

Stevenage Borough Council

**The Draft Design Guidance Supplementary
Planning Document (2021)**

Consultation Statement

20 September 2021 – 29 November 2021



Introduction

This document has been prepared to show how the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012 were adhered to during the production of the Stevenage Borough Council Design Guidance Supplementary Planning Document (2021).

The SPD will be a material consideration in planning decisions and the purpose of the SPD is to give further guidance and clarity regarding policies SP8: Good design and GD1: High quality design of the adopted Stevenage Borough Local Plan.

Town and Country Planning Regulations

The SPD has been produced in accordance with Town and Country Planning (Local Planning) (England) Regulations 2012. The most relevant regulations relating to the process are as follows:

- Regulation 12: Regulation 12(a) requires the Council to produce a consultation statement before adoption of the SPD, this must set out who was consulted, a summary of the issues raised, and how these issues were incorporated in to the SPD.
- Regulation 12(b) requires the Council to publish the documents for a minimum 4 week consultation, specify the date when responses should be received and identify the address to which responses should be sent.
- Regulation 35: Regulation 12 states that when seeking representations on an SPD, documents must be available in accordance with Regulation 35. This requires the Council to make documents available by taking the following steps;
 - Make the document available at the principal office and other places within the area that the Council considers appropriate;
 - Publish the document on the Council's website

Details of consultation

Following approval at a meeting of the SBC Executive, consultation was undertaken on the Draft Design Guidance SPD for a period of over ten weeks, from 20 September to 29 November 2021. Consultation was undertaken in line with the Council's Statement of Community Involvement. Consultees who have previously signed up to the planning consultation list were contacted by email, or by post where no email address had been provided.

The consultation was also advertised on the Council's website home page and Planning Policy pages. It also appeared on the Stevenage Borough Council social media pages A hard copy of the consultation document was available at the Council offices and in the Customer Service Centre.

Representations were submitted on the Council's planning consultation portal, Objective (<https://stevenage-consult.objective.co.uk/portal/>), or were sent via email to Planning.Policy@Stevenage.gov.uk.

Who was consulted?

A list of consultees is provided in Appendix 1.

What were the main issues raised during the consultation?

The main topics raised during the consultation were:

Response	Reasons for Amendment
Remove references to promoting fossil fuel efficiency	To promote the use of sustainable forms of energy supply
Refer to new and updated documents from Sports England, HCC and Historic England	To ensure the robust nature of the document in light of updated reference documents
Embed 'active design' throughout the document	Help to promote a more physically active and mentally stimulating environment in all aspects of design
Reconsider the element of movement and how Stevenage was designed to not preclude one or other form of transportation	Ensure that the document is inclusive and supportive of the forms of transport that individuals chose to use
Review the guidance of signage in the Town centre	Requirements of the Design Guidance SPD exceed what is permitted by law
Strengthen the guidance relating to building in residential gardens	Gardens are not considered to be PDL and this point needs reiterating
Reference HCC's role as Lead Local Flood Authority	
Review the proposed species for street tree planting	Biosecurity regulations, for example Ash Dieback
Review references to hedgerows etc.	The use of the word 'attractive' implies negativity to something that is aesthetically unattractive, would be more appropriate to use alternative language such as 'important' or 'valued'
Updated document in relation to Part Q of Building Regulations	To ensure the robust nature of the document in light of updated reference documents
Update lighting standards	To ensure the robust nature of the document in light of updated reference documents

How has the Council responded to these issues and what changes has the Council made to the SPD document as a result?

The main concepts and principles of the Draft SPD have been maintained and brought forward into the draft revised version of the SPD taking into account a number of significant amendments suggested by respondents' comments.

A complete schedule of consultation responses, the Council's response to the comments and the areas of changes proposed in the SPD are provided overleaf:

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
TFL	DG1		No Comments	Noted
Member of the public	DG2	Resources	I think the time has come to say goodbye to promoting fossil fuel efficiency in the form of condensing boilers, CHP or indeed biomass-burning stoves. Suggest/amend R4 and similar references in H4	Noted
Member of the public	DG3	Purpose of the Stevenage Design Guidance	A very broad brush summary, much detail needs to be added	Noted, the purpose is to give guidance and not a prescribed method for design
Member of the public	DG4	Context	Yes, (agree) to content although more detail needed and no further additions required at this stage	Noted, the purpose is to give guidance and not a prescribed method for design
Member of the public	DG5	Built Form	More emphasis on heritage - particularly New Town heritage and setting	Noted
Member of the public	DG6	Public Spaces	More emphasis on heritage and setting. Addition of important heritage gardens such as the Town Centre garden designed by Gordon Patterson for the new town. Local Lists for Parks and Gardens of Historic Interest are the subject of a government initiative and also Guidance from Historic England. Herts Gardens Trust has assisted many LPAs in Hertfordshire to develop these for their area	Noted. The Local List is concentrating on the buildings within Stevenage currently but will be expanded to incorporate art and sculpture and also parks and gardens
Sport England	DG7	Context	It is noted that Policy SP2 (Sustainable Development in Stevenage) of the adopted Local Plan requires development proposals to produce places and spaces that enable people to live a healthy lifestyle and the Stevenage Community Strategy specifically promotes active lifestyles. Furthermore, Hertfordshire County Council's Health and Wellbeing Planning Guidance https://www.hertfordshire.gov.uk/services/health-in-herts/healthy-places/the-role-of-public-health-in-planning.aspx promotes healthy and active lifestyles through design.	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Sport England	DG8	General Comments	<p>Support is offered for how the design guidance has implicitly encouraged physical activity through design under the ten characteristics especially in relation to mobility, nature and public spaces. However, in view of the above context it would be helpful if a section of the design guidance specifically and explicitly provided guidance on how developments can be designed to promote healthy and active lifestyles. Sport England, in conjunction with Public Health England, has produced 'Active Design' https://www.sportengland.org/facilities-planning/active-design/, a guide to planning new developments that create the right environment to help people get more active. The guidance sets out ten key principles for ensuring new developments incorporate opportunities for people to take part in sport and physical activity. The Active Design principles are aimed at contributing towards the Government's desire for the planning system to promote healthy communities through good urban design. It is therefore requested that the design guide includes a specific section which sets out advice (e.g. listing the 10 Active Design principles) on how developments can be designed to promote physical activity and this can signpost to Active Design for further detail</p>	Noted, section will be reviewed in line with recommendation
Sport England	DG9	Movement	<p>The guidance in the 'Movement' section of the document is welcomed as much of it would support physical activity. In particular, the guidance in paragraphs M5, M7, M9, M10, M11, M12, M16, M19, M20, M24 and M30 would encourage activity and be consistent with Sport England/Public Health England's Active Design principles, especially the principles relating to 'Activity for All', 'Connected Walking & Cycling Routes' and 'Appropriate Infrastructure'. The following suggestions are made about how the guidance could be improved to enhance opportunities for encouraging physical activity through design:</p> <ul style="list-style-type: none"> • As well as developments providing connections to enhance the bridleway network as set out in M24, new developments on the periphery of Stevenage should be expected to provide pedestrian/cycle links to connect with existing public rights of way to allow residents of new development to easily walk/cycle from the development into the countryside for leisure purposes; • New pedestrian/cycle routes should be waymarked and supported by distance markers to encourage leisure use of these routes e.g. to support residents to complete daily running distances from their homes; • Where possible, cycle and pedestrian paths should be segregated to avoid conflicts between pedestrians and cyclists which may discourage use; • In both residential and other developments, cycle parking should be located in prominent and secure locations to make it a more attractive option than using the car e.g. at the entrance to public buildings rather than a corner of a remote car park. In places where there is significant demand for cycle storage, provision should be made for basic bike maintenance facilities such as public foot pumps 	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Sport England	DG10	Nature	<p>The guidance in the 'Nature' section of the document is welcomed as much of it would support physical activity. In particular, the guidance in paragraphs N5 and N6 would encourage activity and be consistent with Sport England/Public Health England's Active Design principles especially the principles relating to 'Activity for All', Network of Multi-functional Open Space' and 'Appropriate Infrastructure'. The following suggestions are made about how the guidance could be improved to enhance opportunities for encouraging physical activity through design:</p> <ul style="list-style-type: none"> • It should be made explicit that new open spaces should be designed so that they are multi-functional so that they encourage people to visit the spaces for a range of activities and therefore be suitable for meeting the activity needs of all groups within the community. For example, designing spaces so that they can be used for sport and informal recreation, designing SuDS so that they attract people to visit them as a destination and are supported by footpaths/seating; • Open spaces should be designed to integrate with existing and proposed active travel routes so that open spaces along the routes can be used for physical activity while people are travelling to their destination and to encourage walking/cycling to the open space for leisure purposes; • Where appropriate, open space should have waymarked routes e.g. circular walking/running routes with distance markers 	Noted, section will be reviewed in line with recommendation
Sport England	DG11	Public Spaces	<p>The guidance in the 'Public Spaces section of the document is welcomed as much of it would support physical activity. In particular, the guidance in paragraphs P3, P4, P6, P15 and P21 would encourage activity and be consistent with Sport England/Public Health England's Active Design principles especially the principles relating to 'Activity for All', Network of Multi-functional Open Space', 'High Quality Streets & Spaces and 'Appropriate Infrastructure'. The following suggestions are made about how the guidance could be improved to enhance opportunities for encouraging physical activity through design:</p> <ul style="list-style-type: none"> • It should be made explicit that new public spaces such as civic spaces should be designed so that they are multi-functional so that they encourage people to visit the spaces for a range of activities and therefore be suitable for meeting the activity needs of all groups within the community. For example, designing civic spaces so that they can be used for events and informal activity as well as providing a community focal point, landscaping etc; • Public spaces should be designed to support informal children's play as this will encourage parents to visit and spend time in the public spaces • Where appropriate, especially in town and neighbourhood centre settings, new or enhanced public spaces should be supported by public conveniences, drinking fountains and accessible seating to encourage visits by all groups within the community and to encourage people to spend time in these spaces. 	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Sport England	DG12	Uses	<p>The guidance in paragraph U26 of the 'Uses' section of the document is welcomed as designing places so that they are capable of being used for a range of activities would support physical activity. This would be consistent with Sport England/Public Health England's Active Design principles especially the principles relating to 'Activity for All' and 'High Quality Streets & Spaces'. The following suggestions are made about how the guidance could be improved to enhance opportunities for encouraging physical activity through design:</p> <ul style="list-style-type: none"> • It should be made explicit that community uses should be co-located wherever possible in order to support linked trips by active travel modes. For example, schools, shops, workplaces, open space. Where appropriate, uses should be integrated into the same building to encourage their use e.g. combining leisure uses with health services and community facilities; • Co-located community uses should be focal points within active travel networks 	Noted, section will be reviewed in line with recommendation
Sport England	DG13	Homes and Buildings	<p>In accordance with the 'Active Buildings' principle of Sport England/Public Health England's Active Design guidance, the following suggestions are made about how the guidance could be improved to enhance opportunities for encouraging physical activity through design of new homes and buildings:</p> <ul style="list-style-type: none"> • The guidance on flatted developments should encourage roof gardens and podiums to provide some communal space within the development that could provide opportunities for physical activity e.g. outdoor gym equipment, space for informal exercise; • Buildings should be designed to promote the use of the stairs and consider providing feature staircases; • Employment/community buildings should be supported by cycle storage, lockers, showers and changing rooms; • Informal sports facilities should be integrated into larger buildings e.g. table tennis in atriums/courtyards; • Space for parking wheelchairs and pushchairs should be incorporated into places of work and community buildings 	Noted, section will be reviewed in line with recommendation
Knebworth Estates	DG14	Movement	<p>'On the primary transport routes, routes for pedestrians and cyclists run alongside vehicular routes, but at junctions' vehicles are given priority and non-vehicular traffic is forced to travel under a series of underpasses in order to cross the roads. This makes it easier to travel by car, rather than promoting the benefits of sustainable transport.'" This is a bizarre negation of one of the brilliant principles of the New Town's original design. The separation of vehicle and cycle lanes has led to road safety and convenience for all. Implying that car travel would be better inconvenienced contradicts LTP4's own assertion that "This policy is not anti-car and car use is recognised as being an essential part of the county's future transport system." (LTP4 p.44)</p>	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
SBC Communities and Neighbourhoods	DG15	General Comments	<p>it could be argued that the below points help define Stevenage’s heritage value and should be considered:</p> <ul style="list-style-type: none"> • The first New Town, and thus the first full-scale manifestation of the New Towns Act 1946 • The earliest and most significant pedestrianised Town Centre of its type and scale in the world • The first grade-separated cycling and pedestrian infrastructure of its type and scale in the world • Revolutionary architecture that represented the New Town’s social progress. It progressed modernist design language by further utilising and expressing modern materials and functions, and in the process, Stevenage was nationally important for pushing the UK from the Festival Style toward Brutalism. The Town Centre is particularly special for its unified and harmonious design, which was led by Leonard Vincent and his teams from the first 1949 concept through the 1970s (although the fourth phase centred on the Forum shopping street was designed by external agencies and lacked such unity) • Its overall state of preservation is remarkable. It is better preserved than any other British new town, and it has more architectural value than any other pedestrianised precinct from its 1950s and 60s generation • A pioneering public art programme, which integrated art commissions from the beginning, demonstrating the contemporaneous approach to rebuilding cities after the war in which public art was used to boost public morale and add distinctiveness. It was also a progression from the Werkbund and Bauhaus, which sought to integrate the arts (including art and architecture) into functional designs for the masses 	Noted
SBC Communities and Neighbourhoods	DG16	General Comments	Historic England notes that it is hard to appreciate how pioneering the Town Centre was because of how much it influenced subsequent developments around the world. Elevating this appreciation would be advantageous, and place-branding could help.	Noted
SBC Communities and Neighbourhoods	DG17	General Comments	In terms of conservation, obviously the NPPF, HE’s conservation principles, etc. should be referenced for designated and non-designated heritage assets.	Noted. These are already referenced in the document and in the Local Listing document that supports the Design Guidance document

