

**OFFICER RESPONSES TO
REPRESENTATIONS RECEIVED ON THE
PUBLIC REALM DESIGN GUIDE
SPD**

March 2023

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Ref No.	S/O/C (support, object, comment)	Summary of Representation	TVBC Response	Change
pp1_1 01	S	<p>Abbotts Ann Parish Council Page 74- Section 7</p> <p>Increase in facilities for secure bicycle parking & electrical vehicle charging points should be incorporated into guidance.</p>	Agree - This is covered in 'Public Realm Hierarchy' (pg. 9) and the section on Cycling Infrastructure (pg. 44-51)	No change
pp1_1 02	C	<p>Miscellaneous Public Comment</p> <p>Apart from the render of page 7, there are no plans, overlays, or presentations as to what is being proposed.</p>	This is not the purpose of this document. The Design Guide sets principles to ensure high quality design. Design schemes have been commissioned separately and will be expected to follow these principles once adopted.	No change
	C	<p>Miscellaneous Public Comment</p> <p>Since the 1960's so much of the town's history has been lost through development and this is concerning. Would be good to see the actual plans.</p>	The Andover Regeneration Masterplan and detailed design schemes cover this. These are separate to this document.	No change
	C	<p>Miscellaneous Public Comment</p> <p>The high street was originally designed</p>	This is outside the scope of this document as a design principle. Drainage and utilities will be included as part of each individual scheme.	No change

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		without drains so the paving has become hazardous over the years, it would be good to see how the plans address this.		
pp1_1 03	C	<p>Miscellaneous Public Comment</p> <p>TVBCs approach to rejuvenation of Andover town will not be successful as it is distracted by some political issues and lack of sound commercial judgement.</p>	This guide is designed to ensure a consistent level of quality.	No change
pp1_1 04	S	<p>Public Comment Page 51; Cycle lanes & tracks</p> <p>No evidence that providing signage can make up for poor design. Failing to provide adequate segregating cycle paths that cannot be parked on is bad design.</p> <p>Please improve this specification to a higher Engineering quality level.</p>	Cycle paths will need to be designed to meet HCC engineering standards.	<p>Suggest additional sentence on pg. 51: 'Cycle paths will be designed to be separate from the carriageway wherever possible.'</p> <p>Updated on pg. 100.</p>
pp1_1 05	S	<p>Hampshire & IOW Miscellaneous Constabulary</p>	Agree	Add a sentence in the second column of pg. 17 that says: 'The site analysis should include an assessment of the levels of crime and disorder relating to

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		Draft SPD has no reference to crime, disorder, the fear of crime nor the need to reduce opportunities for them which must be considered at the early stages of development.		the site and how any proposed development might affect this both on and off the site.' Updated Pg. 54
	S	Hampshire & IOW Section 3 Constabulary Suggest amending section 3 of the SPD (Site Analysis) to include analysis of the crime and disorder on the site and how the proposed development might affect crime on and off site.	Agree	Add a sentence in the second column of pg. 17 that says: 'The site analysis should include an assessment of the levels of crime and disorder relating to the site and how any proposed development might affect this both on and off the site.'
	S	Hampshire & IOW Section 3 Constabulary Planning and design of the development should address the sites identified crime and disorder issues.	Agree	As row above
	S	Hampshire & IOW Section 3 Constabulary Suggest amending Section 3 of the SPD (Planning & Design) to incorporate the words;	Agree	In column 1 on pg. 19 add: The design and layout of any development should seek to reduce opportunities for crime and disorder.' Updated on Page 18 planning and design.

