



## Ware Neighbourhood Plan 2021-2033



### Consultation Statement

October 2022

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## 1 INTRODUCTION


- 1.1. The policies contained in the Ware Neighbourhood Plan (the WNP) have been developed following extensive interaction and consultation with the community and businesses within the area. This engagement process has been an integral part of the work, starting with the decision by Ware Town Council in 2018, to prepare a Neighbourhood Plan, and subsequent engagement and communications activities.
- 1.2. This Consultation Statement sets out the story of how the Neighbourhood Plan has been developed and, in accordance with regulation 15(2) of Neighbourhood Planning Regulations 2012:
  - details of the persons and bodies who were consulted about the proposed neighbourhood plan;
  - how they were consulted;
  - a summary of the main issues and concerns raised by the persons consulted; and
  - how these issues and concerns have been considered and, where relevant, addressed in the proposed Neighbourhood Plan.

### **The Ware Neighbourhood Plan Steering Group**

- 1.3. Ware Town Council is the qualifying body officially responsible for the WNP. A Steering Group, comprising local councillors and volunteers from the community, was set up to lead on the development of the Neighbourhood Plan.

## 2 SUMMARY OF ENGAGEMENT AND CONSULTATION ACTIVITIES, ISSUES AND OUTCOMES

2.1. A high-level summary of the engagement and consultation activity is shown below.



Date	Milestone	Key activities
2018	Ware Town Council decides to prepare a Neighbourhood Plan	<ul style="list-style-type: none"> <li>Neighbourhood Area is designated</li> <li>Steering Group established</li> </ul>
2019 to 2020	Evidence collation	<ul style="list-style-type: none"> <li>Topic Groups set up</li> <li>Dedicated website established</li> <li>Attendance at Masterplan meetings (for the strategic site N&amp;E Ware)</li> <li>Initial consultation days held</li> <li>Community consultation to determine key issues facing Ware</li> </ul>
2021	Informal Plan developed Regulation 14 Plan finalised	<ul style="list-style-type: none"> <li>Consultation events on the informal draft plan</li> <li>Pre-Submission Version Plan finalised</li> <li>SEA/HRA screening undertaken</li> </ul>
Jan – Aug 2022	Regulation 14 Consultation	<ul style="list-style-type: none"> <li>Statutory period of consultation undertaken.</li> <li>Responses analysed and Plan amended.</li> </ul>
Sept - October 2022	Finalising the Submission Version Plan	<ul style="list-style-type: none"> <li>Submission Version Plan submitted to EHDC.</li> <li></li> </ul>
November 2022 to 2023	To be completed	<ul style="list-style-type: none"> <li>Regulation 16 Consultation run by EHDC.</li> <li>Plan independently examined.</li> <li>Plan finalised for Referendum.</li> <li>Plan “made”</li> </ul>

2.2. The sections below describe, in fuller detail, the engagement and consultation process which took place during the WNP preparation. This is divided into four stages:

Stage I: Engaging the local community to understand main issues

Stage II: Developing and testing the emerging planning policies

Stage III: The Pre-Submission (Regulation 14) Draft Neighbourhood Plan

Stage IV: Finalising the Submission (Regulation 16) Neighbourhood Plan

**Stage I: Engaging the local community to understand main issues**

- 2.3. Work to engage the community on the future of Ware coincided with the emerging Masterplan for Ware N&E Development. As work on the emerging Masterplan progressed, the Town Council was keen to understand residents' views about the town and the challenges facing Ware. It considered that the neighbourhood plan process would offer the greatest influence in local planning and applied for the neighbourhood area of Ware (coinciding with the parish boundary, but excluding those parts in the urban extension) to be designated. East Herts District Council (EHDC), as the local authority, designated the area on [11 September 2018](#).
- 2.4. A Neighbourhood Plan Steering Group was set up, comprising local councillors and volunteers from the community. Membership of the Steering Group represented the community, local residents, local organisations and businesses. Its aim was to address, as far as possible, the challenges facing the area and identify opportunities to enhance the town. It would engage the community, gather evidence, develop a Vision and spatial Objectives to underpin the Neighbourhood Plan, and develop the policies to enable this.
- 2.5. A website and logo were created for the neighbourhood plan. Steering Group meetings took place at least monthly and minutes were recorded and published.



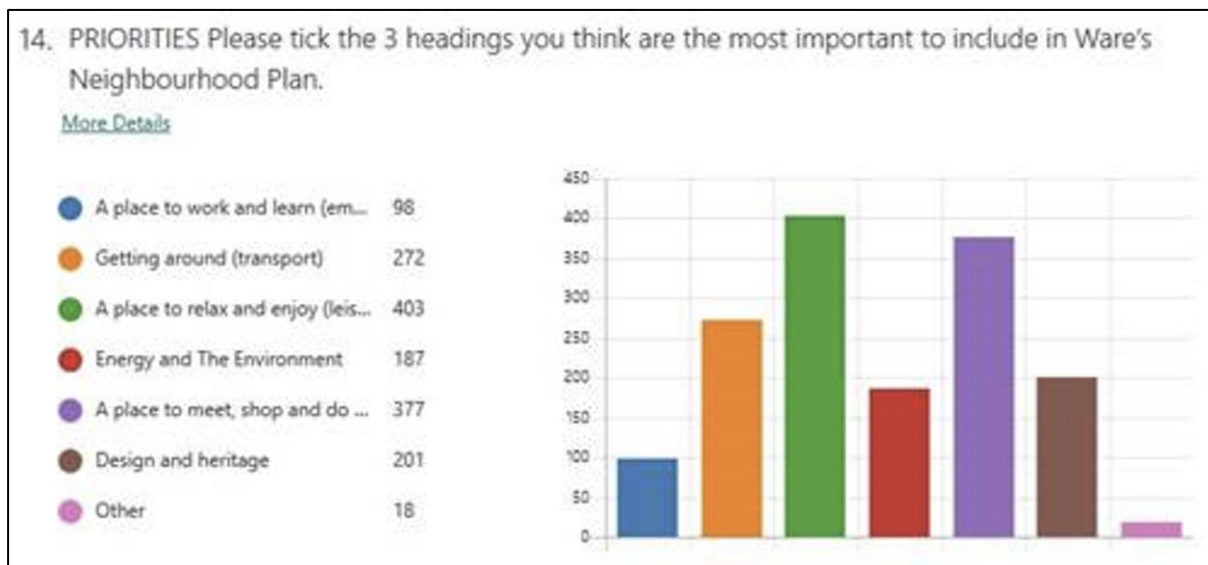
*The WNP logo*

- 2.6. The Steering Group initially divided the project into six themes: Leisure and Culture, Transport, Environment, Design and Heritage, Employment, and Town Centre. Those focussing on each theme began to gather together existing evidence and documentation relating to that area.
- 2.7. Information gathered, in addition to local knowledge, was used to create a community survey, which would elicit key priorities and concerns from the community. In March 2020, hard copies of the survey were delivered to every household in the town, with return boxes deposited in 18 locations. In addition an online version was also available to complete. A copy of the survey is included at Appendix A.
- 2.8. Unfortunately, the Covid-19 'lock down' prevented the use of 'face-to-face' briefings and other planned activities to promote the survey. Instead, engagement and participation were promoted through the website, social media, word of mouth and through the mailing list. In total, 524 survey responses were received, some completed by individuals, some on behalf of households.

2.9. Analysis of the responses revealed that the initial 'Policy Themes' proposed by the Steering Group addressed the overwhelming majority of the key issues that were expressed by Ware residents and business respondents.

2.10. They were refined to:

- Economic Development and Town Centre;
- Sustainable Transport;
- Housing; and
- Leisure, Culture, Environment and Community.



*Graphic illustrating relative support for the proposed themes to be covered in the WNP*

2.11. A full summary of the survey findings, by theme, is available in the evidence base underpinning the WNP.

2.12. Working groups for each theme were established to undertake further evidence gathering. Covid-19 restrictions meant that extensive use was made of Zoom meetings and social media throughout 2020 and 2021 to engage with residents and a range of local organisations.

2.13. An engagement and communications plan was drawn up and the following various engagement activities and evidence gathering exercises were undertaken:

2.14. Local Green Space Review – The Working Group undertook a detailed review of the green spaces in the town that might be considered suitable for designation as a Local Green Space. Following the methodology set out in Locality's Local Green Space toolkit<sup>1</sup> and drawing on a range of sources, including community meetings and feedback, a long list of 50 spaces was drawn up. An initial desk exercise considered the existing protections for the sites, with some considered not to require LGS status. Remaining sites were visited by members of the Working Group to review

<sup>1</sup> <https://neighbourhoodplanning.org/toolkits-and-guidance/making-local-green-space-designations-neighbourhood-plan/>

them against the NPPF criteria. Those felt to meet the criteria were then justified and mapped for inclusion in the Plan. This led to a short list of 12 sites to be proposed.

- 2.15. Website – A dedicated Ware Neighbourhood Plan website was set up in January 2020 to publish information relating to the WNP (<https://www.wareneighbourhoodplan.com/>). Regular bulletins have been posted on the website throughout the process.
- 2.16. Remote meetings (via Zoom) with local organisations – These took place with a range of local organisations, including The Ware Society, Ware U3A, Rotary and Inner Wheel. Discussions with other, more strategic organisations also took place including the Canal and River Trust and the Local Wildlife Trust.
- 2.17. Feedback from the Businesses – The Town Centre Manager for Ware, employed by the Town Council, provided input into the town centre evidence base and policies. This was based on audits and liaison carried out with the town centre businesses. Evidence gathered for the neighbourhood plan has also fed into the development of a town centre strategy for Ware.
- 2.18. Discussions with local estate agents – Local agents were engaged to understand the sorts of properties – both residential and commercial – being sought in the area and where particular types of provision might be under or over supplied.
- 2.19. Ecological evidence – The Hertfordshire Environmental Records Centre was commissioned to prepare a report on biodiversity in the area. This included identifying species (flora and fauna) recorded locally and areas identified as biodiversity opportunity areas. This work would inform the environmental chapter of the WNP.
- 2.20. Character Area work – An audit of the character of Ware was undertaken with a particular focus on enabling greater understanding of the Identity Areas defined in the Conservation Area appraisal. The work comprised walkabouts and mapping, in order to provide further definitions around what comprised local character in each individual area. In addition, an audit of potential non-designated heritage assets was undertaken.
- 2.21. Key movement routes – the Sustainable Transport Working Group spent time auditing the existing and potential movement routes in the area, both for walking and cycling. This incorporated input from the Herts Wheelers cycling group as well as local walking groups.
- 2.22. Local shop signage audit – The Ware Society undertook an appraisal of the shop and information signage in the town centre, to set out the positive and negative aspects. They examined the guidance in the existing signage guidance (published by EHDC) to ascertain where there might be gaps at the local level that the WNP might address. Their findings are contained in the evidence base.
- 2.23. Regular meetings with planning officers from EHDC – Regular discussions took place on the various plan themes.
- 2.24. The feedback from the activities described above enabled the Steering Group to prepare a draft vision and objectives, as well as a series of Guiding Principles.

- 2.25. In January 2021 an independent Planning Consultant was commissioned to support the work, which would largely be based upon the findings of the Survey and informal consultations and activities noted above.
- 2.26. Using this information the consultant prepared a document entitled, “Towards Policy Options for Ware”, which can be found in the evidence base. This provided an overarching set of potential policies along with an appraisal of the evidence gathered to date and where additional evidence would be required. Alongside this, a Skeleton Draft Plan was prepared, to illustrate to the Steering Group how the Plan might start to take shape.

## **The Vision for Ware up to 2033**

Ware should be kept as an identifiable attractive town community, which enjoys the peace associated with being part of the countryside, while still contributing to the wider geographical community or the Neighbourhood Plan.

