



James Ellis

Head of Legal and Democratic Services

MEETING : EXECUTIVE
VENUE : COUNCIL CHAMBER, WALLFIELDS, HERTFORD
DATE : TUESDAY 25 OCTOBER 2022
TIME : 7.00 PM

MEMBERS OF THE EXECUTIVE

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| Councillor Linda Haysey | - Leader of the Council |
| Councillor Peter Boylan | - Executive Member for Neighbourhoods |
| Councillor Eric Buckmaster | - Executive Member for Wellbeing |
| Councillor George Cutting | - Executive Member for Corporate Services |
| Councillor Jan Goodeve | - Executive Member for Planning and Growth |
| Councillor Jonathan Kaye | - Executive Member for Communities |
| Councillor Graham McAndrew | - Executive Member for Environmental Sustainability |
| Councillor Geoffrey Williamson | - Executive Member for Financial Sustainability |

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<https://www.youtube.com/user/EastHertsDistrict>

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- must not participate in any vote taken on the matter at the meeting;
- must disclose the interest to the meeting, whether registered or not, subject to the provisions of section 32 of the Localism Act 2011;
- if the interest is not registered and is not the subject of a pending notification, must notify the Monitoring Officer of the interest within 28 days;
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AGENDA

1. Apologies

To receive any apologies for absence.

2. Leader's Announcements

3. Minutes (Pages 6 - 12)

To approve as a correct record the Minutes of the meeting held on 6 September 2022.

4. Declarations of Interest

To receive any Member(s) declaration(s) of interest.

5. Annual Council Tax Support Report (Pages 13 - 36)

6. Medium Term Financial Plan (Pages 37 - 67)

7. Parking Traffic Regulation Orders (Pages 68 - 179)

8. Waste Service Contract Design (Pages 180 - 304)

9. Old River Lane Supplementary Planning Document (Pages 305 - 888)

10. Hunsdon Neighbourhood Plan Adoption (Pages 889 - 985)

11. Urgent Business

To consider such other business as, in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration and is not

likely to involve the disclosure of exempt information.

Agenda Item 3

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MINUTES OF A MEETING OF THE
EXECUTIVE HELD IN THE COUNCIL
CHAMBER, WALLFIELDS, HERTFORD ON
TUESDAY 6 SEPTEMBER 2022, AT 7.00 PM

PRESENT: Councillor (Chairman/Leader)
Councillors L Haysey, P Boylan,
E Buckmaster, G Cutting, J Goodeve, J Kaye,
G McAndrew and G Williamson.

ALSO PRESENT:

Councillor I Devonshire.

OFFICERS IN ATTENDANCE:

Richard Cassidy	- Chief Executive
James Ellis	- Head of Legal and Democratic Services and Monitoring Officer
Jess Khanom- Metaman	- Head of Operations
Steven Linnett	- Head of Strategic Finance and Property
Katie Mogan	- Democratic Services Manager
Helen Standen	- Deputy Chief Executive

131 APOLOGIES

There were no apologies for absence.

132 LEADER'S ANNOUNCEMENTS

The Leader welcomed those who were watching on the East Herts Youtube Channel.

The Leader said that the Joy of Freedom of Religion or Belief event was being held at Ware Priory on Saturday 10 September 2022 which had been organised by Councillor Kaye.

Councillor Kaye said that the event followed on from a government conference in early July which brought together different religions. He said that this event had been run in Ware and Bishop's Stortford previously.

Councillor Haysey said she had attended a previous event in Bishop's Stortford and thoroughly recommended it.

Councillor Haysey announced that she would be taking agenda item six first.

133 MINUTES - 4 AND 12 JULY 2022

Councillor Haysey proposed, and Councillor Boylan seconded a motion that the Minutes of the meetings held on 4 and 12 July 2022 be approved as a correct record and be signed by the Leader. On being put to the meeting and a vote taken, the motion was declared CARRIED.

RESOLVED – that the Minutes of the meeting held on 4 and 12 July 2022 be approved as a correct record and signed by the Leader.

134 DECLARATIONS OF INTEREST

There were no declarations of interest.