		<i>"the design and layout of the development should reduce the opportunities for crime and disorder"</i>		
pp1_1 06	S	<p>Historic England Page 4 Vision and Principals</p> <p>Suggest changing text under 'Creative & Enterprising' to acknowledge that local character already exists as the word 'embedding' suggests the introduction of something new. 'Enhancing' supports measures that allow for existing features to be better appreciated.</p>	Agree	On pg. 7 under Creative & Enterprising change the word 'embedding' to 'enhancing'
	S	<p>Historic England Page 4 Vision and Principals</p> <p>HE welcomes the reference to the town's heritage assets under the heading 'Unique & Independent'.</p>	Noted	No Change
	S	<p>Historic England Introduction Page 7</p> <p>Streets for all" could also be mentioned in this section. Additionally, this section</p>	Agree	On pg. 17 column 2 after the 4th para add: 'National guidance such as Streets for All, the National Design Guide, the National Model Design Code, Natural England's Green Infrastructure Framework etc should also be consulted as

		could also refer to the National Design Guide and National Model Design Code.		a positive guide to the design approach.' Done - under site analysis.
	S	Historic England Section 3 Design Process When describing the Design Review Board, the SPD refers to several topics implying that each topic correlates with a department within the council, if this is not the case the wording may need tweaking.	Agree - Clarification to be added.	On pg. 17 column 1 in the 2nd para after the words 'comprised of senior officers from...' add the words 'disciplines such as'
	S	Historic England Section 3 Page 9 Design Process The subsection on site analysis is an opportunity to refer to character and identity, which could shape the opportunities the site might provide. HE recommends adding more detail and reference to the National Design Guides 10 characteristics that combine to create a places physical character.	Agree to make reference to this document rather than duplicating it.	On pg. 17 at the end of the new 5th para (see row 14 above) add 'Reference to the National Design Guide's 10 characteristics that combine to create a place's physical character will create a structured framework for design thinking around built, natural and heritage assets.'

	S	<p>Historic England Section 3 Page 9 Design Process</p> <p>The text could also ideally refer explicitly to the historic environment and/or nearby heritage assets.</p>	Agree - included in row above.	See above row
	S	<p>Historic England Section 3 Page 10 Design Process</p> <p>The section on planning & design does not refer to planning policy nor planning consents and the development management process or appropriate engagement with Local Authority historic environment services.</p>	Agree	On pg. 19 column 1 in the second para after the first sentence (ending with 'project scope') add: ' this should include the Local Authority Development management Team and agencies such as Historic England, the Environment Agency etc.'
	S	<p>Historic England Section 3 Page 10 Design Process</p> <p>HE welcomes references in the SPD to local character, i.e., regarding trees in hard landscapes, cycle-parking, advertising and materials palette. The text can be reviewed to ensure the character is referenced in all</p>	Noted	No change

		relevant sections especially under the heading 'General Street furniture'.		
	C	<p>Historic England Responding to Local Character Section 8</p> <p>HE wishes to flag the importance of the towns conservation area, there is only one reference to the Conservation Area Appraisal and Management Plan (CAAMP) for Andover. There needs to be a stronger link between CAAMP and the design guide to enable future proposals to align more easily with both documents.</p>	Noted - This is a tool for the DM team who will make that link where it is applicable.	No change
	C	<p>Historic England Responding to Local Character Section 8</p> <p>The CAAMP divides the conservation area into different areas with a subsection on 'Public realm and open space'. The design guide should recognise this resource when</p>	Noted - The guide is not intended to duplicate the CAAMP as the Development Management team will use both tools and guide developers accordingly.	No change

		supporting public realm interventions.		
	C	<p>Historic England Responding to Local Character Section 8</p> <p>The section on building materials in the CAAMP could be referenced in Section 8 of the Design Guide on materials palette.</p>	Noted - The guide is not intended to duplicate the CAAMP as the DM team will use both tools and guide developers accordingly.	No change
	S	<p>Historic England Green and Blue Infrastructure Section 9</p> <p>HE welcomes setting the approach to green and blue infrastructure in the context of landscape strategy and support making the river Anton a key feature in the town.</p>	Noted	No change
	S	<p>Historic England Green and Blue Infrastructure Section 9</p> <p>HE encourages an approach to green infrastructure that is informed by and respects the surrounding historic</p>	Agreed	On pg. 110 column 2 before the last para add: 'Where appropriate, the landscape approach should also be informed by the surrounding historic environment. '