**The character of Ware must be maintained, in order that it remains an attractive place to live, work and visit.**





## Neighbourhood Plan Objectives

1. A thriving modern market town, which values its heritage
2. An attractive place to live, where the natural environment is value and safeguarded
3. A place where people can work in rewarding jobs supporting a vibrant economy
4. A caring community supporting residents of all age and social groups through health, education, employment, and enjoyment of cultural and leisure facilities
5. An attractive town centre which retains its human scale, and where people want to access services, meet and shop
6. A place that fosters mobility and healthy living with a sustainable transport network for walkers, cyclists and those who depend on public transport

*The draft vision and objectives*

### **Stage II: Developing and testing the emerging planning policies**

- 2.27. Over the course of 2021, an Informal Draft Neighbourhood Plan was developed. It was shared with EHDC to enable the Strategic Environmental Assessment/Habitat Regulations Assessment Screening Determination to be undertaken. It was determined that the WNP would require neither a Strategic Environmental Assessment nor a Habitats Regulations Assessment, and further detail on this can be found in the Basic Conditions Statement. EHDC also undertook an informal health check of the WNP and their comments were used when finalising the Pre-Submission Version Plan.
- 2.28. The Informal Draft Neighbourhood Plan was subject to a rigorous consultation locally to gain feedback on the emerging policies. During the period September to November 2021 the Steering Group ran a series of roadshows, piggybacking local community events. The events were chosen specifically to target hard to engage groups such as young people and families. At each event, there were a series of large posters detailing the draft vision and objectives, the themes with their guiding principles, and each of the proposed policies couched under the various themes. Delegates were provided with post-it notes to leave specific comments on any of the content. They were also invited to use tokens to illustrate their relative support for the overarching policy themes. The events were as follows:

- 5 September 2021: Public update event, Southern Maltings – 143 people took part, casting 429 votes on the themes.



- 3 October 2021: Police Community Day, Ware Priory – The whole event attracted over 2,000 people. 614 people took part in the ballot. There was a huge amount of interest in safeguarding the natural environment, sustainable transport and community facilities.



- 10 November 2021: Ware U3A Presentation, Wodson Park - The display boards were set up for November's Monthly Meeting of the U3A at Wodson and Neighbourhood Plan Steering Group member Peter Radley gave a brief introduction - what the Plan is for, where we are in the process - before inviting people, having engaged with the boards, to write their comments on post-it notes. There were approximately 150 people at the meeting.
- 13 November 2021: Eco aWare Community Day, Ware Priory - Though general footfall was lower than at the previous roadshow events, the stand had a steady stream of visitors, levels of engagement were encouraging (a majority already had a good basic understanding of the Plan and its purpose), and 133 votes were cast in the “tokens in jars” poll.



2.29. The feedback gathered from the events was collated and carefully analysed by the Steering Group. The information provided a clear level of support for the Vision and Objectives and the emerging policies and enabled the Steering Group to finalise the Pre-Submission Version Neighbourhood Plan. At this stage, local green space owners were contacted to alert them to their proposed inclusion in the Plan.

### **Stage III: Pre-Submission (Regulation 14) Draft Neighbourhood Plan Consultation**

2.30. The Steering Group finalised its Pre-Submission draft in Spring 2022, in readiness for the Regulation 14 consultation, which was held over an eleven-week period from 11 April to 24 June 2022. The additional weeks were felt to be important in the context of the consultation period running over the Easter holidays and in the context of the sheer size (in terms of population) of the neighbourhood plan area.

2.31. The WNP and supporting evidence were uploaded onto the Neighbourhood Plan website and the consultation was advertised to the local community:

- An online survey was created to enable people to provide feedback. Hard copies of the survey (and the Plan itself) were available on request at the library and the Town Council office.
- Posters were printed and posted at locations around the town.
- Two large banners promoting the consultation were erected in public locations.
- Social media updates were posted on Facebook.
- Emails were sent to all those who had joined the Neighbourhood Plan mailing list, all schools, youth groups and sports clubs.
- The Ware Society and other local organisations were written to directly.
- A presentation was made at the Annual Town Meeting to talk through the Plan – the process and policies – and to take questions and answers.

- Presentations were made to Ware U3A, The Ware Society, Rotary and Inner Wheel Clubs.
  - The Local Green Space owners were again contacted.
- 2.32. In addition to consulting with the local community, the Steering Group wrote to statutory consultees and other organisations who might have an interest in the Plan. A list of the consultees contacted is contained in Appendix B and responses were received from the following:
- East Herts District Council
  - Natural England
  - Historic England
  - Owner of Crane Mead Local Green Space
  - Canal and River Trust
  - Hertfordshire County Council
- 2.33. Representations received at the Pre-Submission Consultation were recorded by topic/policy and carefully considered by the Steering Group. A summary of the comments, and responses from the Steering Group, are set out in Appendix C. Full responses are contained in the Evidence Base. The following paragraphs provide a summary, by topic area, of the comments received during this process and how these were integrated into the Submission Version Plan.
- 2.34. **General comments:** Overall 197 individual comments were received at the Regulation 14 consultation. The online survey provoked 152 responses from community members, who were asked to what extent they supported the individual policies and invited to submit any additional free text comments. Many of those commenting stated their general support for the Plan and gratitude to members of the Steering Group who had given time to producing it.
- 2.35. The overall design of the document was amended to ensure that it meets accessibility requirements.
- 2.36. **Challenges, Vision and objectives:** The vision and objectives were considered clear and effective. They have been amended slightly from the Pre-Submission draft for clarity. Ware N&E Development was highlighted as both a threat and an opportunity for the town.
- 2.37. **Housing:** Policy W1 (Meeting the housing needs of Ware's population) - The policy initially focussed on older people as this is the fastest growing demographic locally. Following the consultation, the supporting text was expanded to make greater reference other age groups and families. The policy itself is of relevance to this wider demographic in that it is supporting the application of design principles that will enable an individual or family to be housed according to their particular set of needs as they progress through life. Affordability is considered to be dealt with as part of the District Plan framework.
- 2.38. There were several comments expressing concern about the volume of homes being proposed at the Ware N&E Development. It was noted that this area falls outside the neighbourhood plan area and therefore the policies in the WNP cannot influence this development. Despite this, the WNP has been developed in the context of the proposed housing and the potential impacts this might have on the neighbourhood area.
- 2.39. **Character, heritage and design:** The mapping for this section was reviewed and amended to enable greater clarity.

- 2.40. Within the supporting text for Policy W2 (reflecting the character of Ware through high quality design), the position and role of the River Lea Navigation was further emphasised in that it provides an intrinsic 'backbone' against which the Identity Areas are set, as well as an integral part of the town's character itself. This is also reflected in the policy itself.
- 2.41. Policy W3 (Conserving heritage assets) was amended to reference explicitly the East Herts Heritage at Risk Register. In addition, a further non-designated heritage asset was proposed for inclusion by the Canal and River Trust – the weir-keepers cottage – and this has been included.
- 2.42. Policy W4 (Design of shopfront signage) was amended to provide greater clarity in relation to the terminology used. Hertfordshire County Council (HCC) recommended the policy should allow for as yet undiscovered and unrecognised heritage assets to be considered, which has also been reflected.
- 2.43. Policy W5 (Meeting the highest environmental standards) was enhanced with references to a number of additional District Plan policies. The potential role of the canal as a sustainable source of heating/cooling has also been incorporated into Policy W5 on the advice of the Canal and River Trust.
- 2.44. **Economic Development and Ware Town Centre:** The policies in this section were broadly supported however HCC raised concerns about the emphasis on car parking and whether this complemented their own approach to a shift towards active travel (and more sustainable modes of transport). The Steering Group carefully considered this and whilst the overarching emphasis of the WNP is to support a shift towards active travel (evidenced through the inclusion of the sustainable transport policies), it was considered important to recognise that Ware is in a valley and realistically not everyone will be able (or willing) to give up their cars. The inclusion of car parking will enable those reliant on vehicles to access the town and its facilities. Policy W18 (Electric vehicle charging) seeks to ensure that any such provision adequately caters for more sustainable modes of motor traffic.
- 2.45. **Environment:** The policies in this section were strongly supported by both EHDC and the Canal and River Trust. Part F of Policy W12 (Green and blue infrastructure and delivering biodiversity net gain) was reviewed to reflect the potential for short term moorings and access for non-motorised licenced craft, such as canoes and paddle boats.
- 2.46. Policy W13 (Local Green Spaces) was strongly supported by respondents with the exception of the owner of Space 12 (Land between Crane Mead houses and River Lea Navigation). A letter was received setting out the intention to object to the space. Despite a response being issued, no further contact has been received.
- 2.47. EHDC provided some helpful suggestions to clarify Policy W14 (Managing the environmental impact of development), notably criteria (ii) (trees and woodlands). The supporting paragraphs of the policy were also amended to reflect the Canal and River Trust's wider responsibilities and landowner status. The policy was also amended to include reference to wildlife friendly facilities such as bird and bat boxes.
- 2.48. **Transport and Movement:** The comments from HCC relating to Policy W15 (Key walking and cycling routes) were carefully reviewed and discussed with representatives from the local cycling, running and walking groups, who were actively involved in developing the policy. Whilst

it was recognised that the responsibility for delivery of any schemes rests with HCC, the consultation responses revealed that residents felt the suggestions were highly desirable and recommended they were retained as long term aspirations.

- 2.49. The proposed improvements to the towpath were broadly supported by the Canal and River Trust, however they raised concerns about the viability of segregation in the context of the space available and potential on the character setting of the corridor. The Steering Group accepted that any proposals would need to take these matters into consideration, however segregation, where possible, remains an aspiration particularly on the narrower parts of the towpath through the centre of Ware. The increased use of electric scooters on the towpath has increased concerns about shared use and the aspiration to make this section pedestrian only is valid.
- 2.50. HCC's comments on Policy W16 (Mitigating vehicular impacts at junctions and pinchpoints) regarding vehicular impact at junctions and pinch points was considered. However, public consultation identified four very busy junctions. HCC's decision to move from a "Predict & Provide" to "Decide & Provide" type policies within LTP4 is not considered to adequately resolve the issues currently being experienced by Ware residents and businesses at these junctions. It was recognised that the Town Council will need to liaise closely with HCC to mitigate the impact of the Ware N&E Development on the junctions and pinch points identified.
- 2.51. Regarding Policy W17 (Maximising Safety of Route to Schools), HCC suggested that the policy should be reviewed in line with LTP4. The Steering Group did this and concluded that it was consistent with the Governments "Cycling and Walking Investment Strategy" and the recent (6th July 2022) "Second cycling walking and investment strategy". The Steering Group consider that whilst the emphasis of the WNP should be and is on supporting and enabling active travel, the WNP needs to reflect that some people will, at least in the short term, need to use cars. In addition, this policy is not aimed at reducing the numbers of people arriving at school by car, rather ensuring that development generally (which will generate car traffic) impacts on the school pick-up/drop-off streets.
- 2.52. Policy W18 has been amended slightly to reflect more fully HCC's emerging Electric Vehicle Charging Infrastructure Strategy.
- 2.53. **Community Facilities:** All the comments relating to Policies W19 and W20 were very positive and supportive. The Town Council has already accepted the proposal to upgrade the Priory Park Playground.

#### **Stage IV: Final Neighbourhood Plan submission**

- 2.54. Following the changes made to the Plan as a result of the Regulation 14 consultation, the Submission Version WNP was formally submitted to East Herts District Council who, once satisfied that the correct set of documents have been received, will undertake the Regulation 16 consultation. It will then proceed to Examination and, assuming a favourable outcome, to referendum.