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
SBC Communities and Neighbourhoods	DG18	General Comments	<p>I also believe the below design aspects are integral to the town’s heritage value and should be considered:</p> <ul style="list-style-type: none"> • unified concept – extends through at least the first three phases of work and almost every aspect of architectural and layout design. This unified concept was both harmonious (meant to create a backdrop to socialising and advertising) while full of variety, character, and distinctiveness • spatial layout - rectilinear design with intentional character added through subtle changes in plane (i.e., doglegs on Queensway) • materiality - Stevenage marks a progression toward an even greater embrace of modern materials, technology, and function; therefore, the use of modern materials and the way in which they were treated (exposed, painted white, etc.), especially the increased expression of concrete, is especially significant. • elevation grid designs – often enabled through often enabled through curtain walling, employing a 3 ft. 4 in. module using a 20 ft. grid, with shop frontages varying from 20 ft. to 120 ft. • coloured composite panelling – most of the coloured panels in the upper floors of commercial premises in Queensway survive • massing and height - There exists an overall townscape vision, with buildings of three-storey height, with taller structures limited to considered points of interest • canopies and cross-canopies – helped to unify the rectilinear design and enable freer advertising. This includes the public art – commissions integrated into the overall TC plan, and the SDC encouraged local artists. HE note three major commissions – Gyula Bajo’s unnamed mural for the Co-operative House, Joy Ride by Franta Belsky, and Peter Lyon’s unnamed sculpture mounted on 21-23 Town Square. The later William Mitchell commissions for two underpasses on St George’s Way are also highly significant. Bajo’s mural and Mitchell’s Scenes Also worth mentioning is David Norris’ Women and Doves in Town Centre Gardens, and Seated Figures by David Noble in The Towers grounds. End blocks were also notable features, which often featured artwork or lettering • street furniture – including lamp standards, special post boxes, concrete flower planters and ‘bike parks’ placed at the centre of the shopping ways • signage – SDC’s cohesive scheme included illuminated signs, ‘brightness zoning’ at night, directional and hanging signs under the canopies, the lettering used for names of stores, and even the placement of such lettering (although, generally, the idea was to control the architecture as a unifying element to allow freer fascia, signage, advertising) • paving - paving was in two shades of grey, ‘with random panels of granite setts round trees and where changes of level take place’ • trees – particularly pre-existing historic trees, within the public realm as points of interest and to define spaces 	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
SBC Communities and Neighbourhoods	DG19	General Comments	<p>In terms of valuation, HE's tiers of significance can be referenced for planning consideration, including our local list:</p> <ul style="list-style-type: none"> • HE believe the conservation area should be extended to include: the remainder of the first-phase commercial area (the L-shaped block comprising 1-15 Town Square (numbers 17-19 are already included)), and even to extend north to take in the extension of 1962-4, including the two-storey bridge. However, it's worth noting, as the NPPF does, that not all elements of a conservation area contribute to its significance, just as there may be listed structures such as Joy Ride and the Clock Tower that are attributed more value as listed structures. • Also within the first tier of significance are: the bus station, surviving car parks and garaging on the service roads (The Quadrant and East Gate), Queensway up to and including Park Place, Daneshill House, and The Towers. • The second tier of significance includes: Mecca Dance Hall, County library and health centre, and outpatients' clinic, police station and adjacent garages, Southgate House, fire and ambulance station, Bowes Lyon House, and the swimming pool • 'Of these, the most intact and notable architecturally are the dance hall, the outpatients' clinic, the library and health centre, and Bowes Lyon House – perhaps most unique, in terms of its design and survival, is the youth centre, though most prominent on account of its height is Southgate House' • Third tier includes: Swingate House, Brickdale House, Queensway North, and the multi-storey car-park. 	Noted
SBC Communities and Neighbourhoods	DG20	General Comments	<p>Work from the 70s, which includes buildings on The Forum (street) and others are not considered as significant; although, the Arts & Leisure Centre and its ramp are. However, this is just a TC assessment. There must be loads of other worth consideration, such as the FIRA building.</p>	Noted
SBC Communities and Neighbourhoods	DG21	General Comments	<p>Have we considered commissioning a similar Statement of Significance? This would provide a holistic assessment of the town rather than just conservation areas.</p>	Noted
SBC Communities and Neighbourhoods	DG22	General Comments	<p>Lastly, an argument in favour of development relates to the failed vision for a civic centre. There were at least three versions of plans from the early 60s to mid-70s to create a civic centre that would include law courts, registry office, art gallery, museum, and Council offices. These plans were repeatedly shelved to create more retail premises, which explains ongoing high street issues, and although some of this was fulfilled piecemeal, there's an opportunity to realise the New Town's original objectives through purpose-built Council offices, a museum, and art gallery.</p>	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
British Sign and Graphics Association	DG23	General Comments	We have carefully examined the proposed guidance in this draft SPD and are concerned that, in some aspects, it exceeds what is permitted in law; that it is impractical and unrealistic; that it totally fails to take account of the actuality of Stevenage's shopping environment; and that its requirements are unduly onerous and excessive. We recognize that the SPD aims to improve shopfront design; and we concur that this is, of course, always desirable in the interests of the appearance, character, vitality and viability of shopping streets. But we are convinced that such improvement should not be sought through advice which is impractical and expensive. Shop owners are far more likely to follow guidance which is not overly demanding; yet still achieves a measure of visual improvement to the area as a whole. The SPD should not be a tool with which to beat applicants; it should encourage reasonable improvements for which shop owners will be more willing to foot the bill.	Noted, We believe that given the unique original character of the Town Centre that the requirements for shop frontages are within keeping with the original vision of the Town Centre during its conception.
British Sign and Graphics Association	DG24	General Comments	Please remove the apostrophe from "fascia's" – it is a plural, not a possessive (or use the correct, but outdated, Latin plural "fasciae").	Noted
British Sign and Graphics Association	DG25	Pg 78	"Projecting and hanging signs". Hanging signs often have their fixings above the fascia so that the sign itself hangs at fascia level. This is essential for headroom. Also, certain premises (eg public houses) traditionally display hanging signs at higher level. There is no justification for the advice that all such signs should be placed at the side of the shopfront; this is a matter of choice and design. There may well be situations where a projecting or hanging sign is suitable though not to the side of the fascia. Why should signs at upper floors "be discouraged"? The Regulations do not permit such "in principle" advice. Every application must be determined on individual merit. If any sign above ground floor level is acceptable in its own right (on grounds of amenity and public safety) then it must be permitted. We suggest that this whole section be deleted. The previous general section on "Signs, advertisement and hoardings" gives all the advice that is necessary, including projecting and hanging signs.	Noted, We believe that given the unique original character of the Town Centre that the requirements for shop frontages are within keeping with the original vision of the Town Centre during its conception.
British Sign and Graphics Association	DG26	Pg 79	"Retractable" (awnings) – last bullet point. Canopies/blinds/awnings with advertising are advertisements (including their structure) within the statutory definition. They will not always require advertisement consent. Many will fall into Class 5 deemed consent and not require express advertisement consent. The bullet point should be re-drafted accordingly.	Noted. Discuss with DM
British Sign and Graphics Association	DG27	Pg 82	"All advertisements". For the reasons we give above "only acceptable at fascia level or below" should be deleted. Such categorical advice goes far beyond what the law and Government advice permits.	Noted, We believe that given the unique original character of the Town Centre that the requirements for shop frontages are within keeping with the original vision of the Town Centre during its conception.