		environment, and this could be made clearer in the text in section 9 of the design guide.		
	S	<p>Historic England Green and Blue Infrastructure Section 9</p> <p>HE advises liaising with TVBCs historic environment services and to be mindful of the potential impact on buried archaeological remains.</p>	Noted	No change
pp1_1 07	C	<p>Public Comment Design Process Miscellaneous</p> <p>The incline plane of the High Street is non-permeable and leads to frequent flooding of the lower area and its junction with Bridge Street.</p>	Noted - this information will be included in specific design analysis for the site.	No change
	S	<p>Public Comment Materials palette Miscellaneous</p> <p>The hard surfacing has become a hazard to the visually impaired and those with mobility issues as the compacting by heavy vehicles has resulted in</p>	Noted	No change

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		cracking or damaged paving and the black bitumen compound that has replaced it is an unsightly hazard.		
	C	<p>Public Comment Miscellaneous</p> <p>The establishment of permeable areas and/or trees especially down the centre of the High Street would relieve some of the issues and provide a deterrent to the un-authorised heavy vehicles as well as be more environmentally friendly.</p>	Agreed - such measures are included in a number of the design schemes.	No change
	C	<p>Public Comment Miscellaneous</p> <p>The pedestrianisation of the area adjacent to Wilkinson's is to be applauded but despite its recent relandscaping, its already looks in need of a refresh.</p>	Noted - Care and maintenance is a matter that is addressed in the guide on pg. 19.	No change
	C	<p>Public Comment Miscellaneous</p> <p>The paving that has been laid around the grass area at the junction with Bridge Street has been laid</p>	Noted - Lesson learned for future schemes.	No change

		with a right angle turn whereas the common approach is to cut the corner, destroying the grass laid there.		
pp1_1 08	C	<p>Public Comment Miscellaneous</p> <p>The photos in the design guide are London-centric, it be useful to see how the designs worked at a smaller scale such as Andover town as many of the ideas shown wouldn't be appropriate or cost effective as a single installation.</p>	Noted - Wherever possible local or images relating to comparable settlements have been used, however this is not always possible.	No change
	C	<p>Public Comment Public realm hierarchy Page 8</p> <p>In an effort to encourage more cycling and walking, electronic scooters will be encouraged, and this is concerning because currently these are being ridden too fast for public safety and could become a nuisance.</p>	Noted - where possible cycleways are to be separate from the carriageway and pedestrian footpaths.	No change
	C	<p>Public Comment Public realm hierarchy Page 8</p>	Not in the scope of this document	No change

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		Funding will need to be set aside for a better public transport system to reduce reliance on private cars.		
	S	<p>Public Comment A changing climate Page 12</p> <p>Emphasis on fixing existing problems in the drainage systems as opposed to 'deploying innovations'.</p>	Noted	No change
	S	<p>Public Comment Design Process Page 16</p> <p>The site analysis and stakeholder engagement process should not become bureaucratic particularly where there are overlapping schemes or disagreements between stakeholders.</p>	Noted	No change
	C	<p>Public Comment Design Process Page 16</p> <p>The Vision will inevitably be modified by the requirement for cost-effectiveness of a proposed scheme.</p>	Noted - This is the role of the Development Management Team	No change

	C	<p>Public Comment Public realm & streetscape Page 30</p> <p>Contrasts will need to be reinforced by more visible markers where appropriate as contrasts disappear when the ground is covered by snow or by rain at night.</p>	Noted - Lighting schemes are intended to maximise legibility at night.	No change
	C	<p>Public Comment Public realm & streetscape Page 32</p> <p>The first paragraph states that "tactile paving is not required" but tactile surfaces are a good indicator for people with limited vision or when the ground is covered in snow.</p>	This reference (pg. 32column 2) relates specifically to junction crossovers where that paving is uninterrupted, and pedestrians have right of way.	No change
	C	<p>Public Comment Public realm & streetscape Page 39</p> <p>Co-location of signs is desirable but distinguish important signs from less important ones so that the whole post is not dismissed as unhelpful due to clutter.</p>	Noted - The aim is to add structure and remove clutter.	No change