### 3 STRATEGIC ENVIRONMENTAL ASSESSMENT AND HABITATS REGULATION ASSESSMENT

#### Strategic Environmental Assessment

- 3.1. The Plan, and the process under which it was prepared, conforms to the Strategic Environmental Assessment (SEA) Directive (EU 2001/42/EC) and the Environmental Assessment of Plans and Programmes Regulations 2004 (the Regulations).
- 3.2. In accordance with Regulation 9 of the SEA Regulations 2004, EHDC, as the responsible authority, determined on 9 April 2021 that a Strategic Environmental Assessment (SEA) of the Neighbourhood Plan is not required as it is unlikely to have significant environmental effects.
- 3.3. A copy of the report submitted for the screening is included in the Evidence Base. The Screening Statement letter issued by EHDC is contained in Appendix D.

#### Habitats Regulations Assessment (HRA)

- 3.4. Under Directive 92/43/EEC, also known as the Habitats Directive<sup>2</sup>, it must be ascertained whether the draft Plan is likely to breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017. Assessments under the regulations are known as Habitats Regulation Assessments ("HRA"). An appropriate assessment ("AA") is required only if the Plan is likely to have significant effects on a European protected species or site. To ascertain whether or not it is necessary to undertake an assessment, a screening process is followed.
- 3.5. EHDC, as the responsible authority, determined on 8 June 2022 that the Neighbourhood Plan is unlikely to have significant impact on European sites and therefore does not require a full HRA to be undertaken.
- 3.6. In addition to conforming to its EU obligations, the Plan does not breach and is not otherwise incompatible with the European Convention on Human Rights.
- 3.7. A copy of the report submitted for the screening is included in the Evidence Base. The Screening Statement letter issued by EHDC is contained in Appendix D.

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<sup>2</sup> Directive 92/43/EEC 'on the conservation of natural habitats and of wild fauna and flora': <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:31992L0043>

## 4 CONCLUSION

- 4.1. The Steering Group has undertaken a very thorough engagement and communications programme in order to develop its Neighbourhood Plan. It has set out a comprehensive vision and objectives and guiding principles. In developing the policies to achieve the vision and objectives, the Group has actively engaged with a wide range of stakeholders and the Plan has evolved accordingly.
- 4.2. Feedback from the Regulation 14 consultation has enabled the Plan to be shaped into its final version, to submit to East Herts District Council.
- 4.3. This report fulfils the requirements for the Consultation Statement, set out in Regulation 15(2) of the Neighbourhood Planning Regulations 2012.
- 4.4. Gratitude is extended to everybody who has contributed to the Plan's development, either as a valued member of the Steering Group or those who have taken the time to contribute their views and opinions. This has been invaluable in helping to shape the scope and content of the Neighbourhood Plan.



## APPENDIX A: COPY OF THE COMMUNITY SURVEY (2020)

### ANYTHING WE HAVEN'T THOUGHT ABOUT?

13. Are there any other areas you think we should include?

### PRIORITIES

14. Please tick the 3 headings you think are the most important to include in Ware's Neighbourhood Plan.

A place to work and learn (employment and training)	<input type="checkbox"/>	Energy and Environment	<input type="checkbox"/>
Getting around (transport)	<input type="checkbox"/>	A place to meet, shop and do business (town centre)	<input type="checkbox"/>
A place to relax and enjoy (leisure and green spaces)	<input type="checkbox"/>	Design and heritage	<input type="checkbox"/>
Other (please state)			

### ANY OTHER COMMENTS?

15. Do you have any other comments you want to make about Ware's Neighbourhood Plan?

### AND FINALLY, JUST A COUPLE OF QUESTIONS ABOUT YOU

16. Which of the following best describe(s) your relationship to Ware? Tick as many as apply:  I live in Ware  I work in Ware  I study in Ware  I own or manage a business in Ware  I visit Ware for shopping  I visit Ware for its restaurants, bars and cafes  Other (please specify below)

17. Are you: Female  Male  Prefer not to say

18. Which age band do you fall into?

15 or under	<input type="checkbox"/>	46 - 55	<input type="checkbox"/>
16 - 25	<input type="checkbox"/>	56 - 65	<input type="checkbox"/>
26 - 35	<input type="checkbox"/>	66 - 75	<input type="checkbox"/>
36 - 45	<input type="checkbox"/>	76 or older	<input type="checkbox"/>

Thank you very much for taking part. You can return completed questionnaires via the collection boxes we've placed around town – Tesco, Asda, The Priory, Ware Library etc. See our website for details <https://www.wareneighbourhoodplan.com>



Ware is producing its own Neighbourhood Plan. As a member of our community can you please spare a few moments to help by answering the questions overleaf?

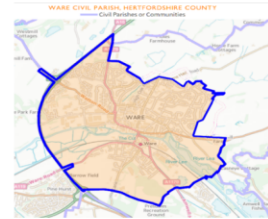
### WHAT IS A NEIGHBOURHOOD PLAN? WHAT SHOULD OURS COVER?

A Neighbourhood Plan is a community-led initiative giving people like us a real say in how our community develops and what it will look like in the future – for example, the way that land is used for business, shops and leisure. It can also protect green spaces and influence the design of buildings. It's part of our democratic right granted by the Localism Act.

### YOUR CHANCE TO HAVE A SAY

What should our community look like in the next 20 years? By taking part in this survey you will be directly helping to formulate the Neighbourhood Plan.

Once we have identified specific topics to work on, we will draft policies to help shape the future of Ware. Our proposals will then be examined by a planning inspector to test that they are consistent with national and district planning policies. Once agreed, our Neighbourhood Plan will have legal force for the next two decades and must be followed by East Herts District Council when making planning decisions.



### THE AREA COVERED BY WARE NEIGHBOURHOOD PLAN IS SHOWN HERE

Note that it doesn't include the proposed WARE2 development, which lies outside the town boundary and is subject to separate planning rules governed by East Herts District Council.

You can find a digital version of this form (and more info) at <https://www.wareneighbourhoodplan.com>

### A PLACE TO RELAX AND ENJOY

How can we improve access to parks, open spaces and places to meet and relax? Could cultural and leisure services be better? How could we improve community facilities in Ware?

1. Would you like to see issues surrounding leisure, green spaces and community facilities addressed in the Neighbourhood Plan?

Yes  No

2. Do you have any comments about leisure and cultural facilities in Ware?

### A PLACE TO MEET, SHOP AND DO BUSINESS

Ware's High Street is changing – fewer traditional shops, more cafes and services. Can we make the town centre more attractive for shoppers and businesses? Are there sites that need redevelopment?

3. Is the regeneration of the High Street a topic you'd like to see in our Neighbourhood Plan? Yes  No

4. Do you have any comments about key town centre issues for Ware?

### GETTING AROUND

How can we use our road network more effectively? Can we reduce traffic congestion? Can we make it easier and safer to walk and cycle? How can public transport be improved?

5. Should transport matters be included in the Plan?

Yes  No

6. Do you have any comments about key transport issues for Ware?

### ENERGY AND THE ENVIRONMENT

How can we protect our local environment? Could we enhance the green spaces in Ware? How should we improve air quality? What part does renewable energy have to play?

7. Is energy and the environment an area you'd like to see in the Neighbourhood Plan? Yes  No

8. Do you have any comments about key environmental issues for Ware?

### DESIGN AND HERITAGE

Ware has a unique cultural heritage. Could we do more to preserve it – and make better use of our heritage buildings and conservation area? How should new development be designed to fit in?

9. Would you like to see design and heritage recommendations in our Plan? Yes  No

10. Do you have any comments about design and heritage issues for Ware?

### A PLACE TO WORK AND LEARN

How can our plan help to deliver economic growth for the town? What sort of employment should we try to attract? How can we create opportunities for employment and training?

11. Should our Plan contain sections on employment and training?

Yes  No

12. Do you have any comments about Ware's employment and training issues?

## APPENDIX B: CONSULTEES WRITTEN TO AT THE PRE-SUBMISSION (REGULATION 14) CONSULTATION STAGE

<b>Statutory consultees and others:</b> (those in brackets were not relevant to the Plan area)
East Herts District Council
Hertfordshire County Council
(The Coal Authority)
Homes England (previously Homes and Communities agency)
Natural England
Environment Agency
Historic England
Network Rail
National Highways
(Marine Management Organisation)
Electronic Communications
East Herts CCG (NHS) (Primary Care Trust)
Water supplier (Anglian, Affinity, Thames)
Sewage supplier (Thames)
Gas (Cadent Gas)
Electric (UK Power Networks)
Voluntary bodies
Racial, Ethnic or national groups
Religious groups
Businesses
Disabled persons representatives
Affinity Water
Ancient Monument Society
TalkTalk
Canal & River Trust
Joint Committee of the National Amenity Societies
Campaign to Protect Rural England
Herts Constabulary
East Herts Footpath Society
The Gardens Trust
Herts Garden Trust
Hertfordshire Highways
Herts and Middlesex Wildlife Trust
NATS Holdings
Hertfordshire Partnership
Sport England
Ancient Monument Society
East Herts Housing
The Woodland Trust
Herts and Essex Wildlife Trust

<b>Neighbouring parish councils:</b>
Great Amwell Parish Council
Hertford Town Council
Thundridge Parish Council
Wareside Parish Council
<b>Local Green Space owners</b>

## **APPENDIX C: SUMMARY OF REGULATION 14 REPRESENTATIVES AND RESPONSE FROM WORKING GROUP**

### **Consolidated comments and feedback from the formal consultation (Regulation 14) on the Pre-Submission Version Neighbourhood Plan (3<sup>rd</sup> April – 24<sup>th</sup> June 2022)**

Responses were received from the following:

1. East Herts District Council (EHDC)
2. Natural England (NE)
3. Historic England (HE)
4. Owner of Crane Mead Local Green Space (CMLGS)
5. Members of the local community (LC)
6. Canal and River Trust (CRT)
7. Hertfordshire County Council (HCC)

The table below provides a summary of the responses received alongside a commentary from the Steering Group as to how these will be considered in the Submission Version Plan.

Ref.	Respondent	Topic area	Steering Group Response
		<b>General comments</b>	
1.	EHDC	The plan is well-written, generally well-evidenced and the policies are locally specific. The conformity references below each policy are effective and help demonstrate compliance with national policy and the District Plan.	Noted.
2.	EHDC	Ensure the document meets the accessibility requirements.	Noted – document has been amended to conform to the criteria.
3.	HCC	<b>Objective 6:</b> HCC warmly welcome Ware Town Council’s acknowledgement of the role of sustainable travel to movement in Ware within the NP. This objective aligns to objectives set in our Local Transport Plan (LTP4) and to the ambition of our emerging South Eastern Growth and Transport Plan.	Noted.
4.	NE	No specific comments on the Plan. Provision of their general advice note to neighbourhood planning groups.	Noted.
5.	HE	No specific comments. Provision of their general advice note to neighbourhood planning groups.	Noted.
6.	CRT	Encouraging to note that the consultation draft of the Neighbourhood Development Plan (NDP) recognises the river as a significant key asset and acknowledges the role it can play in supporting sustainable communities.	Noted.
		<b>Housing</b>	
7.	LC	Whilst I am very much in favour of provision for older residents to re-locate nearer the town, no provision appears to have been made for parking. This is essential both for older residents who still drive and	Policy W7 references parking standards, which we have to conform to.