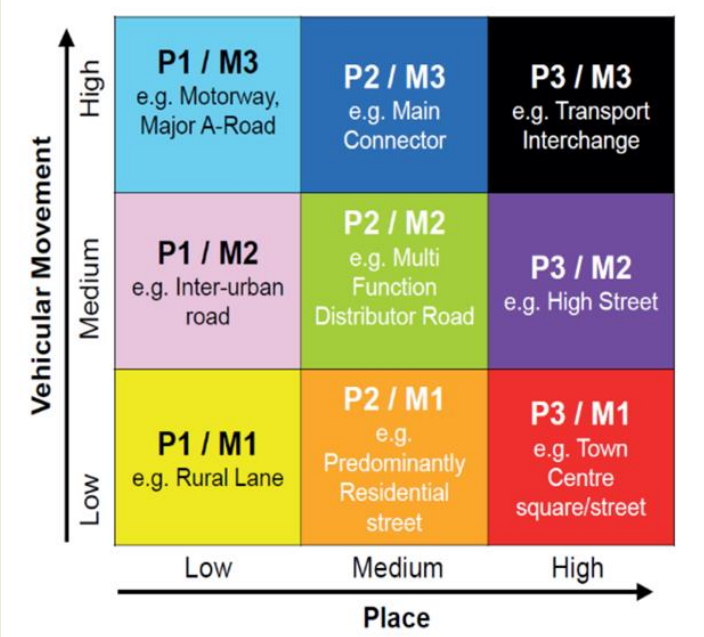
Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
British Sign and Graphics Association	DG28	Pg 84	<p>"Internally illuminated box signs are discouraged". This conflicts with the next sentence. Internally illuminated letters may be achieved by individual letter boxes or by a larger fret-cut fascia panel. But in either case, some sort of "box" is required. We suggest that "internally illuminated box signs" be deleted and replaced by:</p> <p>"Older-style, bulky and fully internally illuminated box signs, often crudely fixed to existing fascias, ..."</p> <p>The advice would then align with "Fascias" on page 76</p>	Noted
SBC Planning and Regulation	DG29	General Comments	<p>An increasing number of agents are pushing back against our advice/refusals of planning permission for windfall housing in relation to Policy HO5(a). We have taken the stance that residential gardens fail this policy because they are not PDL and they do not fit our interpretation of 'small under used urban site' because they are gardens and therefore in use. ...we can add a small paragraph to the end of the Context section for new housing that outlines our position/defines this policy criteria. This will help us have something definitive to pin the refusal too</p>	Noted, section will be reviewed in line with recommendation
Robin Buckle Urban Design Ltd	DG30	General Comments	<p>The design guidance needs to be clearly set out but the document also needs to be accessible and not overly long. People will generally be put off by a tome so brevity is important. We would suggest, at the very least, that the Local Heritage List and Character Area Assessments are stripped out and replaced with a links. The document would benefit from links to the other appendices. The shorter and punchier the SPD can be, the more likely it will be that it is read and used.</p>	Noted. The Local Heritage List and the Town Centre Public Realm documents have been removed from the appendices and are standalone supporting documents
Robin Buckle Urban Design Ltd	DG31	General Comments	<p>The writing needs to be tightened up to stand up to scrutiny at public inquiries/ appeals. It should clearly state what is important and why, referencing National and SBC policies/ guidance and setting out specific requirements for applicants.</p>	Noted
Robin Buckle Urban Design Ltd	DG32	General Comments	<p>The document needs significant graphic design input in its final form. As a document about design, it needs to be well-designed itself.</p>	Noted
Robin Buckle Urban Design Ltd	DG33	General Comments	<p>Much better images are required – these should embody the design aspirations and quality that Stevenage is seeking, and we illustrated some of these in the Design presentation so there should be plenty of options in that regard.</p>	Noted
Robin Buckle Urban Design Ltd	DG34	Purpose of the Stevenage Design Guidance	<p>Introduction and How to use this guide - This is a perfectly adequate introduction.</p>	Noted. Support welcomed
Robin Buckle Urban Design Ltd	DG35	Looking Forward	<p>Para 1.6 - 8. I think you need to explain the implications of those changes on design - what will they mean for the built environment both existing and new.</p>	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Robin Buckle Urban Design Ltd	DG36	Components of Good Design	Paragraphs 1.8 to 1.16. These read as a series of statements which are occasionally muddled and do not set out a compelling description of design, why it matters and why this is important to Stevenage.	Noted, section will be reviewed in line with recommendation
Robin Buckle Urban Design Ltd	DG37	1.17	The Design Council do provide a review and wider service but it is not funded by the government. Other providers do offer similar services and SBC have used one of those - Design South East - so probably best not to mention any organisation by name.	Noted
Robin Buckle Urban Design Ltd	DG38	Context	We think it is positive to see the adoption of the ten characteristics of well-designed places set out in the National Design Guide, as a structure for this document. It is also good to see the pioneering spirit of Stevenage, as the UK's first New Town, celebrated and referred to extensively throughout the draft SPD: a very good starting point. However, the clarity of the overall document structure needs to be carried through in the individual sections, and, having reviewed the first of these (Context), we do not feel that has been applied with the result that the document lacks clarity and authority.	Noted, section will be reviewed in line with recommendation
Robin Buckle Urban Design Ltd	DG39	Context	The National Design Guide and its accompanying document, The National Model Design Code, sets out a very clear structure for each of the ten characteristics. This should be made specific to individual aspects; for Stevenage's Design Guidance Context section we would recommend the following as a guide: 1. Introduction 2. What makes Stevenage special 3. Character Studies a. The neighbourhoods and places of Stevenage b. Site Context c. Site Assessments 4. Cultural Heritage a. Historic Assessment b. Heritage Assets 5. Good practice examples 6. Checklist	Noted
Robin Buckle Urban Design Ltd	DG40	C1	Context is the location of the development and the attributes of its immediate, local and regional surroundings.	Noted
Robin Buckle Urban Design Ltd	DG41	C2	An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities. Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion.	Noted