	C	<p>Public Comment Cycling Infrastructure Page 44</p> <p>The introductory paragraph suggest that cycling can be used to support high streets, but cars will still need to be used for heavier shopping loads and bicycles will need to be securely locked when not in use. All bicycles and electric scooters should be fitted with an audible warning if they are to be used on pedestrian walkways.</p>	This is not in the scope of this document.	No change
	C	<p>Public Comment Cycling Infrastructure Page 50</p> <p>The illustration shows bicycles parked in the middle of the road which looks unsafe for riders trying to get to & from their bikes.</p>	The scheme illustrated is Kensington High Street where this approach has reduced traffic accidents by ensuring that drivers are more aware of the population of the space by cyclists and pedestrians.	No change
	S	<p>Public Comment Materials palette Page 92</p> <p>If the guide principles were to be adopted more widely the risk is the country's Purbecks stone resources would be denuded. It would be</p>	Noted	No change

		more sustainable to find a more local stone.		
	C	<p>Public Comment Green and Blue Infrastructure Page 112</p> <p>In seeking to re-establish connectivity between River Anton and its floodplain, clarity is needed on how this will be done if the floodplain has already been built on, if demolition of existing developments is intended, this should be clarified.</p>	This is not in the scope of this document and would be dealt with as a separate issue by the Development Management Team.	No change
	C	<p>Public Comment Green and Blue Infrastructure Page 120</p> <p>TVBC should have an 'affordable' scheme suitable for affordable housing developments, if the cost of specific planting regimes is to be borne by developers, this might lead to such regimes being used in only the high-cost developments where the cost can be recouped.</p>	This would be subject to negotiation between the Development management team and individual developers.	No change

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	C	<p>Public Comment Green and Blue Infrastructure Page 124</p> <p>Suggest that TVBC provide or sponsor suitable seed packs for Andover schools to promote the spread of chalkland flowers and to encourage children to be more involved and interested in the local environment.</p>	Not in the scope of this document	No change
pp1_1 08	S	<p>National Highways No Comments</p>	Noted	No change
pp1_1 09	S	<p>Natural England Miscellaneous Introduction</p> <p>NE welcomes the vision for Andover's public Realm to include climate emergency, increase biodiversity and recognition of benefits that natura provides for local character, health and wellbeing and nature itself.</p>	Noted	No change
	C	<p>Natural England Miscellaneous Guidance Documents</p> <p>TVBC should consider the policies and guidance documents</p>	Noted - this would be for the Development Management team to signpost where appropriate.	No change

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		held by the Andover town Council before designing the public realm.		
	S	<p>Natural England Miscellaneous Guidance Documents</p> <p>TVBC should consider adding NE's Green Infrastructure Framework specifically the Planning & Design Guide to the list of guidance documents, and the guidance should refer to TVBC rather than Andover Town Council</p>	Agreed	<p>Done - under site analysis.</p> <p>On pg 17 column 2 after the 4th para add: 'National guidance such as Streets for All, the National Design Guide, the National Model Design Code, Natural England's Green Infrastructure Framework etc should also be consulted as a positive guide to the design approach.'</p>
	S	<p>Natural England Public Realm and Streetscape Page 26</p> <p>NE welcome inclusion of SuDS as a key component of the public realm, SuDS should be designed and installed in accordance with requirements in the SuDS Manual (C753)</p>	Noted	No change
	C	<p>Natural England Public Realm and Streetscape Page 28</p>	<p>Point: Tree retention</p> <p>Established and mature trees are high value natural assets which appreciate over time and there should be a presumption of retention of existing trees unless there are clear, well-evidenced reasons to</p>	<p>This feed-in is really two different comments so I think best separated. Re tree retention, this is a valid point</p>