Ref.	Respondent	Topic area	Steering Group Response
		for visitors, who are a lifeline to older folk both for support and practical help and for social contact.	
8.	LC	There are already too many flats/small accommodation in Ware!	Noted. Policy W1 seeks to ensure that housing is designed in such a way as to meet the needs of people at the different stages of life. Size/ type of homes is set out in strategic policy.
9.	LC	Although there is an emphasis on building smaller homes for older people who may be downsizing, it should not be underestimated the need for parking provision for older people. 3 neighbouring houses to myself have 6 older people living there and 5 cars between them. Ware being a semi rural town and the increasing need for medical appointments as you age means they are keen to keep their cars and would put off potential buyers looking to downsize.	Ware is a very walkable town. The national and strategic emphasis is on promoting active travel.
10.	LC	With the aging population we should commit to a % of housing which is bungalow.	Noted. Policy W1 seeks to ensure that housing is designed in such a way as to meet the needs of people at the different stages of life. Size/ type of homes is set out in strategic policy.
11.	LC	Need to retain Green areas without sight of houses.	Not sure this is achievable within the neighbourhood area.
12.	LC	Have a second petrol /electric station for increase in cars	Noted. This is beyond the scope of the NDP.
13.	LC	Ensure all new properties have sufficient off street parking. i.e . not just one car space.	Policy W7 references parking standards, which we have to conform to.
14.	LC	There is no mention of the lack of parking facilities for residents which needs improving.	Policy W7 references parking standards, which we have to conform to.

Ref.	Respondent	Topic area	Steering Group Response
15.	LC	Focus on following sustainable principles for anything built. Sustainable materials, well insulated, renewable energy source, use of some bee bricks.	Policy W5 supports the use of sustainable and thermally efficient materials, renewable energy.  Bee bricks to be added to W14 clause v.
16.	LC	Don't overdevelop Ware, please don't turn it into another Hertford with hundreds and hundreds of tiny over-priced properties with no parking and no access.	Noted.
17.	LC	I would like to see parking vehicles on pavements other footpaths and on green verges stopped and made an offence with on-the-spot fines.	Enforcement issue.
18.	LC	It doesn't suggest anything to improve things for our youth, outdoor dining, improvements on the high street. It only talks about housing.	There are sections of the Plan dedicated to the high Street and community facilities.
19.	LC	I have only read the bite size chunk and agree that housing could be made available for older residents to move down to, thus freeing up larger properties for others. It would be sensible for this type of housing to be within easy reach of the town centre.	Noted.
20.	LC	There are also a lot of young working adults who are struggling to rent in Ware either because it's too expensive or there is no accommodation to rent. A scheme which encourages younger working adults and older individuals to be flatmates may be worth exploring.	Need to review the plan to ensure the policy reflects the issues faced by young people and families.  Potential to make reference to the needs of younger people / families. Policy HOU1 of the EH District Plan sets out the mix required (to be in line with local evidence).
21.	LC	Whilst I agree with the focus on the needs of Senior Citizens, I think there should be more limits on building flats. Young people want to	Noted.

Ref.	Respondent	Topic area	Steering Group Response
		have families, they will not be able to move to houses with gardens. This is what children need. Furthermore, planning permission is given for too many flats without adequate parking. This makes many roads dangerous and congested.	
22.	LC	General mix of housing. Rooms should be a decent size, not rabbit hutch size.	Noted. This would be considered in building regs. There are only recommended sizes at the national level (optional), local authorities can set higher standards.
23.	LC	We need both assisted living homes and bungalows, you are not looking after the older population, who have 3/4 bedrooms they don't need, you are going to build more of them, when we could downsize.	
24.	LC	It would be nice to also consider the younger generation. One of my sons has had to move 45 mins away because the prices are too high within Ware. My other son cannot afford to move out. We need affordable housing for the young adults aged 20-30 years	Need to review the plan to ensure the policy reflects the issues faced by young people and families.
25.	LC	Where will this housing be built? you talk of having green spaces also but Ware town area does not have the land for building and green spaces so how can both be provided. Is the housing proposed North of Ware not Ware is a new town being built?	The NDP is not allocating sites.
26.	LC	I see from the report small plots of land like the one Heath Drive/Popes Row are high risk for development why? Are residents in the area not entitled to a green space considering you are taking the nearby green belt away!!!	These plots of land do not meet the criteria for designation as a local green space.
27.	LC	Whilst I appreciate that your argument basis for neglecting any other age group besides retirement is the ware 2 development plan, this is not a certain development and the nature of which is constantly changing. Thus it seems in poor taste and rather narrowminded to select a minor portion of the population to reflect all housing decisions	Plan reviewed to ensure the policy reflects the issues faced by young people and families.



Ref.	Respondent	Topic area	Steering Group Response
		on. By your own admission, the retirement age group accounts for only 18% of the population trend in total, whereas the greater 25-44 group, of which accounts for over 25% alone, seems to not be mentioned or considered at all. Given the greater spending power, demand for acceptable housing and potential for permanent residence, I really think this should have been considered more.	Expand the section to reference other age groups too – the Happi standards are relevant to all.
28.	LC	Discourage the paving over of front gardens for yet another car. Build garages big enough to take modern cars.	Building regs issue.
29.	LC	Too many flats = too many people and not enough infrastructure to support them. Impact on wider environment for all.	Noted.
30.	LC	A critical friend – it's very wishy washy. Words like ensure, discourage etc. Are not solid actions. In addition, the focus is on the older population but says nothing of other age groups.	The policies have to be written positively and in a way that will have relevance to all applications, from something very minor to large scale.
31.	LC	It is not smaller housing that's needed as Ware is already saturated with flats. We need a range of housing, suitable for all sizes of households that have gardens and parking provided. The expectation that the new development to the north east of the town will solve all is misguided and we should be redeveloping redundant industrial sites.	Housing mix is set out in Policy HOU1 of the district plan.
32.	LC	You state people of Ware need housing but not on a large scale – the majority of people moving to Ware come from London and you need to understand why that is (ie crime + being a 'minority'). Major housing will go up on brown fields sites in Hertford (by the lock) and Cheshunt (old Tesco hq) so there is absolutely no reason to build more houses in Ware to accommodate those who wish to leave London. (and this isn't new, its being going on for years)	Noted.

Ref.	Respondent	Topic area	Steering Group Response
33.	LC	Having always had a garden which is a bonus for mental health I wouldn't like to be stuck in a flat in my later years. I really need a garden, so why not bungalows?? There are none planned in the first phase. All of my friends would like a bungalow. Look at Camborne, near Cambridge, they have the perfect mix.	Provision of green space is included in the policies.
34.	LC	What about facilities eg doctor/ dentist? The ones already in Ware are already stretched.	Noted, this sits outside the scope of the NDP.
35.	LC	If you are recommending more apartments to be built they "MUST" have adequate car parking. Unlike Amwell End where one new block of apartments has been built with no access to parking at all. I believe they were sold as can use nearby car parks. That obviously takes car parking spaces away from other people who may want to use them.	Policy W7 references parking standards, which we have to conform to.
36.	LC	I think most of the building near the town centre has been flats. When I am older I will still want a garden I'm sure.	Noted.
37.	LC	I don't think that more flats are the answer when so much of the housing stock already is flats. Could existing smaller housing stock be adapted for need?	Noted.
38.	LC	Strongly support the fitting of Solar panels to all new builds within the area covered.	Noted.
39.	LC	It is pointless discussing any other development status without acknowledging the relevance of the "Ware 2" plan.	This is acknowledged in the NDP.
40.	LC	All flats being built should have balconies	Noted. This cannot be stipulated.
41.	LC	No one wants a small house	Noted.
42.	LC	Making sure that any future developments have electric car chargers, enough parking, and are eco friendly.	This is included in the NDP.
43.	LC	As the needs are met within existing expansion, should there not be a moratorium on the destruction of Ware by filling in every little gap.	Noted.

Ref.	Respondent	Topic area	Steering Group Response
44.	LC	Need far more affordable housing/council housing.	Noted. Affordable housing levels are set by EHDC.
45.	LC	If you propose this building plan / you must stop landlords from buying / renting these properties out. For gods sake give our kids the chance to get on the property ladder “ born in Ware “ but cannot afford to stay and live in Ware.	This is outside the scope of the NDP.
46.	LC	We are really at the mercy of the EHDC District Plan but where possible, any sustainable building methods/first fix installations such as solar panels etc. should be a priority.	This is included in Policy W5.
		<b>Character and Heritage</b>	
47.	EHDC	<b>Figure 5.1:</b> typo on the description.	Amend
48.	EHDC	<p><b>Policy W3: para 5.30:</b> Support the inclusion of Policy W3 to support the conservation of heritage assets in Ware. Paragraph 5.30 refers to East Herts Heritage at Risk Register. The text states it was last updated in 2018, but in fact it was updated in 2021. The intention is to update the register annually to keep the list up-to-date. As such, it would more accurate for the text to state that the register will be updated periodically and then link to the Council’s website: <a href="https://www.eastherts.gov.uk/planning-and-building/heritage-risk">https://www.eastherts.gov.uk/planning-and-building/heritage-risk</a>. It is suggested that the list of Heritage at Risk Assets in the text is removed as some have since been repaired and some are outside the Neighbourhood Plan area. By referencing the East Herts website it enables the Neighbourhood Plan to remain up to date if assets on the register change.</p> <p>It is also noted that the Policy in the policy box on page 26 should be Policy W3, not Policy W4. There is also a typo on p27 as the description for figure 5 is covered by the image.</p>	<p>Update paragraph 5.30 as suggested.</p> <p>Amend.</p>

Ref.	Respondent	Topic area	Steering Group Response
49.	EHDC	<p><b>Policy W4 para 5.34:</b> In the first bullet point of this paragraph:</p> <ul style="list-style-type: none"> <li>“Signage must consider how it complements, and where possible, enhances the natural historic features of the building”</li> </ul> <p>It is unclear what the phrase ‘<u>the natural historic features of the building</u>’ means. To provide greater clarity for the decision-maker it is recommended that the following wording (or similar) is used.</p> <ul style="list-style-type: none"> <li>“Signage must consider how it complements, and where possible, enhances the <u>character of the building and surrounding area, and any historic features of the building</u>”.</li> </ul> <p>In this section it is also recommended that the text mentions that internally illuminated signage and box signage must be avoided.</p>	<p>Amend as suggested.</p> <p>Add in.</p>
50.	EHDC	<p><b>Policy W4:</b> In Criteria B vi, the phrase ‘blocked sign’ should be explained to provide greater clarity. It is unclear if the term means a ‘box sign’ or ‘vinyl signage blocking shop windows’. An explanation is needed to ensure the policy is deliverable.</p>	<p>Blocked sign refers to luminated/neon type displays which fill the shop window.</p>
51.	EHDC	<p><b>Policy W5:</b> Support the policy criteria to improve the environmental standards of development proposals. In terms of the conformity reference under the policy a number of other District Plan policies are relevant to this policy in addition to DES4: CC2 (Climate Change Mitigation); CC3 (Renewable and Low Carbon Energy) and WAT4 (Efficient Use of Water Resources).</p>	<p>Noted and add additional conformity references.</p>
52.	EHDC	<p><b>Policy W7:</b> Would be helpful to expand on the following policy criteria, to provide more clarity for decision makers about what the word ‘open’ means in</p>	<p>Amend - open space in this context refers to availability of space.</p>

Ref.	Respondent	Topic area	Steering Group Response
		<p>this context: For example, does it relate to the availability of the space or the openness of the space (i.e. lack of street clutter).</p> <p><i>' iii. Improve and provide new safe, open public spaces that are accessible to those with physical or mental disabilities.....</i></p>	
53.	HCC	<p><b>Policy W2:</b> The aspirations for historic buildings and green infrastructure are welcomed but should not be restricted to Conservation Areas, for which there is already some protection. HCC believes this is a great opportunity to think about heritage assets including historic buildings which might not be within a conservation area or be designated in some other way.</p>	<p>The policy is not restricted to Conservation Areas.</p>
54.	HCC	<p><b>Policy W4:</b> HCC feels this policy is slightly muddled insofar as undesignated heritage assets are not just historic buildings. The policy therefore contradicts itself when it goes on to discuss archaeological remains.</p> <p>Furthermore, HCC would recommend the policy should also allow for the potential for as yet undiscovered or poorly understood heritage</p>	<p>Agree – amend the policy to include “as yet undiscovered and unrecognised”.</p> <p>Signpost to:  <a href="https://historicengland.org.uk/images-books/publications/statements-heritage-significance-advice-note-12/">https://historicengland.org.uk/images-books/publications/statements-heritage-significance-advice-note-12/</a></p>