135 MUCH HADHAM NEIGHBOURHOOD PLAN - ADOPTION

The Executive Member for Planning and Growth presented the Much Hadham Neighbourhood Plan Adoption report. She said that the Neighbourhood Plan referendum took place on 23 June 2022 and 80% of those who voted supported the plan. She thanked those who had given up their time to put their plan together.

Councillor Devonshire said that the Much Hadham Neighbourhood Plan started its journey in 2015 and a Neighbourhood Plan Steering Group was formed and led by Parish Councillor Ian Hunt. He thanked the community groups for their help in developing the plan and the planning team at East Herts for their advice.

Councillor Devonshire said that the overall cost was £38,000 and was funded mainly from grants. He said the result was a fantastic plan with six designated local green spaces and 14 priority views. He thanked Parish Councillor Ian Hunt for his professionalism through the process.

Councillor Haysey said the plan was an excellent example of the community working together to come up with a plan with that place residents want to live in.

Councillor McAndrew agreed with the comments from Councillor Devonshire and as the County Councillor for the area, he fully appreciated the difficult journey to get the result.

Councillor Goodeve proposed, and Councillor McAndrew seconded a motion supporting the recommendations in the report. On being put to the meeting and a vote taken, the motion was declared CARRIED.

RESOLVED – To recommend to Council that the Much Hadham Neighbourhood Development Plan 2019-2033, as detailed at Appendix A to this report, be formally ‘made’.

136 CASTLE PARK IMPROVEMENT PROJECT

The Executive Member for Financial Sustainability presented a report on the Castle Park Improvement Project. He said that the council had been working with Bishop’s Stortford Town Council on plans to improve and enhance the area and had secured £2 million of funding from the National Lottery Heritage Fund which covered most of the costs.

Councillor Williamson said that the project went out to tender and the best value price was £500,000 over budget due to higher costs in construction. A value engineering exercise was completed which resulted in some savings and secured further funding which brought the budget gap down to £350,000. He said that all the funding was at risk if the council did not proceed. Bishop’s Stortford Town Council have offered to purchase the Bishop’s Park

Community Centre for a capital receipt to fund the East Herts share of the shortfall. They had also requested the option to purchase St Michael's Mead and Havers Community Centres with an options sum of £15,000 payable now. He said the recommendation was to sell the Bishop's Park community centre for £160,000 plus the £15,000 options fund to raise the £175,000 required. The other two community centres would provide £270,000 in capital receipts. He said it was important to note that the council did not receive any income from the centres but bared the maintenance liabilities.

Councillor McAndrew said he was the chair of the Castle Park Steering Group and said it was good to see the results of the project coming to fruition. He said he was happy to support the proposals.

Councillor Buckmaster said that as the Portfolio Holder for parks and open spaces, he was pleased to see the project moving forward. He said he was grateful to the Officers who have come up with innovative solutions to meet the budget challenge. He said that the project would bring the community together and have a great benefit to all residents.

Councillor Haysey said that the community centres were currently managed by the Town Council and this solution gives them an additional level of freedom. She confirmed that the centres were protected assets so the Town Council would not be able to sell the land for residential development. She thanked Officers for the work done on the project.

Councillor Williamson proposed, and Councillor

Buckmaster seconded a motion supporting the recommendations in the report. On being put to the meeting and a vote taken, the motion was declared CARRIED.

RESOLVED – that (A) the sale of Bishop’s Park community centre to Bishop’s Stortford Town Council be approved;

(B) the capital receipt from the sale of Bishop’s Park community centre (£160,000) contributes to the funding gap for the Castle Park project;

(C) an option agreement on St Michael’s Mead community centre and Havers community centre be approved;

(D) a £30,000 reduction for liabilities of over years is deducted from the final sale price of all three centres be approved; and

(E) an options sum of £15,000 is required from BSTC to secure the option agreement which will be used to secure the project funding gap and to compensate EHC should the sale of the remaining two centres not proceed.

137 URGENT BUSINESS

There was no urgent business.

The meeting closed at 7.15 pm

Chairman
Date

East Herts Council Report

Executive

Date of Meeting 25 October 2022

Report by Councillor Geoff Williamson, Deputy Leader and Executive Member for Financial Sustainability

Report title Council Tax Reduction Scheme 2023/24

Ward(s) affected All

Summary

To consider the latest available information around the current local Council Tax Support (CTS) scheme at East Herts and support the recommendation that no change is made for 2023/24

RECOMMENDATIONS FOR EXECUTIVE:

- (a) That no changes be made to the local Council Tax Support scheme for April 2023.