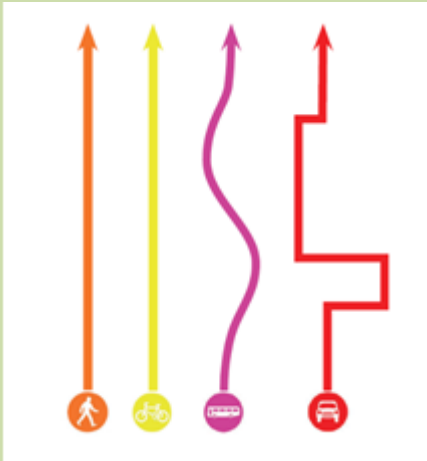
Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Robin Buckle Urban Design Ltd	DG42	C2	Introduction. Writing needs to be tightened up and reference should be made to the National Design Guide from which this came: i.e. "The National Design Guide states ..."	Noted
Robin Buckle Urban Design Ltd	DG43	C3	Stevenage is Britain's first New Town. Designated in 1946, it was the solution to address overcrowding that was being experienced in the ravages of bomb-damaged London which lies approximately 30 miles south. This would go in section 2: What makes Stevenage Special. This is where the Garden Cities diagram should go (sic)	Noted
Robin Buckle Urban Design Ltd	DG44	C4 – C5	A section is required here to introduce the idea of character studies and their importance	Noted
Robin Buckle Urban Design Ltd	DG45	C6	This would then be the core of the section 3a The neighbourhoods and places of Stevenage, accompanied by a map of the neighbourhoods and places	Noted
Robin Buckle Urban Design Ltd	DG46	C7 – C9	This should move to 4b Historic Assets. It is a big document and its inclusion within the Design Guidance makes the guidance a large and unwieldy document. Better to make it a stand-alone document and simply reference it in the design guidance. This will also avoid complications with updating, consultation etc.	Noted
Robin Buckle Urban Design Ltd	DG47	C10	This needs rewording, but could form part of the introduction	Noted
Robin Buckle Urban Design Ltd	DG48	C11 – C12	Again the inclusion of this as an Appendix is problematic (see above re Appendix D). It should be referenced in 3a "The neighbourhoods and places of Stevenage"	Noted
Robin Buckle Urban Design Ltd	DG49	C13	Would go in Section 3b	Noted
Robin Buckle Urban Design Ltd	DG50	C14	The relevant documents should be referenced	Noted
Robin Buckle Urban Design Ltd	DG51	C17 - C20	This should all go in Section 2. What makes Stevenage special	Noted
Robin Buckle Urban Design Ltd	DG52	C21-29	This should all go in the chapter on Resources (which is the NDG on Sustainability). It also needs rewritten to be less of a commentary on sustainability and a tight piece stating the importance of sustainability, referencing National and SBC policies/ guidance and setting out specific requirements for applicants	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Robin Buckle Urban Design Ltd	DG53	C30	Again section 2. What makes Stevenage special	Noted
Robin Buckle Urban Design Ltd	DG54	C31 – C32	Para 31 - 32 Move to HOMES AND BUILDINGS chapter	Noted
Robin Buckle Urban Design Ltd	DG55	C1 & C2	C1 and C2. In para 1.5 it says the Guide “does not seek to replicate existing policy and regulations” but C1 and C2 are uncredited definition of ‘context’ directly from the National Design Guide. Fine to use references but they should be credited, especially where the reference document is the National Design Guide which adds some weight. This is also true of I1 in Identity section, B1 of Built form section etc.	Noted
Robin Buckle Urban Design Ltd	DG56	Context	Very little of this section is about context, with much of the text as identified above, needing to go in separate sections.	Noted
Robin Buckle Urban Design Ltd	DG57	General Comments	<p>We understand that the consultation process will have produced comments from a range of people and organisation and that to radically change the document may compromise the process. Nevertheless, our recommendation would be to recast the document to be a strong and coherent companion to the SBC Local Plan policies, providing a document which clearly sets out the ambitions of the council, guides developer to produce good design and supports challenges to poor design. The options from our perspective are:</p> <ol style="list-style-type: none"> 1. Rewrite the document. This would be our preferred recommendation for the reasons set out above and we’d suggest using someone who is an urban designer with a track record of writing this type of document - they may also have a planning qualification so they can understand the planning context. 2. Rewrite the document using your existing design consultants. This might be quicker because of our knowledge of Stevenage, the guidance and the approach used by developers and house builders 3. There is, of course, a third option which would be for the document to be recast in-house with comments from ourselves but we thought that this could be a far more protracted process and a fairly turgid exercise 	Noted
Robin Buckle Urban Design Ltd	DG58	General Comments	We assume that the council will employ a graphic designer to put the document together in a final version and would certainly recommend that one is engaged. Happy to recommend individuals if you do not have an in-house resource.	Noted
Hertfordshire County Council Growth and Infrastructure Team	DG59	General Comments	Hertfordshire County Council are the Highways Authority and the SPD needs to give more recognition to our role in the planning application process and the need for development access arrangements and mitigation measures to comply with our Local Transport Plan 4 requirements.	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Hertfordshire County Council Growth and Infrastructure Team	DG60	General Comments	We are currently developing our own Place and Movement Design Guidance as a replacement to Roads in Herts to embed the LTP4 thinking in our requirements for developers and in the development of our own schemes, in particular the need to prioritise active and sustainable modes above those of private car users. Please find attached our comments (primarily on your Movement and Place sections) which reflect this thinking.	Noted
Hertfordshire County Council Growth and Infrastructure Team	DG61	Introduction	Need to replace the inappropriate image of a cyclist on an unauthorised zebra type crossing	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG62	1.1	This should include mention of long-term sustainability through use of durable, low maintenance materials.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG63	1.23	HCC should be recognised as the highway authority and its emerging Place & Movement Planning and Design guidance should be referenced.	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Hertfordshire County Council Growth and Infrastructure Team	DG64	1.23	<p>To aid the practical application of its Local Transport Plan 4 (LTP4) policies Hertfordshire has developed a 'Place and Movement,' P&M matrix, which recognises the different functionalities that streets will need to have. The matrix provides a basis for deciding which activities should be prioritised, where the balance of provision should lie helps and, in doing so, helps identify what is the appropriate highway provision for the various users.</p> <p>Nine categories have been defined and ordered from a high to low significance in relation to the place or movement function with each cell of the matrix. All sections of HCC's highway network have been assigned a P&M category and HCC will agree the appropriate designation for all new public highways and highway improvements. A design menu card has been prepared for each P&M category, setting out appropriate geometric standards and appropriate provision of highway features, including facilities for walking, cycling and passenger transport. There should be a clear statement that HCC is likely to object to planning applications that fail to comply to its LTP4 requirements and will only later adopt highway infrastructure that complies with the guidance</p> 	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG65	1.23	<p>The county council will work with development promoters and the district and borough councils to:</p> <ol style="list-style-type: none"> 1. Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand. 2. Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards. 3. Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place. 	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Hertfordshire County Council Growth and Infrastructure Team	DG66	1.23	Reference should also be made to HCC's role as Lead Local Flood Authority.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG67	B9	But in doing so, this should not create unattractive, narrow alleyways.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG68	M4	The potential opportunity has been made for access by all modes, but in practice walking and cycling is under-represented.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG69	M4	Key destinations (employment, education, retail, leisure facilities) should be located close to where people live enabling easy walking and cycling. They should be carefully located throughout a development, rather than concentrated in one area leaving some residents without easy access to one land-use or another. Similarly, the close proximity of new development with linkages to existing facilities is also vital.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG70	M4	Promoting sustainable development demands the shaping of schemes that reduce the need for car-based travel at the outset. Walking, cycling and passenger transport should be at the core of the transport infrastructure provision. The consideration of transport at the planning stage for developments have traditionally been based on the relatively free movement and parking of motorised traffic vehicles. Provision for sustainable modes of transport tended to involve significant compromises as it had to be squeezed within the planning 'redline' at a later stage alongside	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG71	M4	Retrofitted traffic calming. Transport proposals should be developed to a level of detail that adequate spacial provision for walking, cycling and passenger transport is demonstrated within planning applications.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG72	M5	And create a proposed environment in which vehicle speeds will be managed naturally so as to avoid the need for supplementary traffic calming features.	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Hertfordshire County Council Growth and Infrastructure Team	DG73	M6	<p>Developments should be permeable for sustainable modes whilst the number of access points for the private car should be limited to a single point.</p> <p>When filtered permeability is introduced at a network wide level walking, cycling and passenger transport become quicker than driving a car, and therefore the preferred choice for shorter distance trips.</p> <p>The road serving the development should be looped and the connecting link to the existing highway network should not have other junctions within its length, nor have direct access to dwellings. It should be kept short but greater than 25m in length. The design should aim to achieve the same design speed as the road it connects to (preferably 30kph).</p> <p>Additional accesses for cars into the development from the existing network will only be considered where the development can clearly demonstrate that after all the measures to support sustainability have been implemented an unacceptable impact remains because of the residual vehicle-based trips</p> <p>Any development of 50 units and above shall include provision for one emergency-only access as well as the one general vehicular access.</p> 	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG74	M7	Planning for higher density, mixed-use developments, encourages greater trip internalisation and use of sustainable modes. Incorporating high quality walking, cycling and passenger transport infrastructure at the outset will encourage higher proportions of travel by these modes.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG75	M7	The design of the urban environment should encourage active travel and contribute positively to public health and social wellbeing. A key part of this is limiting the access of motor vehicles, and where	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG76	M7	Access is provided, the volume and speed of vehicles in the public realm (including public squares and residential streets). This is controlled through car parking and traffic management measures such as filtered permeability	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG77	M9	The provision should be in accordance with latest planning and design guidance relating to provision for cycling and walking (e.g. HCC's Place & Movement Planning and design Guidance and LTN 120) rather than replicating existing provision.	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Hertfordshire County Council Growth and Infrastructure Team	DG78	M10	<p>Their provision should meet five core design principles:</p> <ul style="list-style-type: none"> • Safety (including perception of safety) • Directness • Coherence • Comfort • Attractiveness 	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG79	M10	Links with the wider pedestrian network, both existing and planned should be created. Particular consideration should be given to connecting pedestrian routes with local centres, healthcare facilities and schools. In addition, opportunities to link to the existing rights of way network for active leisure pursuits should be taken up where safe and practical.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG80	M11	Routes should be relatively flat. Walking routes should be carefully positioned and provide easy access for all, regardless of physical ability	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG81	M12 &13	Pedestrians should be given priority at crossings.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG82	M14-19	Cycling provision should be in accordance with the assigned P&M categories. Some cycling routes in residential streets with 20mph limits can be on street. Active Travel Links should connect development areas for walking and cycling only.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG83	M14-19	Cycle routes should be designed such that anyone aged 12 to 80 could be expected to cycle along them independently and safely	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG84	M20 &21	The introduction of transport hubs will provide convenient interchange at a neighbourhood level for passenger transport modes and last mile connectivity between passenger transport, demand responsive transport (e.g. taxi and app-based travel), car clubs, bike, eBike share and other services. They can also offer amenities such as electric vehicle charging points, cycle storage, workspaces, wifi, cafés and bike repair.	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Hertfordshire County Council Growth and Infrastructure Team	DG85	M20 &21	<p>Basic transport hubs have three key characteristics:</p> <ul style="list-style-type: none"> • Interchange for passenger transport and active travel modes • The provision of space for rest and shelter that integrates or complements the surrounding public realm, while reducing dominance of the private car • A pillar or sign which identifies the space as a transport hub which is part of a wider network and ideally provides digital travel information 	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG86	M20 &21	At their simplest a transport hub could contain a pillar, space for rest and shelter with cycle parking and provision passenger transport services to pick up and drop off. Transport hubs are a scalable concept that can be expanded, and strengthened to reflect local needs and demand, through alignment with other, non-mobility functions, aggregating community, economy and mobility into single multi-functional and multi-modal places.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG87	M22	And provide reliability. Bus priority measures should not be provided at the expense of walking and cycling needs.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG88	M23 - 27	Car parking provision in terms of its location, quantity, cost and the way users pay for it, is a strong influence on car use, and a key demand management tool. The availability of parking is also a determinant in whether people choose to own a car or not.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG89	M23 - 27	Low car ownership in new developments can be encouraged from the beginning through restricting residential parking levels and controlling on-street parking. By providing suitable alternatives (active modes for short journeys and passenger transport for longer journeys), this can be further enabled. Land use planning which places parking at the edge, or outside the development (with allowances for those with protected characteristics), alongside traffic demand management measures to reduce the permeability of the development to car traffic, can help to reduce the convenience of driving.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG90	M23 - 27	Over provision of car parking opportunity is likely to facilitate unsustainable traffic growth, while under provision can introduce highway safety risks or significantly impede the free flow of traffic. These likely outcomes could lead to a 'severe' impact in development management terms.	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Hertfordshire County Council Growth and Infrastructure Team	DG91	M28	It is reasonable to expect that many residents will choose to own cars in the short term, at least and they should be able to drop off and pick up at their homes, but that does not mean they need to park their cars there. Rather, (with exemptions for those with protected characteristics) they could park their cars in communal multi-storey car parks at the edge of the development. For this they could pay a one-off purchase charge based on the construction costs and a monthly charge to cover ongoing maintenance. Households without cars would not be subject to these charges and therefore do not in any way subsidise the cost of parking provision for car owners.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG92	M28	Forcing cars to park in car parks on the outskirts not only decreases the convenience of owning a car, it also prevents cars from negatively impacting on public space. Moreover, if and when private car ownership and use reduces due to the introduction of Mobility as a Service (MaaS) the scale and use of the car parking infrastructure can be changed.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG93	M29	Replace the words 'Traffic calming' with 'Low speeds'	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG94	M.30	Streets should ensure that they cater for all levels of mobility. Steps and steep inclines should be replaced in favour of gentle inclines which enable mobility impaired people to use them fully as well as parents with pushchairs and young children. Narrow paths and road crossings should be avoided in favour of wide pathways which cater for wheel chairs, mobility scooters and pushchairs.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG95	M.31	Ever improved technologies are being developed to help enable visually impaired individuals navigate streets such as Soundscape; the use of nodes allow the user to explore their environment and direct them to their destination. Such technologies have recently been piloted in Peterborough and we would support the implementation of the use of these technologies in Stevenage. Such technologies should be used alongside tried and tested methods of enabling visually impaired individuals to independently find their way around the town.