Ref.	Respondent	Topic area	Steering Group Response
		<p>assets to have significance worthy of consideration. HCC also suggest that it is unnecessary to repeat the NPPF, instead explore the possibility of referencing to local archaeological considerations.</p> <p>Requirements for a Heritage Statement need to be clarified with specific reference to guidance.</p>	
55.	HCC	<p><b>Policy W5:</b> HCC welcome the acknowledgement of electric vehicle provision at new developments; however, it should be recognised that any provision needs to align with HCC's emerging Electric Vehicle Charging Infrastructure Strategy. HCC and East Herts District Council will also be the responsible parties for such infrastructure as highway and parking authorities respectively.</p>	Reference made to HCC's emerging Electric Vehicle Charging Infrastructure Strategy.
56.	CRT	<p>There would be value in highlighting the River Lee Navigation itself as a continuous entity extending beyond the conservation area to reflect the primary status of this corridor from which much of the significant historic townscape is publicly appreciated, from both water and towing path.</p> <p>Set outs information about the guiding principles for development affecting the waterway.</p> <p>Encourage potential developers to undertake pre-application discussions with the Trust.</p>	Agreed - Add in the River Lea Corridor as a Character Corridor.
57.	CRT	<p><b>Para 5.38:</b> The Trust also wish to highlight the potential of the navigation for heating &amp; cooling and the document could be amended to include reference to this potential of the waterway to contribute to low carbon technologies. The use of on-site Low and Zero Carbon (LZC) energy generation could be included within the</p>	Amend para 5.38 to include this and add water source heat pumps into Policy W5.

Ref.	Respondent	Topic area	Steering Group Response
		recommendations in Para 5.38 to encourage development to be as energy efficient as possible. In addition, water source heat pumps should be included within part A iv. of Policy W5: Meeting the Highest Environmental Standards.	
58.	LC	Maintain heritage but not to the detriment of including sustainable principles in design. Ensure all materials are sustainable, look at renewable energy sources.	Covered in the policy
59.	LC	I agree that new builds should be in keeping with the existing character of the town. How can we ensure this is done? The new development in Amwell End does not fit in with the existing character of the town at all. Regarding trees and planting, a strip of trees etc has been removed due to draining works in Wheatsheaf Drive. I am struggling to get this replaced. No care was taken to retain this in the first place! If we are to look after the character of the town and conservation areas, someone needs to be responsible for seeing this is actually done. Someone who is local and passionate about Ware!	Action for WTC
60.	LC	I don't really see the point of this. All building will still go ahead, more houses in the town will saturate it.	Not applicable to the Neighbourhood Plan
61.	LC	It all sounds good, but I'd be more impressed if you'd made a better fist of the South Maltings. That is heritage but you tried to sell it for flats, then when you lost you refuse to allow ventilation making it very difficult to use during the summer. Bit of a mess really.	Not applicable to the Neighbourhood Plan
62.	LC	The New River is an amazing achievement and asset to the town.	Noted.
63.	LC	The maintenance and upkeep of the railings and other infrastructure is a disgrace. The New River Railings are in urgent need of attention. Remove rust and repaint, also repair replace where necessary.	Noted. This is addressed in the Plan.
64.	LC	You should ensure that Thames Water institutes a maintenance and upkeep programme.	This would be an enforcement issue.

Ref.	Respondent	Topic area	Steering Group Response
65.	LC	Just through Ware High St we need the owners of all buildings to maintain these old history buildings ( some are looking very sad with windows decaying facade renders cracking ( or in some cases falling off ( gutters blocked ) general maintenance.	Noted. It is not possible to enforce this through planning, although EHDC is maintaining an at risk register.
66.	LC	Can something be done to limit use of shop windows as commercial advertising hoardings? (Community use at closed premises isn't so bad)	Action for WTC
67.	LC	This is a huge part of living in Ware. Its history should be protected and celebrated wherever possible.	Noted.
		<b>Economic Development and Ware Town Centre</b>	
68.	EHDC	<b>Policy W10:</b> Support the principle of providing workspaces that encourage homeworking and small businesses. However criteria iii 'enabling microbusinesses' is not land-use related, so suggest it is deleted. Alternatively more detail should be provided for decision makers, to clarify how microbusinesses are to be enabled.	Make reference to a particular Use Class and add the term 'microbusiness' to the glossary to define what is meant.
69.	EHDC	<b>Policy W11:</b> Criteria iv. Refers to the adopted Vehicle Parking Standards and has a footnote which links to the current SPD. The Council are planning to update the SPD so the link may change in due course. Perhaps the phrase ( <i>or as amended</i> ) could be included in the footnote to ensure the plan is up to date	Amend.
70.	HCC	<b>Policy W6:</b> The acknowledgement of providing accessibility for all users to development is welcomed, however HCC would suggest less emphasis is put on car parking, unless this is particularly focussed on disabled parking provision.	Suggest retain – we support a shift towards active travel, but have to be realistic that not everyone will give up their cars.
71.	HCC	<b>Policy W7:</b> The acknowledgement of the need to provide pedestrian and cycle connectivity within Ware is welcomed, however it should be	WNPSG acknowledge HCC's commitment to LTP4, and have recognised that HCC as



Ref.	Respondent	Topic area	Steering Group Response
		<p>acknowledged that implementing such measures will be the responsibility of HCC as highways authority and caution needs to be taken to avoid raising expectations of what is deliverable in the future.</p> <p>We would also recommend that Point iv (off-street parking) is revisited, as this does not align to the rest of the NP's notion of sustainable travel. Further offstreet parking provision in Ware is likely to further compound car dependence, and the issues associated with car movement, rather than address it.</p>	<p>Highway Authority will be implementing the Government's Walking and Cycling Policies / Strategies.</p> <p>Off-street parking that accords with EHDC Parking Standards is appropriate.</p>
72.	HCC	Policy W11: HCC broadly support this policy, however as per our comments on Policy W7, we would recommend that Point iv (parking provision) is revisited, as this does not align to the rest of the NP's notion of sustainable travel, or indeed the notion of Ware being a sustainable visitor. Further off-street parking provision in Ware is likely to further compound car dependence, and the issues associated with car movement, rather than address it.	The provision of off-street coach parking spaces, and other new car parking policies that accord with EHDC parking standards is entirely appropriate.
73.	LC	Wider pavements in the High Street. Ability to park on High Street between hours of 6 30pm and 11pm.	Noted. Latter is outside the scope of the NDP.
74.	LC	Include a heavy lorry ban to improve safety for pedestrians.	Outside the scope of the NDP.
75.	LC	It would be handy if we could have a Shop that could do all banking for all the banks that have gone, as I have to go to Hoddesdon bank. It is alright at the present as i can still drive.	This is being considered as part of the WTC Town Centre Strategy.
76.	LC	In the 15 years we have lived in Ware we have seen an increase in the use of the car parks, making it difficult to park at some times. The pavements are very narrow in places and it feels unsafe in parts for my children to walk to school/town. More greenery/green open space in Tudor Square would make this a great place to socialise and utilise the restaurants here more.	This is supported in the NDP.
77.	LC	Bring the market back to the town	Noted and included in the Plan.

Ref.	Respondent	Topic area	Steering Group Response
78.	LC	Upgrade tow paths	As above.
79.	LC	More outdoor seating / cafe culture	Noted.
80.	LC	Following the departure of all the banks in favour of Hertford, the town needs to have a Bank Hub as shown in the full draft plan, page 40. This could be in the former premises of NatWest, TSB or HSBC.	Noted
81.	LC	I have only read the bite size chunk. I like the idea of pop-ups. I would not like to see the town centre become like Hertford i.e. late night openings etc as this would affect local residents and detract from the character of the town.	Noted.
82.	LC	We need to ensure the town is regularly cleaned.	Action WTC
83.	LC	We need more parking in the town. So many more houses now but no extra car park, in fact less as the railway car park is much smaller than 20 years ago.	Noted – and parking standards referenced.
84.	LC	Keep it clean. Remove posters on walls. Remove cable ties from street furniture. Reduce street furniture where possible.	Partly being consider as part of the WTC Town Centre Strategy. Also reference: <a href="#">A Boards - guidance for having one on the street   Hertfordshire County Council</a>
85.	LC	Discussion of the "night time economy " needs further development.	The night time economy in this contexts refers to enhancing the range cultural, social and community events held in the pubs, restaurants, bars and other venues around the town such as the Southern Maltings, Drill Hall and The Priory.
86.	LC	You could add something about converting town centre premises to residential, that need to consider how it sits on the High street, so upper floor likely to be ok, and some of the buildings, if they may have been residential in the past, but others which have large shop fronts	Already covered in the NP

Ref.	Respondent	Topic area	Steering Group Response
		best kept as commercial (or community space) How many Town Centre businesses helped draw up the plan?	
87.	LC	No more restaurants/coffee shops or barbers thanks.	Noted.
88.	LC	Can you explain what you mean by 'EHDC classes Ware as a minor town centre'? explains it all really, they don't care about Ware at all. Market useless + not allowed on Saturdays!.....pathetic and needless to say they've allowed all the banks to close and what are they doing to re-open one?	Minor in the sense of size, not importance.
89.	LC	"Fully support pop up shops. Having vacant shops albeit a low number is still detrimental to a relatively small high street. Actively being proactive to support mixed and alternative uses should be encouraged.	Noted.
90.	LC	Enabling utilisation of under used upper floors in the high street again should be encouraged."	Noted and included in the plan.
91.	LC	As a young working adult I would like a market that is not during work hours/ weekend that provides fresh fruit, veg and meat without the packaging so that we don't have to rely on the big supermarkets as heavily and can support local businesses.	Noted.
92.	LC	Don't model the high street on Hertford which is what seems to be happening already. Too many coffee shops, too many charity shops, too many nail bars and too many takeaways and far too many places to drink alcohol and not enough shops to buy real things in!	Noted – refer to Town Centre work.
93.	LC	I certainly agree that using venues such as the Drill Hall, Southern Maltings, Priory / Fletchers Lea for bigger events will significantly uplift the town & local area. Braughing have the Jamboree Comedy evenings - which are very popular. Also, please control business rate costs - and diversify what new shops appear in the town - as too many hairdressers & nail bars.	Business Rates and the type of shops on the high street are outside of the remit of the NP

