separate planning application or will it be covered by future application, as there was a lot of mention of illuminated signage, and direction signage being illuminated/easily seen.</p>	<p>Design and Access Statement, and each case would be considered on its individual merits.</p> <p>Noted - Additional information on tactile signs and Braille locators on signs has been put into the Detailed design guidance on signs. Additional information on tactile maps has also been added to this section and its title changed to Detailed design guidance on signs and tactile maps.</p> <p>Noted with thanks.</p> <p>Noted – However, the guidance is as detailed in The Centre for Accessible Environments document which is used as the UK design standard.</p> <p>Noted - This is determined by the Town and Country Planning (Control of Advertisements) Regulations.</p>
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