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG96	M.32	Residential developments should ensure that Mode 2 or Mode 3 electric vehicle (EV) charging points are installed for each residential unit. Where a garage is provided, the EV charging point should ideally be located at an accessible point near the entrance of the garage. Where resident parking is provided, EV charging points should be positioned in areas to serve the maximum number of residents at any one time.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG97	M.33	In commercial and/or employment developments, Mode 3 and/or Mode 4 EV charging points should be provided to enable visitors and employees to utilise the facility. Again, the provision should be located in a suitable position to serve as many EV users as possible.	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Hertfordshire County Council Growth and Infrastructure Team	DG98	General Comments	The SBC guidance is silent on highway drainage, yet it is a key design consideration and can contribute considerably to the street scene and public realm when done right.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG99	General Comments	<p>HCC seeks sustainable drainage solutions that will prevent floods, but also support the wider policy objectives of LTP4 and HCC's Local Flood Risk Management Strategy 2 (2019-29). In particular, solutions need to demonstrate that:</p> <ul style="list-style-type: none"> • Flood and groundwater will be managed to protect highway assets and to minimise the nuisance, damage or health and safety hazards • Pollution & contamination will be controlled and mitigated • The quality of public space and local landscape will be protected and enhanced, thereby encouraging active travel • Environmental mitigation or net gains for biodiversity, habitats and natural landscape will be achieved contributing to the target of a 20% increase in green and blue habitats and spaces, across Hertfordshire • Whole life costs are optimised and fundable 	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG100	General Comments	<p>The prioritisation of flood management solutions is as follows:</p> <ol style="list-style-type: none"> 1. Infiltration 2. To a surface water body 3. To a surface water sewer or drainage system 4. To a combined sewer 	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG101	General Comments	Sustainable and nature based solutions (NBS) shall be prioritised, and designed in collaboration with ecological expertise.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG102	General Comments	It should be noted that HCC will only adopt the highway drainage systems that only manage surface water that falls onto the adoptable area.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG103	P1 & 2	The life cycle of highway assets needs to be a key consideration during the initial design and specification and within the planning for the long-term stewardship of adoptable highways.	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Hertfordshire County Council Growth and Infrastructure Team	DG104	P1 & 2	A Whole Life Management Plan will be required by HCC to provide clarity as to who is going to own the various highways and transport assets, who is going to maintain and manage them and how they are going to be funded.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG105	P1 & 2	An indicative Whole Life Management Plan will be required alongside any Outline Planning Application setting out broad principles. A draft Whole Life Management Plan will be required at the Full Planning Application stage setting out proposals for each asset type. The final version shall contain detailed arrangements asset by asset for inclusion within the Section Agreements.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG106	P3	Reduce accessibility through the use of inappropriately sited street furniture pieces that can hinder access, especially for mobility impaired users and pushchairs.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG107	P4	Trees to be planted within the highway need to be selected from HCC's approved list of species. 1	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG108	P5 & 6	Highway lighting design needs to be in accordance with HCC's requirements set out in the P&MPDG	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG109	P5 & 6	The highway is not to be illuminated unless in doing so it meets one or more of the criteria of supporting the local economy, maintaining safety and accessibility and preventing crime and disorder. For safety purposes, major junctions, roundabouts, traffic calming, centre islands, pedestrian crossings, splitter islands and CCTV areas are likely to require full night lighting (FNL). Highways in towns and villages are subject to Part Night Lighting (PNL) with staged dimming, unless they meet the aforementioned exception criteria, in which case they are subject to full night lighting.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG110	P5 & 6	HCC is prepared to maintain and operate third party owned lighting on the highway on a rechargeable basis providing that the lighting assets comply with HCC requirements.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG111	P7 - 12	Consideration of Counter Terrorism measures should be given when developing the planning application as these can sympathetically form an integral part of the public realm proposals and without them appearing to be obtrusive or incurring a significant extra cost if they are incorporated as additional features during final design	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Hertfordshire County Council Growth and Infrastructure Team	DG112	P13	There need not be hard boundaries in the public realm between public highway and non-highway, but the design and specification of highway assets must meet HCC's standards	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG113	P14 - 17	Methods should be utilised where possible. Exceptions can be made where roads do not run through the development and dead frontages or dead ends cannot be avoided and if publicly visible security measures such as fences or gates are necessary, they should be designed as sculptures or art.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG114	P18	Make sure public spaces support social interaction	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG115	M26	The promotion of street trees is fully supported due to the wide range of benefits that they deliver.	Noted. Welcome the support
Hertfordshire County Council Growth and Infrastructure Team	DG116	M26	There is concern for the list of proposed species and whether or not they are indeed appropriate for street tree planting. With regards to Ash (<i>Fraxinus excelsior</i>), there remains significant concern for the planting of new ash trees that are subject to strict biosecurity regulations to combat the spread of 'Ash Dieback,' a disease which has led to a serious decline of Ash trees in the UK since around 2006.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG117	M26	It is advised that the approach should reflect the recommendations of industry recognised guidance 'Trees in Hard Landscape A Guide for Delivery, Trees and Design Action Group' (TDAG) which states that <i>"The temptation is strong to call for simple lists of "suitable trees" for urban settings. This is less useful than it might seem: "safe" lists can result in overly limited choices that produce the disease-prone monoculture biases that most towns and cities face today."</i>	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG118	M26	The guide goes on to say that it is essential to choose the right tree for the right place. It states that the possible combinations of the variables that influence tree choices are so numerous and recommends conducting a site-specific robust assessment with support from a knowledgeable tree expert as the best approach.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG119	Nature	This section is titled 'Nature,' the introductory sentence refers to 'Public open spaces, and the first section talks about 'green open spaces and green corridors.' The following section is then title 'Public spaces.'	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Hertfordshire County Council Growth and Infrastructure Team	DG120	Nature	Overall, there is concern for the lack of clarity between the different roles and functions of each open space typology – for example it should be clear that not all open spaces may be suitable for both people and wildlife, indeed there may be areas where it is important to restrict public access to protect sensitive habitats.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG121	Nature	It is surprising that green infrastructure (GI) is only mentioned twice within the SPD document. Multifunctionality (ecosystem services/soil/water/air regulation) and connectivity (people and/or wildlife) are at the heart of the GI approach and represent the framework of green/blue spaces that public open spaces and movement routes sit within. It is suggested that this section would benefit from being renamed as 'Green Infrastructure' and reframed to promote a GI approach and its numerous benefits.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG122	Landscaping	The statement that " <i>proposals should not result in the loss of <u>attractive</u> trees or hedgerows...</i> " is not supported. Unattractive trees/hedgerows can still have historic, or biodiversity, or other importance values.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG123	Landscaping	The term "attractive" is subjective and with regards to trees, could be more strongly worded to reflect the intent of the local plan policy (NH5) for trees which states that " <i>Existing trees must be protected and retained where possible, and sensitively incorporated into developments.</i> "	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG124	Landscaping	With regard to hedgerows, the local plan under various policies refers to the importance of existing historic hedgerows that should be protected.	Noted, section will be reviewed in line with recommendation
Hertfordshire County Council Growth and Infrastructure Team	DG125	Landscaping	It is suggested that the terms 'important' and 'valued' would be more appropriate here and reflect national/local policy.	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Historic England	DG126	General Comments	We support the preparation of this Supplementary Planning Document (SPD), and consider that the guidance contained within this document establishes a clear and consistent approach which will ensure that development comes forward in a manner that contributes to the creation of successful and sustainable places. We're particularly pleased to see the numerous references to the historic environment within the SPD, including acknowledgement of the important role that the historic environment plays in place-making. In particular the SPD makes numerous references to the special qualities of the New Town of Stevenage - the first British new town designated following the New Towns Act of 1946. Like other new towns located in the South-East, it was built with the aim of providing overspill accommodation for Londoners. We particularly welcome the section on Stevenage Town Centre, especially paragraphs S.1 to S.7 which highlight and discuss Stevenage's unique post-war designated heritage assets - the Conservation Area and the two listed structures of The Clock Tower (Grade II Listed) and the Joyride Statue (also Grade II Listed).	Noted. Welcome the support
Historic England	DG127	General Comments	The importance of distinctive place making is emphasised in both Government and Historic England guidance. We reiterate our advice that development should draw on local vernacular/building materials and village forms, allowing development to have a clear and distinctive character. To this end we support the analysis set out in paragraphs S.19 - S.20 (window types), and S.21 - S.31 (elevation proportions and uses) which will assist in ensuring that development proposals respond to and reflect the uniqueness of the Town Centre - 'drawing inspiration from the urban form' (paragraph S.9).	Noted. Welcome the support
Historic England	DG128	General Comments	The SPD would be improved if it included a list of the technical evidence that developers may need when preparing their plans for new development (depending on the location and local context), for example archaeological assessments, heritage impacts assessments etc. Of particular relevance is the Historic England research report on Stevenage town centre, authored by Emily Cole with Elain Harwood. This has been written to inform planning discussions and to record buildings due to be demolished. It is available online at: https://historicengland.org.uk/research/results/reports/8209/TheNewTownCentreStevenageHertfordshire_ArchitectureandSignificance	Noted, section will be reviewed in line with recommendation
Historic England	DG129	General Comments	The Council could also make reference to Historic England's 'Streets for All' publications. These documents provide updated practical advice for anyone involved in planning and implementing highways and other public realm works in sensitive historic locations. It sets out means to improve public spaces without harming their valued character, including specific recommendations for works to surfaces, street furniture, new equipment, traffic management infrastructure and environmental improvements. The advice draws on the experience of Historic England's planning teams in the development of highways and public realm schemes. Case studies show where highways works and other public realm schemes have successfully integrated with and enhanced areas of historic or architectural sensitivity. https://historicengland.org.uk/images-books/publications/streets-for-all/ .	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Historic England	DG130		Please also see our advice for highways engineers and designers: https://historicengland.org.uk/advice/caring-for-heritage/streets-for-all/highwayengineers-and-designers/ .	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG131	General Comments	You should be aware of some impending changes to part 'Q' Security of Building Regs. This will probably impact on Residential Extensions (Page 43). The revised Part Q is awaiting Ministerial sign off. Among the revises is that it will no longer just apply to new build residences but will also incorporate refurbishments and extensions. Having said that paragraph U.23 appears to have covered that. I note also some of the other standards and organisations have changed and I am inserting the revisions - which I will include in my comments	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG132	1.11	After 'windows' add 'this only applies to active rooms.' For Policing purposes active rooms do not include bedrooms, bathrooms, Toilets and hallways.	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG133	1.17	In addition, there is the National Modal Design Code (NMDC) and the Police preferred minimum security that is 'Secured by Design' (SBD). The NMDC is the new design code issued by the Government. SBD is cited in part 2 'Open Public Space'	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG134	1.22	HCA outdated. Now replaced by Homes England & the Regulator for Social Housing	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG135	c.17	Sustainability notes that SBD can also assist in lowering the Carbon Footprint of dwellings. Ken Pease – 'The Carbon Cost of Crime and Its Implications' July 2009. A dwelling burglary can generate 2.5 tonnes of carbon & SBD gives >70% reduction in burglaries.	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG136	l.12	'Radburn' Style estates suffer from over permeability & poor wayfinding. See layout of St. Nicholas & Martins Wood estates.	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG137	B.4	Tall buildings can suffer with 'Micro climates'. Southgate House/ Vista Towers - wind shear. The Forum towards Tesco – cold & windy	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG138	M.17	Subway design – Surface crossings are more preferable. If subways are used then entrances/exit must be designed with curved entrance/exits and not ones that are at 90°. This helps to reduce fear of crime/	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG139	M.20	Cycle storage. Use fixtures that are third party certified to either SBD or Sold Secure silver/gold standard. Also consider CCTV coverage and changing rooms etc.	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Hertfordshire Constabulary	DG140	M.28	Parking provisions. Where basement or undercroft provision is used ensure they are well lit and secure. Consider use of CCTV. In addition, seek advice from the Fire Service regarding issues with Electric Vehicle fire etc.	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG141	M.32	EV Charging Points. Avoid having charging cables crossing over paths etc as this is an obstruction & illegal. See M.28 ref Fire issues.	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG142	Public Spaces	Reference National Modal Design Code. Part 2 section 8 'Public Space'	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG143	P.6	Lighting. Uniformity must be >20% using light sources that have a Colour Rendition Index of >60 (i.e. 'white' light)	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG144	P.9	Lighting Standards. Note BS EN 13201-2:2015 is currently under review. BS 5489-1 is now 2020 not 2013 edition.	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG145	P.12	SBD. Contact Hertfordshire Constabulary's Crime Prevention Design Service (CPDS) for further details (ideally at the pre-app stage)	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG146	P.16	Parking Provision. Avoid insecure rear parking courts and poor surveillance opportunities.	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG147	P.21	Signage. Ideally ensure that signage is legible – especially for those who are partially sighted.	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG148	U.19	Ensure developments are 'tenure blind' with the social element 'pepper potted' throughout the site. There should be no means of identifying the social element from the market housing.	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG149	U.22	Fencing & alleyways. Consider different fencing materials such as weld mesh together with suitable planting. This increases surveillance and opens up alleyways whilst still maintaining the privacy of residents.	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG150	U.28	Compartmentalisation. In large scale housing (20+) flat in one block then 'Compartmentalisation must be considered to prevent unauthorised access.	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG151	H.5	Building for life. Also mention that SBD deals with addressing issues regarding crime etc. and can also help with the sustainability of a development by the reduction of the carbon footprint.	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG152	H.13	Private space. These areas have to be made secure as >60% of burglaries occur at the rear or side of properties due to lack of surveillance.	Noted, section will be reviewed in line with recommendation