Ref.	Respondent	Topic area	Steering Group Response
94.	LC	Make a weight limit for vehicles coming into the town and set times for when larger delivery vehicles can enter the town.	Refer to WTC to discuss with EHC/HCC - outside of the remit of the neighbourhood plan
95.	LC	Too woolly, more specifics are needed. The high street is littered with either empty shops or nail bars and charity shops - so what is being done NOW to sort this out, let alone what is the aspiration	We cannot enforce occupation of shops through planning. The policies encourage greater footfall and discourage change of use.
96.	LC	Lower of business rates/pop ups/drive new weekly markets initiatives. More events eg food and drink festival like Hertford.	Refer to WTC and emerging Town centre strategy
97.	LC	Parking is a major issue. Tesco car park is already impossible to use at certain times. Realistically, people won't walk or cycle along non-existent cycle paths to do their shopping.	Parking standards are set by EHDC.
98.	LC	While the cafe culture is great there is just a possibility overload!	Noted.
99.	LC	History should take precedence over building.	Noted.
100	LC	Whoever thought it would be wise to put a bagel bakery and artisan bakery next to each other and two fish bars opposite each other at Amwell end needs their head read. More blue badge parking spaces is required. Ware town centre is charming. Mixed use and vibrant. Long May it stay that way. Please support the smaller traders. And less Turkish barbers and nail bars required	Noted.
101	LC	All these extra properties being built (infrastructure needs to be moving to match this expansion) try driving through Ware - one lorry doing a delivery and the town jams. Try having early delivery for shops say 6am before the rush	Refer to WTC to discuss with EHC/HCC - outside of the remit of the neighbourhood plan
102	LC	The mix of shops needs consideration. There is a lack of small shops selling green groceries, few bakeries and there are no banks which is appalling in a town the size of Ware. Especially as there is a greater proportion of older people who may not want to bank online.	Refer to WTC/Town Centre Manager

Ref.	Respondent	Topic area	Steering Group Response
103	LC	Encouragement of independent businesses like Sugar and Scoop and French and Day should be prioritised. It's great walking down the high street and thinking 'this is not like everywhere else'.	Refer to WTC/Town Centre Manager
104	LC	Banking hub is a good idea. More disabled parking is essential. Turn Tudor Square into a car park. Increase disabled bays in the library car park – who decided that 3 would be sufficient in view of the new Dr's surgery and pharmacy? Do not lose car parking spaces to accommodate coaches.	Noted.
		<b>Environment</b>	
105	EHDC	<p><b>Policy W12:</b> Footnote 37 needs updating to refer to the Environment Act 2021.</p> <p>The Council welcomes this criteria based policy, but has comments on two of the criteria:</p> <ul style="list-style-type: none"> <li>• Criteria E - see the comment below about native species, in response to Policy W14. The policy should be made more flexible to allow other species where appropriate.</li> <li>• Criteria H - It is recommended that criteria H (Gilpins Field) is deleted. It is unclear what forward plans the policy is referring to, and the criteria is largely descriptive and adds little value to the policy. The Green Belt status and environmental value of the site are protected by national policy, District Plan policies and the policies of this neighbourhood plan.</li> </ul>	<p>Amend.</p> <p>“The planting of additional trees and/ or continuous hedgerows to provide wildlife corridors and to offset the effects of air pollution and to provide cooling and shelter for people as well as a habitat for wildlife will be supported, in particular alongside the public right of way network. Indigenous or native species should be favoured.”</p> <p>Gilpins Field – Suggest to retain as this is an important area. Add into the supporting text more detail about the sort of management that is required there. Whilst the space is within Green</p>

Ref.	Respondent	Topic area	Steering Group Response
			<p>Belt, this does not in itself protect or enhance biodiversity, just the space itself (from inappropriate development).</p> <p>The forward plan relates to the ongoing discussions with Thames Water. Any plans for the area should be in line with the district plan and enhance the areas biodiversity.</p>
106	EHDC	<p><b>Policy W13:</b> Support this succinct policy and the identification of local green spaces.</p> <p>Reference to the list of local green spaces in the policy needs updating from paragraph 7.17 to paragraph 7.18.</p>	Amend.
107	EHDC	<p><b>Policy W14:</b></p> <p>The requirement in criteria ii (Trees and woodlands) that native or locally appropriate trees <i>must</i> be used is considered too prescriptive. Ornamental species can be beneficial and can contribute to the landscape character of new developments in a positive way.</p> <p>Also some of our native species such as beech are affected by climate change and others such as ash are becoming badly affected by chalara disease. As such the range of species should not been too narrow. - This may include the different varieties of native trees now being cultivated, but also the planting of ornamental trees, e.g. varieties of cherry and maple etc.</p>	

Ref.	Respondent	Topic area	Steering Group Response
		<p>It is recognised that the phrase ‘or locally appropriate trees’ provides some flexibility. However, it is recommended that the criteria is amended as follows: ‘</p> <p><i>‘New tree planting will be encouraged. Where new trees are planted or existing trees replaced, <b>indigenous or native species should be favoured</b>, as well as <del>or</del> locally appropriate varieties attracted to insects, birds and other wildlife <del>must</del>, <b>The taking into account Urban Tree Air Quality Score and colour of foliage should be taken into account.</b>’</i></p>	Agree and amend.
108	CRT	<p><b>Para 7.9:</b> The document references the importance that waterway corridors can play and it is positive to note that consultation with the Trust is encouraged (eg.Para 7.9)</p> <p>The Trust own and manage the navigation. The references to the Trust within the NDP should be updated to include the wider responsibilities and landowner status of the Trust, particularly in relation to matters such as new access points / bridges, which may require Defra consent, and use of/changes to our towpath.</p>	Amend paragraph to expand on the role of the Trust.
109	CRT	<p><b>7.12 Tumbling Bay</b></p> <p>The Trust would be generally supportive of proposals to sustainably enabling greater public access to Tumbling Bay with improvements to existing routes to support this, where feasible. Both Ware Bridge (No.64) and Ware Weir Cottage Bridge (No.64A) are within the ownership of the Trust and further detailed discussions with the Trust on any proposals for these crossings are essential.</p> <p>Details on the design, layout, future ownership, maintenance, and technical approval authority for any works will be necessary.</p>	Amend this section to include this additional detail.

Ref.	Respondent	Topic area	Steering Group Response
		<p>Proposals for new or amended bridge crossings should be required to make an assessment of the visual impacts, taking into consideration any existing features/crossings. Any works, including ramps etc, will also need to ensure that there are no adverse impacts to the safe navigation of the waterway, stability of the waterway or existing infrastructure such as culverts or access along the towpath, including horse drawn boats or operational activities such as dredging.</p> <p>Works will likely require separate consent from Defra and it should also be clearly set out how any improvements would be funded / maintained.</p>	
110	CRT	<p><b>Policy W12, Part F:</b> refers to proposals for 'new/enhanced access points for boats'. It should be clarified whether this is referring to moorings. If so, it should be noted that there are different types of moorings with only certain types generally requiring planning permission.</p> <p>In addition, it is stated in the draft policy that such access 'may be supported where appropriate' but what might be considered appropriate does not appear to be defined in the policy. Further clarity on this may be beneficial though there is some explanation in paragraphs 7.8 and 7.9.</p>	<p>This refers to short term visitors' moorings and opportunities for non-motorised (licenced) pleasure craft such as SUP's, kayaks to enter and egress the water.</p> <p>Additional detail provided in the supporting text in terms of what we mean by 'where appropriate'</p>
111	CMLGS	The owner objects to Local Green Space designation.	No further correspondence has been received from the owner, despite our response to them. SG agreed to retain the space in the plan as it is considered to fulfil the criteria.



Ref.	Respondent	Topic area	Steering Group Response
112	LC	Keep as many green spaces as possible	Covered in the NP
113	LC	Greater protection is always needed	
114	LC	Just the traffic flow alone causes so much poor air quality around the Ware area	
115	LC	Need more proactive planting. More signposted walking routes in nature. And a huge thank you to the volunteers who keep the flowers in bloom so beautiful throughout the year	Include as a non-policy action in conjunction with WTC ongoing work
116	LC	Needs to address the smell of the dump!	Refer to WTC to discuss with EHC - Outside of the remit of the neighbourhood plan
117	LC	Cut the grass on the roundabouts and verges it is dangerous as you cannot see when driving around them!	Refer to WTC to discuss with EHC - Outside of the remit of the neighbourhood plan
118	LC	It is essential for adequate footpaths etc. to be maintained for exercise and wildlife	Noted and included.
119	LC	The bite size commentary does not make any mention of the general environment within the town. Many of the small green areas around the town are now not maintained and are in a very poor state, sometimes vegetation is coming out over the pavements. No attention is paid to the many private gardens where hedges particularly are well over the pavements. A lot of the pavements are in desperate need of re-surfacing.	Refer to WTC to discuss with EHC - Outside of the remit of the neighbourhood plan
120	LC	Ensure the so-called green spaces are heavily included in the Ware 2 planning process. The loss of more green lungs to housing must be compensated for by less housing more green spaces (not token green spaces as developers will try to include, they are never big enough).	This area is outside the NDP boundary.

Ref.	Respondent	Topic area	Steering Group Response
121	LC	More accessible green open spaces for walking would be great. My elderly mother who lives in Post Wood Road is not able to cross the London Road to access walks along the canal easily or to walk to Van Hages, trying to support local businesses. I know of a large number of children unable to cross safely here to catch the bus to St Marys School from the London Road and also children coming from Great Amwell unable to cross safely to access Presdales School... Living on the very edge of town, with no pavement at the very top of Widbury Hill and often no lighting late at night it does not feel safe to walk to/from town"	Refer to WTC to discuss with EHC/HCC - Outside of the remit of the neighbourhood plan
122	LC	I would go further to ensure that all development must be sympathetic to the local environment through construction and also during its built lifecycle. Any development that contains 2 or more connecting houses should contain a hedgehog highway, for example. It's a simple inexpensive condition to impose on all such developments.	Wildlife friendly facilities are included in Policy W14.
123	LC	There are many planes that fly over ware. Is the noise and air pollution that they cause considered in these plans? I've noticed the frequency of low flying aircraft has increased after 10pm. Ware is far enough from an airport that I wouldn't expect low flying aircraft to be passing over head every few minutes after 10pm which has a happened on a few occasions preventing me from falling asleep.	Noted. Outside the NDP scope.
124	LC	Again keep as many green spaces as possible	Included.
125	LC	It is extremely important to maintain existing green spaces so why are homes going to be built on Green Belt land????	This is outside the scope of the NDP.

Ref.	Respondent	Topic area	Steering Group Response
126	LC	Agree with proposals. Need to make sure these areas are looked after properly. There should be a small team of workers responsible for the upkeep, maintenance and improvement of these areas.	Noted.
127	LC	Is there any scope for locally generated solar power in Ware. If we can find space for 1000 new houses then maybe we could also find space for this also?	Review policy We can offer explicit support for this. Also note comments from CRT about using the waterways as energy resources.
128	LC	The playground in the Priory desperately needs updating. Hertford's Hartham playground is so much better than the main one in Ware now. Ware has grown considerably but the playground is very dated now	Refer to WTC
129	LC	Ban vehicles from Ware NE from using Star Street.	Noted. Outside the NDP scope.
130	LC	There are no "very special circumstances" which should allow building on local green spaces.	Noted but this is national policy.
131	LC	I think you've missed a green space - Beacon Park (at the end of Beacon road near Priors Wood School)	Outside of NP area
132	LC	Not enough green space. No green corridor wildlife needs to move can't just stay in tiny pieces of land. Linwood fields should be preserved to save wildlife	Outside of NP area
133	LC	No building whatsoever on Green Belt Land. We are a small town surrounded by beautiful green spaces and this must be protected at all costs.	Noted.
134	LC	With such a vast housing estate proposed on Ware's green belt how are you going to guarantee clean air!! I have seen a report which states the air pollution around the Kingshill area is 71% today way above recommended levels. More traffic to this area is certainly going to make things worse. You don't seem to be doing anything about climate change.	Covered in the NP

Ref.	Respondent	Topic area	Steering Group Response
135	LC	All new housing should have swift bricks installed. These summer migrants don't build nests and are now on the red list. We have already lost our last colony of house martins, let's not lose our swifts too. I run the Facebook Group 'Help Save the swifts and house martins of Ware' Please contact me if you need more information. jaynetopping@acaciavilla.plus.com	Review and refine policy – Policy W14 clause v includes birdboxes.
136	LC	The Greener the better. Ware in Bloom do a fantastic job as do the Priory team but they should be supported as much as possible.	Noted
137	LC	Too much traffic - more building has an impact on flooding - which has already happened in 2021. Constant building needs to stop. Also better patrolling of parks so that people feel safe there... Lastly, improve the riverbanks north of Ware. So much done by local community action - which is all good - but very little support at all from council eg Wombles who requested support/equipment.	Refer support for community litter pickers to WTC
138	LC	Better cleaning of communal spaces and re-launch of Ware in Bloom. Clean up of waterway on London Road - involvement with and support for local community groups that want to improve the environment for all."	Noted.
139	LC	Cut the grass on the Roundabouts and verges it is dangerous as you cannot see when driving around them!	Refer to WTC to discuss with EHC/HCC - Outside of the remit of the neighbourhood plan.
140	LC	Need to make reference to the huge rubbish tip and how that affects the town. Also, the huge expansion of housing to the north east of the town will have an huge impact on the environment which could fly in the face of this plan.	Refer to WTC to discuss with EHC – The tip is outside of the remit of the neighbourhood plan.
141	LC	Provide parking for visitors to the Herts and Middlesex Wildlife trust land. Visitors park in residential streets blocking access to properties for residents.	It is unclear which residential roads are being used for parking. Discuss with H&MWT outside the Plan process.