1.0 Proposal(s)

- 1.1 That Executive consider, in accordance with the Governments requirement for an annual approval of the Council Tax support scheme, that no changes be made for 2023.

2.0 Background

- 2.1 At a meeting of the Overview and Scrutiny Committee on 20 September 2022, following consideration of the report, Members **recommended** that the Council Tax Reduction

scheme for 2023/24 remain unchanged and continue to be supported.

- 2.2 The Government made provision within the Local Government Finance Bill to replace the former national Council Tax Benefit (CTB) scheme from 1st April 2013 with localised schemes for Council Tax Reduction Schemes (CTS) devised by individual local authorities (LA's). The schemes are valid for one year and must be approved by Council before the 11th March immediately preceding the financial year in which it is to take effect.
- 2.3 If the Council were to choose to consider any material revisions to the scheme, this would be the subject of public consultation, which would need to be considered by both those entitled to receive support as well as the general Tax payers of East Herts.
- 2.4 The Government require that major preceptors (County and Police) are consulted each year, and if there is any change to the scheme a full consultation open to all tax payers in the district is required. There is no specific timescale prescribed but the period must allow for meaningful consultation.
- 2.5 Neither the County or Police have raised any objection to the proposals for 2023/24.
- 2.6 Additionally, consideration must be given to providing transitional protection where the support is to be reduced or removed. The financial impact of any decision on Council Tax Support also needs to be included when setting our budget and Council tax levels at the same time.
- 2.7 Since the introduction of CTS in April 2013 various changes have been considered but the scheme has remained the

same. Appendix A provides details of the history of the scheme.

- 2.8 Previously the Overview and Scrutiny Committee received a presentation on a potential new scheme for 2019/20 based on income bands. The aim was to find a scheme which would simplify the criteria for customers as well as mitigating the impact of changes in circumstances on workload and council tax collection, resulting from universal credit reassessments.
- 2.9 Members were advised that substantial modelling would need to be carried out to avoid any unintended consequences, as well as enabling full consultation with tax payers and major preceptors. Testing was carried out but did not produce the desired outcomes.
- 2.10 This report therefore details the current position on Council Tax, and seeks support to continue the current scheme for 2023/24.

3.0 Reasons

- 3.1 In 2013 the Council initially devised a scheme which replicated the previous Council tax Benefit scheme but limited the Council Tax liability that was used to assess entitlement to 91.5% for working age customers. The Council has maintained this position for the first 10 years of the scheme.
- 3.2 The cost of the scheme is reflected in the tax base, in the same way as other discounts which reduce the collectable debit.
- 3.3 Currently (2022/23) 75.81% of the tax base income is precepted by Herts County and Council and 11.06% by the Police, and accordingly they have a vested interest in the value of the CTS scheme as it directly impacts on their ability to raise

funds. The lower the cost of the scheme, the higher the tax base on which they can precept.

3.4 Before the introduction of CTS there had been a number of years of constant case load increases, the caseload then stabilised with a small increase in 2020/21, however since then the caseload has been falling, alongside a growing taxbase due to new developments in the area. The impact on the cost of the scheme is demonstrated below.

Year	Cost of the CTS scheme		
2013/14	£6,448,794	Actual	
2014/15	£6,066,188	Actual	
2015/16	£5,734,780	Actual	
2016/17	£5,670,937	Actual	
2017/18	£5,813,163	Actual	The Band D value of the 2017/18 taxbase increased by 4.39% on 2016/17,
2018/19	£6,066,356	Actual	The Band D value of the 2018/19 taxbase increased by 5.76% on 2017/18
2019/20	£5,999,213	Actual	
2020/21	£ 6,497,160	Actual	The Band D value of the 2020/21 taxbase increased by 4.16% on 2019/20
2021/22	£6,564,088	Actual	The Band D value of the 2021/22 taxbase increased by 3.88% on 2020/21