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Hertfordshire Constabulary	DG153	Servicing and Utilities	Utility Meters. These should be fitted externally to reduce bogus callers etc. Also consider using 'Smart' meters.	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG154		Pin Green. Add Radburn style	Noted
Hertfordshire Constabulary	DG155		St Nicholas. Add Radburn style	Noted
Hertfordshire Constabulary	DG156		Shutters. Avoid 'toughen' glass – this has no security value. Replace 'lamine' with glazing to BS 356:2000 P1a minimum.	Noted, section will be reviewed in line with recommendation
Hertfordshire Constabulary	DG157		Cash Machines. Security advice is available from Hertfordshire Constabulary's CPDS & the local Crime Prevention Design Advisor (CPDA).	Noted, section will be reviewed in line with recommendation

Appendix 1 - Consultees

Specific Consultee Bodies and Duty to Cooperate Bodies consulted

- *The Coal Authority,*
- *The Environment Agency,*
- *Historic England,*
- *The Marine Management Organisation,*
- *Natural England,*
- *Network Rail,*
- *Highways England,*
- *East And North Herts NHS Trust*
- *East and North Herts Clinical Commissioning Group*
- *Communications operators/organisations (including; Mobile Operators Association, BT Cellnet Limited, Telefónica, O2 UK Limited, Telereal Trillium, T-Mobile, Virgin Media, Virgin Mobile, Vodafone Ltd.,)*
- *The Homes and Communities Agency*
- *North Hertfordshire District Council*
- *East Hertfordshire District Council*
- *Other Hertfordshire authorities (including; Borough of Broxbourne, Dacorum Borough Council, Hertsmere Borough Council, St Albans City And District Council, Three Rivers District Council, Watford Borough Council, Welwyn Hatfield Borough Council)*
- *Hertfordshire County Council (including Growth & Infrastructure Unit, Public Health, Passenger Transport)*
- *Hertfordshire Highways*
- *Hertfordshire LEP*
- *Parish councils (including; Aston Parish Council, Codicote Parish Council, Datchworth Parish Council, Graveley Parish Council, Knebworth Parish Council, St Ippolyts Parish Council, Walkern Parish Council, Weston Parish Council, Woolmer Green Parish Council, Wymondley Parish Council)*
- *Hertfordshire Constabulary*
- *Anglian Water*
- *Thames Water*
- *Veolia Water Central (VWC)*
- *National Grid*