Ref.	Respondent	Topic area	Steering Group Response
		<b>Transport and Movement</b>	
142	EHDC	<p><b>Policy W16, Para 8.20:</b> The Policy refers to impact on the A10/A1170 Ware North Junction and the last bullet point of paragraph 8.20 provides more detail; stating the current slip roads are too short. It is clear that the impact of the Ware North development on the Junction is an important consideration as stated in policy W16. However, the Council has concern about the text in paragraph 8.20.</p> <p>It is unclear what the evidence is to support the lengthening of the slip road. East Herts Council are unaware of any evidence to date relating to the need for lengthening the slip roads and any such evidence will need to be corroborated by Hertfordshire County Council as the Highways Authority.</p> <p>It is our understanding that there could be potential safety implications and it is unclear if Hertfordshire County Council support lengthening the slip roads. If the references are to be retained in the Neighbourhood plan, it is vital that the Town Council liaise with the county council and there is greater clarity that they agree with proposals.</p>	<p>Retain. HCC's decision to move from a "Predict &amp; Provide" to "Decide &amp; Provide" type policies within their LTP4 does not alter the fact that the NP has identified 4 very busy junctions.</p> <p>HCC changing policies will not resolve any of the issues currently being experienced by Ware residents and businesses at these junctions</p>
143	EHDC	<p><b>Policy W17:</b> Would be beneficial to provide more clarity about the requirement that '<i>development proposals</i>' in the school drop off zones must demonstrate how pedestrian safety must be maximised. It implies that it relates to <i>all</i> development, including householder applications. This seems an onerous requirement as those applications are unlikely to impact on pedestrian safety or be able to enhance</p>	<p>Suggest we amend to 'proposals for major development', which is defined in the NPPF as: Major development: For housing, development where 10 or more homes</p>

Ref.	Respondent	Topic area	Steering Group Response
		walking or cycle routes in practice. It is suggested the policy details are reconsidered to ensure the proposals relate to the appropriate scale of development and are deliverable.	<p>will be provided, or the site has an area of 0.5 hectares or more.</p> <p>For non-residential development 75 Other than for the specific purposes of paragraphs 176 and 177 in this Framework. 69 it means additional floorspace of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.</p>
144	HCC	<p><b>Policy W15:</b> HCC appreciates a significant amount of work has been done by Ware Town Council to identify and develop the schemes suggested here, however we would consider that a more flexible approach should be taken, focussing on the vision, rather than identifying solutions as it should be recognised that these will largely be an HCC responsibility to deliver. Given the current resource and financial constraints it is unlikely that HCC will be able to deliver all of these schemes, particularly as they are not aligned to current HCC policies for this area, such as the emerging South Eastern Growth and Transport Plan.</p>	<p>Retain the policy. The Steering Group has assumed that HCC will be implementing the Government's 2020 strategy "Gear Change: a bold vision for cycling and walking" and demonstrating cognisance of the 2021 follow up report "Gear Change - one year on". Policy W15 expresses what local Ware residents and businesses want and should be used by HCC to inform longer term aspirations.</p>
145	HCC	<p><b>Policy W16:</b> HCC no longer employs a capacity-led approach for assessment of new developments, instead focussing on how aligned a development is to the objectives of LTP4 – for example, how a development maximises sustainable travel. As such, we would recommend that this Policy is reviewed to reflect this.</p>	<p>Public consultation has identified 4 very busy junctions Moving from a "Predict &amp; Provide" to "Decide &amp; Provide" type policies within LTP4 does not resolve any of the issues currently being experienced by Ware residents and businesses at these junctions</p>

Ref.	Respondent	Topic area	Steering Group Response
146	HCC	<b>Policy W17:</b> HCC would suggest that the notion of school pick-up/drop-off streets is unlikely to support sustainable travel behaviour and instead is likely to compound or redirect these issues. Further, this policy also overlooks the potential for children to cycle to school and as such should be reviewed in line with LTP4.	<p>This policy is consistent with the Governments "Cycling and Walking Investment Strategy" and the recent (6th July 2022) "Second cycling walking and investment strategy". We are supporting active travel, but need to consider all needs and some people will – at least in the short term – need to use cars. In addition, this policy is not aimed at reducing the numbers of people arriving at school by car...rather ensuring that development generally (which will generate car traffic) impacts on the points where pupils are arriving at school (including and notably on foot).</p> <p><a href="https://www.roadsafetytrust.org.uk/funded-projects/sustrans">https://www.roadsafetytrust.org.uk/funded-projects/sustrans</a></p>
147	HCC	<b>Policy W18:</b> HCC broadly support this policy, however provision of such infrastructure should be in line with HCC's Electric Vehicle Charging Infrastructure Strategy.	Mention the emerging Strategy in the text.
148	CRT	<b>General:</b> The general and cross-cutting efforts to support and encourage walking and cycling throughout the draft NDP are therefore positive and the Trust generally welcome policies which support improvement of the towpath and accesses for walking and cycling, including connectivity and wayfinding, and improved bridge access.	Noted.

Ref.	Respondent	Topic area	Steering Group Response
149	CRT	<p><b>Para 8.8:</b> Within Para 8.8 there is support for a heritage trail which includes some of the towpath west of Ware Town Bridge and outlines support for proposals that make the route accessible to all visitors. <u>The bridges already have ramped access here though the towpath is narrow in places and likely could benefit from some surfacing improvements (possibly requiring bank reinforcement).</u></p>	Agreed: add to the Non-Policy Actions section.
150	CRT	<p><b>Para 8.15:</b> The Trust welcome the support within the NDP for towpath improvements, including path widening (where possible) and improved surfacing, to improve the accessibility of the towpath and access to it. We would also welcome funding support and partnership working to help deliver such improvements. West of Ware Lock: Herts County Council recently applied for DfT Active Travel funding to help improve this section, unsuccessfully, but we continue to work with HCC to source funding to introduce a smooth, level, all-weather path surface between Ware and Hertford.</p>	
151	CRT	<p><b>Para 8.15 bullets 1 and 2:</b> The Trust would not be supportive of the proposed segregation of pedestrians and cyclists on our towpath. There is not usually room to accommodate it and the associated works such as line painting, signage etc can have negative visual impacts, particularly where the waterway retains a more rural character and appearance.</p> <p>Any widening or improvements to the towpath would also need to consider other users of the waterway, such as boats mooring along the towpath and anglers. For example, a green verge (approx. 750mm) should be maintained to allow sufficient room for anglers and their</p>	Segregation where possible remains an aspiration on the narrower parts of the towpath through the centre of Ware. The increased use of electric scooters on the towpath has increased concerns about shared use of towpath.



Ref.	Respondent	Topic area	Steering Group Response
		equipment at the water's edge. Ware Angling Club rent the angling from the Trust on the towpath from Hertford all the way down to Glen Faba and the offside path downstream of Tumbling Bay. It is important that they are also included within any consultation.	
152	CRT	<b>Para 8.15 bullet 3:</b> Proposals for a new cycle route from Burgage Lane bridge to Broadmeads is generally a welcome aspiration to improve access between the town centre and Broadmeads. As a formal cycle route, we would suggest the towpath would also need some surfacing improvements to support this (alongside the formalisation of the access via the unofficial footpath) and a route would need to be developed in collaboration with the Trust as landowner.	Amend text to include these points.
153	CRT	<b>Para 8.15 bullet 4:</b> The inclusion of wayfinding and interpretation boards would be greatly beneficial in helping people orientate and recognise the clear connections available to the town, as well as wayfinding along the waterway itself. This should be coordinated with opportunities for joint branding considered to limit the amount of signage to the minimal required and avoid clutter.	Noted and add additional text.
154	CRT	<b>Para 8.15 bullet 5:</b> The Trust advise that waterside lighting affects how the waterway corridor is perceived, particularly when viewed from the water, the towpath and neighbouring land, for example waterside lighting can lead to unnecessary glare and light pollution if it is not carefully designed. Lighting can also adversely impact on bats and other nocturnal species who utilise our waterways as dark corridors for foraging and migration.  Notwithstanding the ecological concerns, the Trust are not usually able to provide lighting on towpaths, as there is no power supply, and we are unable to take on extensive maintenance liability.	Reflect this within paragraph.  Also amend Policy W15 Clause C to refer to the correct paragraph.

Ref.	Respondent	Topic area	Steering Group Response
		Any proposals for lighting schemes, if provided by a lighting authority, would need to avoid impact on biodiversity and on the amenity of boaters. Personal safety is not automatically conferred by lighting; however, reflectors or very low-level lighting could reduce the risk of riding off the path into water. We would welcome further discussion on this if funding were available.	
155	LC	<p>Provides comments on initiatives that might encourage less car usage and more cycling, notably along A1170 between Lower Road and Viaduct Road</p> <ul style="list-style-type: none"> <li>• Extend 30mph speed limit here and reduce to 20mph to cover roundabouts at southern end of Viaduct Road.</li> <li>• Installation of advisory cycle lanes</li> <li>• Tackle on-pavement parking, notably along west side of the A1170 – install designated parking bays.</li> <li>• Improve roundabout design at the end of Viaduct Road</li> <li>• Install traffic lights/toucan at junction of Lower Road and the A1170</li> </ul> <p>Other suggestions also detailed in the response.</p>	Agreed: The ideas sit outside the scope of the neighbourhood plan, however there may be merit in WTC exploring the option of developing a Local Walking and Cycling Infrastructure Plan for the town.
156	LC	It is essential that safety is paramount in managing town centre traffic.	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan
157	LC	One major problem is parked cars particularly in roads hi-lighted as priority routes such as New Road and High Oak Road. The inevitable increase in traffic when the planned development is complete will make the present situation even more challenging. A very difficult issue to address.	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan

Ref.	Respondent	Topic area	Steering Group Response
158	LC	A one-way system on High Street to aid pavement widening. I agree with towpath between Stanstead Abbots and Ware being resurfaced.	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan
159	LC	Bus service from north of town, Cromwell Rd, area to schools, Chauncy especially.	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan
160	LC	There is a need for a total lorry ban (other than for deliveries at certain times). A sea change is needed for people to get out of their cars for the short journey, but this is a national sickness not confined to Ware. Perhaps there need to be car free days such as those in some European countries or something to encourage less journeys by car.	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan
161	LC	Regular, frequent & reliable bus service. I live on the outskirts of Ware, I am 66 I cannot walk or cycle into town how do you expect me to carry my shopping back home! So I rely on my car	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan
162	LC	You must connect the town with other towns by buses, for those who don't or can't drive	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan
163	LC	Like the ideas to manage parking outside schools	Positive endorsement of the NP
164	LC	The suggestions made regarding cycling and walking are all valid. The centre of Ware is in a river valley so there will always be a requirement from people who live around Tower Road, Cozens Road to drive unless there is a regular and suitable bus service. New Road, Star Street, Collett Road and several other areas have terraced housing which means that car owners have to park in the street. This is always ideal and can cause congestion. Are there plans to restrict on-road parking?	Noted. Restricting on-road parking is outside the NDP scope.