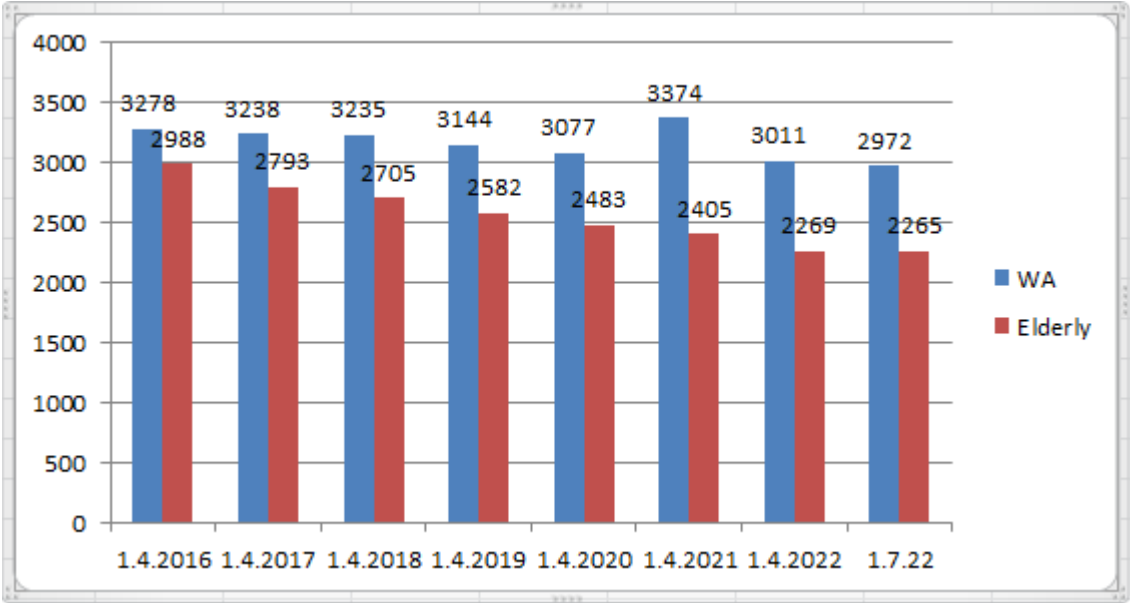
3.5 The level of spend on CTS has reduced in real terms. This has supported previous recommendations to leave the scheme unchanged.

3.6 The long term impact of Covid -19, a war in Europe and the more recent increases in energy costs on the economy in the short, medium or long term are as yet unknown. The caseload has been reducing but we may experience a change in this trend before the end of the year.

3.7 The impact of any change in trend will be built into the taxbase for 2023/24 when it is constructed in October 2022.

3.8 The taxbase for 2022/23 was calculated in October 2021 and assumed Council Tax Support would cost the equivalent of 3611.04 band D values, with expected changes are built in. At 1 July 2022 the actual band D cost of Council Tax support was 3186.12, which is £857.4k less expensive. In context however the taxbase is set to produce £126.9m and has many variables.

3.9 The table below demonstrates the changes in caseload, and with the exception of April 21, has seen a continuous reduction.



- 3.10 Changes in caseload are monitored monthly so any trends are identified promptly.
- 3.11 The taxbase is also impacted by other variables, and changes in anyone of them can impact on its ability to generate the expected income levels on which the budget is set. The Covid-19 pandemic, war in Europe and the more recent increases in energy costs may for example have a dampening effect on new builds coming into the taxbase which will further reduce its income raising capacity.
- 3.12 Consideration of any variations to the existing scheme needs to consider;
- The cost of CTS
 - The impact of other welfare benefits reforms on the ability to pay
 - The cost of increasing arrears and recovery costs
 - The buoyancy of the taxbase generally
 - The unknown budget and finance settlements
 - The roll out of Universal Credit
- 3.13 The CTS scheme for 2022/23 can be summarised as follows:
- That the CTS scheme for all working age claimants will be based on 91.5% of their council tax liability.;
 - All local discretions currently in place continue e.g. war pension disregards;
 - Other aspects of the new Council Tax Support scheme to mirror the previous Council Tax Benefit scheme.
- 3.14 A large proportion of customers affected by the introduction of the CTS scheme had not previously had to pay anything towards their Council Tax bill. If they had been 'passport' under the Council Tax Benefit scheme their liability would have been discharged in full by a credit transfer onto their

Council Tax account. Under the CTS arrangements all working age customer have to pay at least 8.5% towards their bill.