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		<p>Recommend the SPD making reference to the importance of retention of existing trees, where viable, tree species should be capable of growth to exceed building height and provision must be made for succession planting.</p>	<p>the contrary. Recognition of the contribution that existing trees make to townscape character and the delivery of ecological services should be foregrounded in any future plans and specialist inputs from an arboriculturist should be sought in any related concerns or decision-making.</p> <p>Point: Height, building line, succession (second part of item 51) Particular consideration should be given to the role that trees play at maturity and where feasible, species should be selected that can maximise their potential - for example, attaining sufficient height to exceed the building line where appropriate, or being balanced in scale to the spatial context. Creating a plan for replacement/legacy planting should form part of any tree strategy.</p>	<p>and could precede the first para. on p.28 integrated at the beginning of p.28</p> <p>A separate point – but to precede para 2. Column 1, could say that Street and urban tree planting will play a significant part in responding to climate change impacts and nature recovery as set out in Hampshire County Council's Tree Strategy (2020)</p> <p>Item 51-part 2 Suggest referencing this by linking it to existing para. 4, just follow on from existing with text in italics</p>
	C	<p>Natural England Public Realm and Streetscape Page 29</p> <p>Further clarification is required on the 'approximate root ball sizes' section as this could be misleading as only represents the size of the root ball at planting and is not reflective of the rooting volume required for a particular species.</p>	See above	As above
	C	<p>Natural England Public Realm and Streetscape Page 29</p>	See above	As above

		A tree with no adjacent rooting zone is unlikely to survive in the long run, therefore, TVBC should consider not including this in the SPD.		
	C	<p>Natural England Public Realm and Streetscape Page 29</p> <p>TVBC should consider the standard on Urban Tree canopy Cover in the GI framework and undertaking a tree strategy and valuation exercise.</p>	I think this is a strategy issue, not necessarily for the design guide. TVBC may will wish to carry out an evaluation of existing canopy cover. I think this is for them to take away and work out what and how with tree officers. This section is about trees in hard paving.	No change
	C	<p>Natural England General Street Furniture Chapter 7</p> <p>Additional features for species and small-scale greening of street structures can be incorporated into this chapter such as bird boxes, planted vehicle barriers and green roof on bus stops (GI Planning and DG part 4.9 and 4.11)</p>	Acknowledge some of this under page 77 Planter and greening.	No change
	S	<p>Natural England General Street Furniture</p>	<p>Point: Level of provision of Habitat boxes and features.</p> <p>The appropriate provision of habitat boxes and features should be</p>	Suggest an additional para on provision of habitat – can be integrated into the Planters and

		<p>Chapter 7</p> <p>In line with p118 of NPPF, TVBC should consider providing guidance on, e.g., the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment.</p>	<p>encouraged and pursued wherever feasible to create more opportunities for species such as birds, bats, bees, stag beetles etc. The key opportunities are for installation on existing built structures, trees and various other vegetation types/habitats, or integrated into new development in accordance with National Planning Policy Framework (NPPF) guidance. In most cases, proposals should be guided by an ecologist's recommendations in terms of target species, type, siting, height and aspect of provision to optimise the correct species and chances of success. Building owners and occupiers can also be encouraged to take action in support of key species. De-paving, creating rain gardens and ponds, pursuing wildlife-friendly gardening and management techniques and installing appropriate habitat boxes all amplify benefits to wildlife.</p>	<p>urban greening section or perhaps a separate section made for this</p>
	S	<p>Natural England Green and Blue Infrastructure Chapter 9</p> <p>NE welcomes the recognition of the importance of the chalkland landscape, the river Anton chalk streams unique character. Support the inclusion of enhancement of these characteristics using appropriate growing medium and species selection.</p>	<p>Noted</p>	<p>No change</p>
	S	<p>Natural England Miscellaneous</p> <p>The SPD will not result in any potential likely significant effects on designated sites around Andover and therefore an HRA is not required,</p>	<p>Noted</p>	<p>No change</p>