Ref.	Respondent	Topic area	Steering Group Response
165	LC	<p>In order to make the town more user friendly for non-motorised users ways need to be found to slow the traffic down and to promote a bit more patience among drivers.</p> <p>LC It would be better to discourage car ownership within the town centre and within close walking distance of the station. Improved and cheaper buses including a low cost "hoppa" style circulating bus service to further discourage car usage. Also reflecting the rural location of the town, steps should be taken to encourage horses within the town such as encouraging waterside pubs to have suitable "parking" provision. These steps will help reduce the carbon footprint of travel in the town (horses are a carbon sink).</p>	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan
166	LC	Ware needs one later train of an evening. It needs to keep up with the rest of the transport system. If you attend a gig or cultural or party evening it is very tight timing to get home and there is no safety net if the last train gets cancelled. Hertford East trains need a later timetable. Especially now joined to Crossrail (Elizabeth Line) and reflect its demography of commuters to London. And improved public links to Puckeridge and villages on the outskirts.	Refer to WTC to discuss with HCC/Rail and bus companies - Outside of the remit of the neighbourhood plan
167	LC	Discussions with users of the towpath and adjoining land	Noted. See also CRT comments.
168	LC	Need more trains	Noted.
169	LC	More frequent Electric buses to take people from the villages and outskirts of Ware to and from the town centre.	Noted.
170	LC	Stop cars parking on the zigzags Do away with so many pedestrian lights and go back too Zebra crossings. Pedestrian lights at the start and end of the high street is enough!	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan
171	LC	Anything that can be done to encourage walking and cycling is to be celebrated. E-bike subsidies would be hugely beneficial as Ware does have some hills, which unfortunately mean that many won't want to	Positive endorsement of the NP

Ref.	Respondent	Topic area	Steering Group Response
		cycle up! Thank you for all you have done in putting this together. Ware is a wonderful place to live and this should really support it moving into the future.	Measures to encourage local shops, restaurants and cafes to offer E-bike charging facilities will be supported.
172	LC	Living on the very edge of town, with no pavement at the very top of Widbury Hill and often no lighting late at night it does not feel safe to walk to/from town. I am not able to access the station by walking in work attire to the station during the muddier periods of the year, therefore rely on having to park as a taxi ride for the short journey is too expensive.	Refer to WTC to discuss with EHC/HCC - Outside of the remit of the neighbourhood plan
173	LC	This should not be the death of the car. I agree with all that is said regarding cycling and walking but that's not how everyone travels and not appropriate for everyone. The car still needs to be accommodated and due consideration is needed to support parking provisions for town centre development.	Noted.
174	LC	Agree that there should be better pedestrian and cycle routes particularly to the town and station... Also agree that there should be a shift from private car travel for short journeys... For the question below. I live and work in Ware and often use shops, bars and cafes.	Noted.
175	LC	Make public transport cheaper, more accessible and above all more reliable. The trains and the busses are all overpriced, unreliable and run only when it suits the train and bus companies not when people want to use them!	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan
176	LC	I agree with what is in the bite size chunk. Cycle storage good idea and electric charging points. The river walkway is well used and needs	Noted.

Ref.	Respondent	Topic area	Steering Group Response
		good, regular maintenance. Much of the town is not within 15 minutes' walk of the station. I'm in Wheatsheaf Drive and it must be at least 30 minutes' walk. The new housing to the east and north will be some distance away too; more than 15 minutes.	
177	LC	At Trapstyle Road we have No buses, we don't even have a post box, totally forgotten residents we are!	Refer to WTC to discuss with EHC- Outside of the remit of the neighbourhood plan
178	LC	With 1000+ new houses being built there must be adequate additional parking. If people perform a weekly shop they will not do this via Bike or Public Transport. There is just enough room for cars as it is. please no cycle lanes unless on extra land.	Noted.
179	LC	The parents on school runs are a massive problem on Park Road even though there is ample parking at Asda that would enable them to walk up with their child to St Catherine's and not idle outside the school. Perhaps fixed penalties for this type of behaviour might be in order.	Noted.
180	LC	If Ware high Street is to be 20mph then enforce it with a TRO and not clutter it up with signage that is meaningless.	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan
181	LC	If taking more traffic around the older streets eg New Road, High Oak Road, and all that area is what you propose then, no I do not approve of the Transport plan.	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan
182	LC	Again, the plan doesn't directly relate to road quality or assurance, but no provision for road deterioration in highly populated areas, or mitigation potentials during road works and closures seems a bit odd.	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan

Ref.	Respondent	Topic area	Steering Group Response
183	LC	As I get older, I realise how important kerb ramps are for those needing to use motorize wheel chairs. A few more intertown buses would help too.	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan.
184	LC	Definitely support encouraging more walking/cycling but need patrols/lighting to make this viable for residents in some places in Ware... Vicarage Road is a rat-run cut-through with motorists regularly exceeding the speed limit. This has been raised with local councillors to no avail even though Vicarage Road is very close to Bowling Road school.	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan
185	LC	We need improved and more frequent rail transport, the trains are environmentally friendly way to travel and are already overcrowded – need the town to lobby the rail providers to massively improve their provision... We should not be in denial that cars will still be the preferred mode of transport irrespective of cycling and walking routes provided. So how can the flow be improved down the high street and at peak times on Star Street... Consider installing a cycle route to Hertford and Hoddesdon - or improve the towpath, so that cyclists do not impact the walkers on these paths as much as they do now.	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan
186	LC	An out of town park and ride. There aren't enough car parks in the town	Refer to WTC to discuss with HCC - Outside of the remit of the neighbourhood plan
187	LC	"Sorry but you haven't a clue... No mention of buses – buses in east herts are hopeless which is why so many people use their cars. We have no decent bus service to Stevenage (a major employer) especially at rush hour/sundays, it's also useful to get to Stevenage train station to travel north. We could do with a brand new fast bus service from	Refer to WTC to discuss with HCC/Network Rail - Outside of the remit of the neighbourhood plan

Ref.	Respondent	Topic area	Steering Group Response
		<p>Hoddesdon, Ware, Stevenage. Fast one to Cambridge again starting from Hoddesdon would get people off of their cars (train takes 1 1/2 hours!)... Trains – no mention of. Our service is worse than when I commuted in the 70s (thanks to the blasted stansted express) with no proper rush-hour service and slower trains. Change over at Broxbourne to go to Cambridge/East Anglia is now 30 mins as opposed to 5 mins which it was years ago. No wonder people drive to Broxbourne for a quicker, better service... As a cyclist myself our area needs improving, the towpath between Ware lock and the New River Gauge House is in a very poor state. Our roads were not built for the amount of traffic using them and are very dangerous for cyclists especially Wadesmill Road, Musley Hill and High Oak Road – if the buildings go up on Ware North the majority of people won't cycle into our town because like I say it's dangerous and too narrow to put in cycle lanes. They will jump in their cars, pollute the atmosphere and park in residential streets – like mine!!!! Our roads and town were not designed for 30,000+ residents so please, please, please stop any future housing developments for our lovely town.</p>	
188	LC	<p>Everyone owns a car. Parking is terrible in many parts of ware difficult to pass. Dangerous to pedestrians</p>	Noted.
189	LC	<p>I'm not sure if on street parking goes here, but some way of reducing on street parking helps with cycling and walking. Maybe some sort of option to allow residents free - or reduced rate parking pass for some of the town centre car parks - would encourage people to use those and also could be an option (if secure) for people who want access to a car, but not every day to park and use when needed? Not quite sure</p>	<p>Refer to WTC to discuss with HCC. Outside of the remit of the neighbourhood plan</p>



Ref.	Respondent	Topic area	Steering Group Response
		what would work, but some car share, alternative parking options could be thought through - coproduction approaches could think this through??	
190	LC	Have cycle routes on new estates but not specific cycle lanes which narrow the main roads. Yes, improve the tow path along the river but cyclists have already worn part of this away causing ruts that fill with water and bells are still not rung when approaching pedestrians.	Noted.
191	LC	Reliable bus and train services. This is not just weekdays but also the weekends.	Refer to WTC to discuss with HCC and the bus companies and network rail - Outside of the remit of the neighbourhood plan
192	LC	Provision for disabled people is essential. More disabled parking (both in car parks and on-street), dropped kerbs wherever there is an entrance to property or business. Foliage overhanging boundary walls /fences should be cut back regularly. Ensure "walking routes" are suitable for mobility scooters	Refer to WTC to discuss with HCC Outside of the remit of the neighbourhood plan
		<b>WARE2 Development</b>	
193	LC	"Whether included or not the proposed development north and east of Ware must not be allowed to proceed. In was poorly thought out somewhere in London and allowed by suspect planning at EHDC with half of Ware residents not aware what was being proposed. The 2 'consultations' at Flea with EHDC were shambolic with no one from EHDC especially Mr Carver bovered at all about Ware – of course we	Refer to WTC to discuss with EHC - Outside of the remit of the neighbourhood plan

Ref.	Respondent	Topic area	Steering Group Response
		know for some un-known reason EHDC doesn't like Ware; let's spend 30 million in Hertford for example but nothing in Ware. We also had 2 consultations in The Priory from the developer but were not in keeping with Ware and just far too large, notwithstanding building on prime green belt land.	
194	LC	For a local authority to discuss any transport initiatives without having dealt with the massive ongoing problem on the Rush Green roundabout really does need to return to basics. Even simple questions raised to the "Ware 2" development advisors in relation to transport integration have still to be answered.	Refer to WTC to discuss with HCC/EHC - Outside of the remit of the neighbourhood plan
		<b>Non-Policy Actions and Infrastructure Priorities</b>	
195	EHDC	<p><b>Project 9:</b> Lengthening the slip roads of the A10/A1170 junction is identified as a junction improvement. As mentioned in response to Policy W16, the Council has concern with reference to lengthening the slip roads. In relation to this non policy action criteria, the council has the following comments:</p> <ul style="list-style-type: none"> <li>• the A10 is detrunked, with responsibility devolved to HCC, so National Highways would not be involved;</li> <li>• It is unclear what the evidence is that 'need is increased'? While there is evidence that there will be increased traffic generated by the development if it is not mitigated, we have not seen evidence to date around the need for lengthening the slip roads. It would be for Herts County Council as the highways to corroborate any evidence;</li> <li>• There is no evidence in the Neighbourhood Plan that Hertfordshire County Council support the scheme.</li> </ul>	

Ref.	Respondent	Topic area	Steering Group Response
196	EHDC	<p><b>Project 14:</b> For clarity suggest additional text is added to criteria 14, as follows:</p> <p><i>Support and encourage the Community Rail Partnership initiative for the New River Line (Broxbourne-<b>Rye House-St Margarets</b>-Ware-Hertford East).</i></p>	Amend.
197	CRT	<p><b>Table 11.1:</b> We welcome the identified project of towpath resurfacing at the head of the list for Transport and Movement (Table 11.1) along with other associated projects.</p> <p>However, the Trust would not be supportive of the proposed segregation of pedestrians and cyclists on our towpath. There is not usually room to accommodate it and the associated works such as line painting, signage etc can have negative visual impacts, particularly where the waterway retains a more rural character and appearance.</p>	Amend