- 3.15 It continues to be a challenge to support and educate these customers into a regular payment arrangement. We have;
- Offered flexible repayment options,
 - Given more time to pay,
 - Worked on a project with the Citizens advice Bureau to support customers with repeated arrears,
 - Promoted other debt and advice agencies.
- 3.16 The in-year collection rate for working age claimants who had only the minimum 8.5% liability to pay was 67.49% in 2014/15 and 70.13% for 2021/22
- 3.17 The overall in-year collection rate for all working age CTS customers was 77.43% in 2014/15, and 73.85% in 2021/22. In contrast to the all tax payers in-year collection rate, which for 2014/15 was 98.2%, and 97.1% in 2021/22.
- 3.18 In recognition of the fact that the additional Council Tax liability is more difficult to collect, a collection rate of 98.9% has been assumed. The liability not paid in-year becomes arrears on which a bad debt provision has to be established, which is a further cost to the council. Where the outturn taxbase exceeds the estimated performance it generates a surplus on the collection fund, and conversely when the taxbase does not achieve its expected performance because of negative variations in the component elements, the collection fund would be in deficit. The Council is required to make precept payments during the year regardless of any in-year variations.

3.19 Many of these same customers have been affected by other welfare reforms introduced:

- the spare room subsidy scheme
- the Benefit CAP,
- Reviews of disability benefits etc.

Many families find that they have increasing debts with their councils and landlords for bills that were previously paid for them.

4.0 Options that could be considered in redesigning a scheme

4.1 There are a number of options that could be considered when redesigning the scheme, although all revisions would affect working age customers only, given that pensioners have to be fully protected by our scheme.

4.2 The Government continues to make changes to the Housing Benefit regulations which are not currently mirrored in the CTS regulations. This means the schemes are no longer aligned. The frequency of changes to Housing Benefit and Universal Credit schemes, make it impossible to mirror these in the CTS scheme, not least of which because of the difference in timing. The Housing Benefit and Universal Credit schemes are changed when needed during the year, and the CTS scheme can only be revised annually.

4.3 Consideration was been given previously to align some of the more significant differences between Housing Benefit and Council Tax support but the financial implications across the caseload have been assessed as small, and the changes would have required a full consultation exercise, to achieve only a temporary alignment, and therefore this was rejected.

- 4.4 The caseload for CTS indicates that the proportion of working age customers compared to pensioners is changing over time very slightly. It demonstrates a reduction in the proportion of the caseload for Elderly customers and this may be attributed to the rising of the national age threshold for becoming a pensioner. (1.4.2016 = 47.69% Pensioners , 1.4.2022 = 42.97% Elderly), consequently more customers would be affected by any changes.
- 4.5 Previously consideration was given to an income-band scheme which appeared to offer an opportunity to simplify entitlement criteria and the treatment of income and capital. This was driven by the roll out of 'full service' Universal Credit, (impacting in East Herts from October 2018) so there was a need to look to reduce the impact of monthly changes in universal credit on entitlement to CTS and Council tax collection.
- 4.6 Members were supportive of the approach, however subsequent testing has shown that there are unintended consequences for customers with disability premiums, and to correct for these would make the scheme overly complex and thus not achieve the desired outcomes.
- 4.7 Consideration has previously been given to each of the following changes, but each relies on the basic scheme construction remaining the same.
- a) Changing the level of "minimum payment" for all working age customers
- I. The current scheme assumes that all working age customers are asked to pay at least something towards their Council Tax, and as described earlier the minimum payment is 8.5% of liability. The Council could consider making a change to that amount but in doing so, the full impact of that decision

needs to be considered.