		consideration should be given to the role that Green Infrastructure can play in alleviating adverse impacts on SSSI's ancient and semi-natural woodland.		
pp1_1 10	C	<p>Cycling UK/CTC ANDOVER Miscellaneous</p> <p>The SPD stresses good design but needs additional detail on what specific practises should be avoided.</p>	Unsure which specific practices have been omitted.	No change
	S	<p>Cycling UK/CTC ANDOVER Cycling Infrastructure Chapter 5</p> <p>Positive design features such as significant separation kerbing or regular placement of bollards that prevent motorists mistaking cycle lanes and tracks for parking bays should be provided instead of relying solely on signage.</p>	Agreed	No change
	C	<p>Cycling UK/CTC ANDOVER Cycling Infrastructure Chapter 5</p>	Noted - The guide refers to future design interventions.	No change

		There are some surfaces that have been used in Andover which are not suitable and dangerous for cycling such as the rough granite setts, troughs and up-stands in Station Road In Tidworth		
	C	<p>Cycling UK/CTC ANDOVER Cycling Infrastructure Chapter 5</p> <p>There are unsuitable surfaces in Andover such as Stone Close and entrance to Cress gardens with rough surfaces exceeding 15-20mm up-stands and troughs potentially causing cycle-tyre pinch points and instability.</p>	Noted - The guide refers to future design interventions.	No change
	C	<p>Cycling UK/CTC ANDOVER Cycling Infrastructure Chapter 5</p> <p>Exbury way in Andover has 20mm+ upstands and bumpy surfaces which are slippery when wet, a smooth 1m+ wide strip should have been laid through the middle for cyclists.</p>	Noted - The guide refers to future design interventions.	No change

	C	<p>Cycling UK/CTC ANDOVER Cycling Infrastructure Chapter 5</p> <p>Ridged slabs, like shown on page 102 when located on a curve or a turning point can be a significant safety issue for cyclists.</p>	This is in line with national guidance for the visually impaired. Note the principle of not using them on an angle.	No change
	S	<p>Cycling UK/CTC ANDOVER Cycling Infrastructure Chapter 5</p> <p>Suggest that the SPD references the need for consistent high grip non-ridged surfaces anywhere at and close to where cyclists may be turning, irrespective of the length of machine. An example of a hazard from ridges slabs can be seen at the corner of Kemmit Way and Salisbury Road.</p>	Note added on p100 to seek further guidance from LTN1/20 15.2 Construction materials.	Note added on p100 to seek further guidance from LTN1/20 15.2 Construction materials.
	S	<p>Cycling UK/CTC ANDOVER Cycling Infrastructure Chapter 5</p> <p>Off the shelf cycle' stands are not suitable,</p>	Cycle parking needs to take into account all user needs, so as not to exclude or disadvantage riders of certain types of cycle. This includes people who use handcycles, tricycles, tandems and models adapted to suit the rider's specific needs, as well as cargo cycles. Providing parking opportunities for this variety of cycles is necessary to deliver Gear Change, and advice in LTN1/20 Chapter 11 should be followed.	Paragraph rewritten to make this clearer.

		those that only support one wheel can inhibit/prevent cycles being locked around the main frame and should not be used as the cycle is left vulnerable to damage or theft.		
	C	<p>Cycling UK/CTC ANDOVER Cycling Infrastructure Chapter 5</p> <p>The design guide should emphasise the need for high quality solid cycle stands such as the standard 'Sheffield' loop design (p.50) or others of similar solidity, they should be adequately spaced to allow easy use and accommodate wider nonstandard cycles e.g. those used by the mobility impaired.</p>	The Guide references the London Cycling Design Standards	No change
	C	<p>Cycling UK/CTC ANDOVER Cycling Infrastructure Chapter 5</p> <p>The works undertaken during the pedestrianisation of Andover town high street with special paving stones, have</p>	Noted - Care and maintenance is a matter that is addressed in the guide on pg. 19.	No change