General consultation bodies/organisations

<i>5th Stevenage Air Scout Group</i>	<i>Broadwater Community Association</i>
<i>Aberdeen Asset Management</i>	<i>Broom Barns JMI</i>
<i>Active4Less</i>	<i>Brown And Lee</i>
<i>Adlington Planning Team</i>	<i>Brown And Lee Chartered Surveyors</i>
<i>Age Concern Stevenage</i>	<i>Buddhist Centre</i>
<i>Ahmadiyya Muslim Association</i>	<i>Building Research Establishment</i>
<i>Aldi Stores</i>	<i>Bus Users Group Stevenage</i>
<i>Aldwyck Housing Association</i>	<i>C.D.Bayles</i>
<i>Almond Hill Junior Mixed School</i>	<i>Campaign for Real Ale</i>
<i>Alzheimer's Society</i>	<i>Campaign For Real Ale Ltd</i>
<i>Anglian Water</i>	<i>Camps Hill Community Primary School</i>
<i>Aragon Land And Planning</i>	<i>Canyon Play Association</i>
<i>Archangel Michael And St Anthony Coptic Orthodox Church</i>	<i>Carers in Hertfordshire</i>
<i>Arriva</i>	<i>Catesby Property Group</i>
<i>Arriva The Shires And Essex Buses</i>	<i>CBRE Ltd.</i>
<i>Ashtree Primary School</i>	<i>Central Bedfordshire UA</i>
<i>Asian Women Group</i>	<i>Centrebus</i>
<i>Association of North Thames Amenity Societies</i>	<i>Chair North Herts Ramblers Group</i>
<i>Aston Parish Council</i>	<i>Chambers Coaches Stevenage Ltd</i>
<i>Aston Village Society</i>	<i>Chells Community Association</i>
<i>Aviva Investors</i>	<i>Chells Manor Community Association</i>
<i>BAA Safeguarding Team</i>	<i>Chells Scout Group</i>
<i>Barclay School</i>	<i>Chelton Radomes</i>
<i>Barker Parry Town Planning</i>	<i>Christadelphian Community</i>
<i>Barnwell School</i>	<i>Churches Together</i>
<i>BEAMS Ltd</i>	<i>Churches Together in Stevenage</i>
<i>Bedwell Community Association</i>	<i>Circle Anglia</i>
<i>Bedwell Primary And Nursery School</i>	<i>Citizens Advice Bureau</i>
<i>Bell Cornwell LLP</i>	<i>Clague Ashford</i>
<i>Bellway (Northern Home Counties)</i>	<i>Codicote Parish Council</i>
<i>Bellway Homes</i>	<i>Colinade Associates Ltd</i>
<i>Bellway Homes Miller Homes</i>	<i>Colliers International</i>
<i>Bellway Homes, Miller Homes & Wheatley Plc</i>	<i>Commercial Estates Group</i>
<i>Bidwells</i>	<i>Connexions Stevenage</i>
<i>Bloor Homes</i>	<i>Cortex</i>
<i>Bloor Homes South Midlands</i>	<i>Costco Wholesale UK Ltd</i>
<i>Borough of Broxbourne</i>	<i>Countryside Management Service</i>
<i>Bragbury End Residents Group</i>	<i>Countryside Properties plc, Stevenage Rugby Club and the Homes and Communities Agency (Cambridge)</i>
<i>Bridge Builders Christian Trust</i>	<i>CPRE Hertfordshire</i>
<i>British Horse Society</i>	<i>Crossroads Care (Hertfordshire North)</i>

<i>Croudace Strategic Ltd</i>	<i>Finishing Publications Ltd</i>
<i>CTC The National Cycling Charity</i>	<i>First Plan</i>
<i>Cycling UK Stevenage</i>	<i>Fitness First Plc</i>
<i>Dacorum Borough Council</i>	<i>Friends of Forster Country</i>
<i>Datchworth Parish Council</i>	<i>Friends of the Earth (Luton)</i>
<i>Davies And Co</i>	<i>Friends Religious Society</i>
<i>Defence Infrastructure Organisation</i>	<i>Friends, Families and Travellers and Traveller Law Reform Project Community Base</i>
<i>Deloitte</i>	<i>Fusion</i>
<i>Department For Business, Innovation and Skills</i>	<i>Gabriel Securities Ltd</i>
<i>Department For Culture Media And Sport</i>	<i>Genesis Housing Group</i>
<i>Department For Environment Food And Rural Affairs</i>	<i>GHM Consultancy Group Ltd (Logic Homes)</i>
<i>Department For Transport Rail Group</i>	<i>Giles Junior School</i>
<i>Design Council</i>	<i>Giles School</i>
<i>Dixons Dispatch Ltd</i>	<i>Glanville</i>
<i>Douglas Drive Senior Citizens Association</i>	<i>Glasgow City Council</i>
<i>DPDS Consulting Group</i>	<i>GlaxoSmithKline</i>
<i>EADS Astrium</i>	<i>Government Equalities Office</i>
<i>East and North Herts Clinical Commissioning Group</i>	<i>Graveley Against SNAP Proposals (GASP)</i>
<i>East and North Herts NHS Trust</i>	<i>Graveley Parish Council</i>
<i>East Coast</i>	<i>Graveley School</i>
<i>East Hertfordshire District Council</i>	<i>Great Ashby Community Council</i>
<i>East Herts District Council</i>	<i>Great Ashby Community Group</i>
<i>East Herts Footpath Society</i>	<i>Great Ashby Community Resource Centre</i>
<i>East of England Ambulance Service</i>	<i>Greene King Plc</i>
<i>East Of England Local Government Association (formerly EERA)</i>	<i>Greenside School</i>
<i>Eastlake Stevenage Limited</i>	<i>Gregory Gray Associates</i>
<i>Ecovril Ltd</i>	<i>Gujarati Hindu Association</i>
<i>Endurance estates</i>	<i>Hanover Housing Association</i>
<i>Environment Agency</i>	<i>HAPAS</i>
<i>Epping Forest District Council</i>	<i>Heaton Planning Ltd</i>
<i>Essex County Council</i>	<i>Hermes Real Estate Investment Ltd</i>
<i>Executive</i>	<i>Hertford Road Community Association</i>
<i>F&C REIT Asset Management</i>	<i>Hertfordshire Action on Disability</i>
<i>Fairlands Primary School And Nursery</i>	<i>Hertfordshire Association for the Care and Resettlement of Offenders</i>
<i>Fairlands Valley Sailing Centre</i>	<i>Hertfordshire Association Of Parish And Town Councils</i>
<i>Fairview Road Residents Association</i>	<i>Hertfordshire Association of Parish and Town Councils / Welwyn Hatfield Association of Local Councils</i>
<i>Featherstone Wood Primary School</i>	<i>Hertfordshire Association Of Young People</i>
<i>Fields in Trust</i>	<i>Hertfordshire Biological Records Centre</i>