		been either broken or damaged and have not been replaced to the original specification ruining the visual appearance and surface quality. The SPD must ensure the maintenance of works after essential utility works have been completed.		
	C	<p>Cycling UK/CTC ANDOVER Materials palette Chapter 8</p> <p>The SPD guidance should be strengthened by reference to maintenance in the 'materials pallet' section as well as the duty to reinstate to the original in the 'craftmanship, detailing & maintenance' section.</p>	Noted - Care and maintenance is a matter that is addressed in the guide on pg. 20.	No change
pp1_1 11	S	<p>Southern Water Public Realm and streetscape Chapter 4</p> <p>Rainfall should be managed as close to the source as possible, with infiltration the preferred method in accordance with the SuDS hierarchy to</p>	Agreed	On pg. 26 column 1 after the first para add: 'Rainfall should be managed as close to the source as possible, with infiltration the preferred method in accordance with the SuDS hierarchy to avoid reliance on piped combined drainage systems which could be at risk of becoming overwhelmed during prolonged or heavy rainfall.'

		avoid reliance on piped combined drainage systems which could be at risk of becoming overwhelmed during prolonged or heavy rainfall.		
	C	<p>Southern Water Public Realm and streetscape Chapter 4</p> <p>The expansion of towns and cities and the 'urban creep can exacerbate capacity issues therefore any areas utilised for SuDS should be safeguarded from future alterations or development that would impede their effectiveness.</p>	This is beyond the scope of this document, which deals solely with the existing Andover Town Centre.	No change
	C	<p>Southern Water Public Realm and streetscape Chapter 4</p> <p>SW supports policies and guidance that prioritise on-site surface water management through effective SuDS provision and recommends a requirement that development is not permitted to connect surface water into the</p>	Not within the scope of this document	No change

		foul or combined network unless alternatives are fully and demonstrably investigated. This could help reduce pressure on combined drainage systems and reduce the risk of flooding.		
pp1_1 12	S	<p>Public Health Hampshire Miscellaneous</p> <p>Areas in the borough that are more vulnerable to ill mental health are pertinent to the SPD as they are most likely to be disproportionately impacted by their physical environment and the availability of health harming or health promoting assets.</p>	Noted	No change
	S	<p>Public Health Hampshire Public Realm and streetscape Chapter 5</p> <p>The SPD should be used as an opportunity to enhance the health and wellbeing of residents in and around</p>	Noted and agreed.	No change

		Andover through sensitive and high quality public realm design.		
	C	<p>Public Health Hampshire Public Realm and streetscape Chapter 5</p> <p>Recommend that TVBC employs strategies for engaging typically underrepresented groups such as people with long term illnesses and those living in greater deprivation in any co-production processes.</p>	Noted and Agreed - this would be part of the engagement process on individual design schemes.	No change
	S	<p>Public Health Hampshire Public Realm and streetscape Page 28</p> <p>Support tree planting strategies within the Public realm design SPD</p>	Noted	No change
	S	<p>Public Health Hampshire Public Realm and streetscape Page 28</p>	Noted	No change

		Support implementation of strategies that result in a calming effect on road traffic, encourage walking and cycling and vibrant and healthy street scenes		
	S	Public Health Hampshire Key design Principles Page 45 Support strategies to improve cycling infrastructure and encourage active travel.	Noted	No change
	C	Public Health Hampshire Miscellaneous Recommend community engagement of underrepresented groups on key decisions for infrastructure & design.	Noted and Agreed - this would be part of the engagement process on individual design schemes.	No change
	S	Public Health Hampshire General Street Furniture Page 70 Pleased to see seating and arm rests being given due consideration in the SPD	Noted	No change
	S	Public Health Hampshire	Agreed - as set out on pg. 68.	No change

		General Street Furniture Page 70 Support aspects of play and playfulness and the incorporation of children's physical activity in the public realm design guide.		
	C	Public Health Hampshire General Street Furniture Page 70 Further conversations on advertising and limiting exposure or potentially unhealthy advertising in areas frequented by people with greater health inequalities.	Content of advertising not in the scope of this document	No change