<i>Hertfordshire Care Trust</i>	<i>Iceni Projects Ltd</i>
<i>Hertfordshire Chamber Of Commerce And Industry</i>	<i>Independent Custody Visitors Scheme</i>
<i>Hertfordshire Constabulary</i>	<i>Intercounty Properties</i>
<i>Hertfordshire County Council</i>	<i>J Young Investments Ltd.</i>
<i>Hertfordshire County Council (Archaeology)</i>	<i>JB Planning Associates</i>
<i>Hertfordshire County Council (Estates)</i>	<i>Jehovah's Witnesses</i>
<i>Hertfordshire County Council (Highways)</i>	<i>John Henry Newman RC School</i>
<i>Hertfordshire County Council Public Health</i>	<i>Jones Day</i>
<i>Hertfordshire Fire And Rescue Service</i>	<i>Jones Lang LaSalle</i>
<i>Hertfordshire Gardens Trust</i>	<i>Kirkwells</i>
<i>Hertfordshire Hearing Advisory Service</i>	<i>Knebworth Estates</i>
<i>Hertfordshire Highways</i>	<i>Knebworth House Education and Preservation Trust</i>
<i>Hertfordshire LEP</i>	<i>Knebworth Parish Council</i>
<i>Hertfordshire Police</i>	<i>Lambert Smith Hampton</i>
<i>Hertfordshire Police Authority</i>	<i>Land Registry Head Office</i>
<i>Hertfordshire Police Eastern Area</i>	<i>Lanes New Homes</i>
<i>Hertfordshire Property (HCC)</i>	<i>Langley Parish Meeting</i>
<i>Hertfordshire Society for the Blind</i>	<i>Larwood School</i>
<i>Hertfordshire Stop Smoking Service</i>	<i>Lepus Consulting</i>
<i>Hertfordshire University</i>	<i>Letchmore Infants And Nursery School</i>
<i>Hertfordshire Visual Arts Forum</i>	<i>Letchworth Garden City Heritage Foundation</i>
<i>Herts & Middlesex Wildlife Trust</i>	<i>Leys Primary And Nursery School</i>
<i>Herts Against the Badger Cull</i>	<i>Lincolns Tyre Service Ltd.</i>
<i>Herts and Middlesex Wildlife Trust</i>	<i>Living Streets</i>
<i>Herts Gay Community</i>	<i>Lodge Farm Primary School</i>
<i>Hertsmere Borough Council</i>	<i>London and Cambridge Properties Ltd</i>
<i>Hightown Praetorian Churches Housing Association</i>	<i>London Borough of Barnet</i>
<i>Highways England</i>	<i>London Borough of Enfield</i>
<i>Hill Residential Limited</i>	<i>London Borough of Harrow</i>
<i>HilliersHRW Solicitors LLP</i>	<i>London Gypsies and Travellers Unit</i>
<i>Historic England</i>	<i>Longmeadow Primary School</i>
<i>Hitchin Town Action Group</i>	<i>Lonsdale School</i>
<i>Holiday Inn Express</i>	<i>Luton Borough Council</i>
<i>Holy Trinity Church</i>	<i>Mantle</i>
<i>Home Builders Federation</i>	<i>Marine Management Organisation</i>
<i>Home Group</i>	<i>Marriotts Gymnastics Club</i>
<i>Homes And Communities Agency</i>	<i>Marriotts School</i>
<i>Howard Cottage Housing Association</i>	<i>Martin Ingram Opticians</i>
<i>Howard Property Group</i>	<i>Martins Wood Primary School</i>
<i>HSBC Trust Company (UK) Limited</i>	<i>Mayor of London</i>
<i>Hubert C Leach Ltd</i>	<i>MBDA UK Ltd</i>
<i>Hythe Ltd</i>	<i>Miller Strategic Land</i>
<i>Mind in Herts</i>	<i>Pin Green Community Centre</i>

<i>MKG Motor Group</i>	<i>Pin Green Residents Association</i>
<i>Moss Bury Primary School</i>	<i>Pin Green Residents Group</i>
<i>Moult Walker Chartered Surveyors</i>	<i>Planning Issues Ltd</i>
<i>MS Society Mid Hertfordshire</i>	<i>Planning Potential Ltd</i>
<i>NaCSBA</i>	<i>Planware Ltd</i>
<i>National Express</i>	<i>Planware Ltd.</i>
<i>National Housing Federation</i>	<i>POhWER</i>
<i>Natural England</i>	<i>Princes Trust</i>
<i>Network Rail</i>	<i>Putterills Of Hertfordshire</i>
<i>NFGLG</i>	<i>Rapleys LLP</i>
<i>NHS East and North Hertfordshire CCG</i>	<i>REACT</i>
<i>North Hertfordshire and Stevenage Green Party</i>	<i>Redrow Homes (Eastern) Ltd</i>
<i>North Hertfordshire College</i>	<i>Redrow Homes Eastern Division</i>
<i>North Hertfordshire District Council</i>	<i>Regional Land Holdings Ltd.</i>
<i>North Hertfordshire Friends Of The Earth</i>	<i>Relate North Hertfordshire And Stevenage</i>
<i>North Hertfordshire People First</i>	<i>Renshaw UK Limited</i>
<i>North Herts & Stevenage Green Party</i>	<i>rg+p Ltd</i>
<i>North Herts and Stevenage Community Learning Disability Team</i>	<i>Richborough Estates</i>
<i>North Herts Homes</i>	<i>Ridgmond Park Training Centre</i>
<i>North Herts People First</i>	<i>River Beane Restoration Association</i>
<i>North Stevenage Consortium</i>	<i>Road Haulage Association</i>
<i>Odyssey Group Holdings</i>	<i>Roebuck and Marymead Residents Association</i>
<i>Office for Rail Regulation</i>	<i>Roebuck Nursery And Primary School</i>
<i>Old Stevenage Community Association</i>	<i>Round Diamond Primary School</i>
<i>On Behalf Of St. Peter's Church</i>	<i>RPF Developments</i>
<i>Origin Housing Group</i>	<i>RPS Planning and Development Ltd</i>
<i>Oval Community Centre</i>	<i>RSPB</i>
<i>PACE</i>	<i>Sainsbury's Supermarkets Ltd</i>
<i>Paradigm Housing Group</i>	<i>Savils</i>
<i>Passenger Transport Unit, Hertfordshire County Council</i>	<i>Saving North Herts Green Belt</i>
<i>Patient Liaison Group</i>	<i>Secretary of State for Communities</i>
<i>Peacock And Smith</i>	<i>Seebohm Executors</i>
<i>Peartree Spring Junior School</i>	<i>Shephalbury Sports Academy</i>
<i>Pennyroyal Ltd.</i>	<i>Shephall Community Association</i>
<i>Pentangle Design</i>	<i>Shephall Residents Association</i>
<i>Persimmon Homes</i>	<i>Showmen's Guild Of Great Britain</i>
<i>PHD Associates</i>	<i>Simmons And Sons</i>
<i>Physically Hanidcapped And Able Bodied Club</i>	<i>South East Midlands Local Enterprise Partnership</i>
<i>Picture Ltd</i>	<i>Sport England</i>
<i>Pigeon Investment Management Ltd</i>	<i>Sport Stevenage</i>
<i>Pigeon Land Ltd</i>	<i>Springfield House Community Association</i>
<i>St Albans City And District Council</i>	<i>Thames Water Property</i>

<i>St Ippolyts Parish Council</i>	<i>The Baha'I Community of Stevenage</i>
<i>St Margaret Clitherow RC Primary School</i>	<i>The Campaign for Real Ale</i>
<i>St Nicholas Community Centre</i>	<i>The Coal Authority</i>
<i>St Nicholas School</i>	<i>The Greens & Great Wymondley Residents Association</i>
<i>St Vincent De Paul RC Primary School</i>	<i>The Guinness Trust</i>
<i>St. Nicholas and Martins Wood Residents Association</i>	<i>The Guinness Partnership</i>
<i>Stanhope Plc</i>	<i>The Gypsy Council</i>
<i>STARCOURT CONSTRUCTION LTD</i>	<i>The Hitchin Forum</i>
<i>Stevenage And North Hertfordshire Indian Cultural Society</i>	<i>The Living Room</i>
<i>Stevenage and North Herts Women's Resource Centre</i>	<i>The National Trust</i>
<i>Stevenage Borough Council</i>	<i>The Nobel School</i>
<i>Stevenage Borough Council Transportation Development</i>	<i>The Salvation Army</i>
<i>Stevenage Business Initiative</i>	<i>The Theatres Trust</i>
<i>Stevenage Caribbean and African Association</i>	<i>The Woodland Trust</i>
<i>Stevenage Caribbean And African Association (SCARAFA)</i>	<i>Theatres Trust</i>
<i>Stevenage Cricket Club</i>	<i>Thomas Alleyne School</i>
<i>Stevenage CVS</i>	<i>T-Mobile</i>
<i>Stevenage Depression Alliance</i>	<i>TRACKS (Autism)</i>
<i>Stevenage Haven</i>	<i>Transport for London</i>
<i>Stevenage Irish Network</i>	<i>Trotts Hill Primary And Nursery School</i>
<i>Stevenage League Of Hospital Friends</i>	<i>Troy Planning</i>
<i>Stevenage Mosque</i>	<i>Turley</i>
<i>Stevenage Polish Association</i>	<i>Universities Superannuation Scheme Ltd</i>
<i>Stevenage Quakers</i>	<i>USF Nominees Ltd.</i>
<i>Stevenage Regeneration Ltd.</i>	<i>Veale Associates</i>
<i>Stevenage Sikh Cultural Association</i>	<i>Veolia Water Central (VWC)</i>
<i>Stevenage Town Rugby Club</i>	<i>VEOLIA WATER CENTRAL LIMITED</i>
<i>Stevenage Women's Refuge</i>	<i>Vincent And Gorbing Planning Associates</i>
<i>Stevenage World Forum For Ethnic Minorities</i>	<i>Virgin Media</i>
<i>Stevenage Youth Council</i>	<i>Visit East Anglia</i>
<i>Stewart Ross Associates</i>	<i>Vodafone Ltd</i>
<i>Strutt and Parker LLP</i>	<i>Waitrose Ltd</i>
<i>Symonds Green Community Association</i>	<i>Walkern Parish Council</i>
<i>Taylor Wimpey</i>	<i>Watford Borough Council</i>
<i>Taylor Wimpey / Persimmon</i>	<i>Welwyn Hatfield Borough Council</i>
<i>Telefónica O2 UK Limited</i>	<i>Welwyn Hatfield Council</i>
<i>Telereal Trillium</i>	<i>West Stevenage Consortium</i>
<i>Terence O'Rourke Ltd</i>	<i>Weston Parish Council</i>
<i>Thames Water</i>	<i>Wheatley Homes</i>
<i>Wheatley Homes Ltd</i>	<i>Woolmer Green Parish Council</i>

<i>Willmott Dixon Housing</i>	<i>WPNPF</i>
<i>Wm Morrisons Supermarket Plc</i>	<i>Wymondley Parish Council</i>
<i>Women's Link</i>	<i>Wyvale Garden Centres Ltd</i>
<i>Woodland Trust</i>	<i>Young Pride in Herts</i>
<i>Woolenwich Infant And Nursery School</i>	<i>Youth Council</i>

Approximately 950 individuals on the Council consultation register were also consulted.