- II. If the Council chose to increase this minimum payment to say 10%, this does not mean a straight line reduction in the amount that the Council will spend out. For individuals already finding it difficult to pay at the current level, it can be seen that increasing this amount could increase their hardship levels further, especially as these customers are likely to be receiving other benefits, which have been affected by the on-going Welfare reforms.
 - III. Given our latest information shows that the collection rate for those working age customers in receipt of CTS is already significantly lower than the overall rate, we would need to consider adding further amounts to our bad debt provision in respect of potential non-collection of our debts. So any savings in expenditure would translate to increased bad debt provisions.
 - IV. Conversely, if we were to consider reducing the minimum amount to be paid we would need to consider where we would find the additional amount that we would need to fund Council Tax Support and the impact upon the totality of the funding for the Council and importantly, other precepting bodies too. These impact on their overall funding levels, and given we represent under 14% of the total cost of the scheme, EHC needs to consider the significant financial impact this could have on others. There would still be costs associated with administering the scheme whatever the level of award, as not everyone gets the full benefit so this would not mitigate the additional cost to the Council.
- b) Introducing a band cap (so limiting the amount that we would pay to a value of a lower property band, for example Band D)

In some Local Authorities, they have introduced a band cap where the scheme will only pay up to the equivalent of say a Band D property, even if you are in a higher banded property.

This could disproportionately affect those with a requirement for a larger property as they have children, other dependents due to caring responsibilities or a disability. These groups could already have been hit by other areas of Welfare reform including the Benefit Cap and the Spare Room subsidy limitation.

c) Introducing a minimum amount that would be paid out

Some Councils have introduced a minimum level at which they will support residents. An example is that you have to be entitled to at least £5 a week to be supported. This means someone who is currently entitled to a lower amount, would not receive it, despite the fact that we have assessed them as currently requiring support. There are no real savings in terms of administrative costs because we would still have to undertake an assessment to find out that we wouldn't award. In addition, the fact that they are currently entitled to support indicates that they are financially vulnerable and the likelihood of being able to collect that additional amount from those residents is low. Therefore the potential reduction in costs overall is minimal and outweighed by an increase in bad debt provision and recovery costs.

d) Changes around discretions for Disability, Children and other Dependents

- I. This would change the nature of the scheme overall. East Herts, when setting its original scheme were clear that all

would contribute equally as the core scheme already differentiates preferentially to those with disabilities, children etc.

- II. Any complexity that is added to the way in which we calculate entitlement, will make the administration of the scheme both more complex for our officers to manage both in terms of calculation but more importantly, to explain to our residents.
- III. This would also mean that the general working age population may need to pick up an even greater share of the cost if the scheme is to remain affordable and equitable.

e) Other adjustments

There include; income tapers, non-dependent deductions, income disregards etc. but all carry the same risk to bad debt provisions, potential recovery costs and costs of administration. The more complex the scheme, the more difficult it is to comply with and customers' levels of understanding could be compromised.

4.8 **The impact, challenges and opportunities of Universal Credit.**

- 4.8.1 Customers claiming UC who apply for Council Tax Support do not require the Council to carry out means testing on their circumstances. They need only provide their UC entitlement letters (details of which can be confirmed through LA's access to the DWP systems). These claims are already means tested and have differential applicable amounts applied by the DWP, and the only income element that is needed for an award of CTS is earnings. Consideration has to be taken of any

deductions being made for overpayments or recovery of advances, but these lend themselves to a simplified assessment and processing system, and could be incorporated into a discount scheme.

- 4.8.2 Universal credit full service roll out took effect in this area in October 2018. This means that working age customers who would previously have applied for Housing Benefit (HB) and CTS are now applying for UC and CTS. The DWP pilot for moving existing HB claimants on to UC was not successful and therefore they have deferred progressing managed migration until a further pilot or pilots are completed.
- 4.8.3 There is therefore no information available currently to determine when this council's existing working age HB caseload will move to UC.
- 4.8.4 There are certain groups of HB claimant that will not, in the foreseeable future migrate to UC, as they are deemed too complex. This means that in addition to the pensioner case load there will be a residual working age caseload to manage.
- 4.8.5 It has therefore been appropriate to consider if the current CTS scheme is fit for purpose now that a growing number of customers will be in receipt of UC.
- 4.8.6 The reduction in new claims for HB might seem to reduce the services workload, however as the current scheme requires the same preparation and processing to award a CTS claim as an HB one, there is no saving. Currently claims or changes in circumstances are prepared and input and both awards (HB & CTS) are processed simultaneously. Claims not requiring an HB assessment simply produce one output (CTS award) rather than two.
- 4.8.7 UC claimants have to apply to the council for CTS entitlement. There is a common misunderstanding among claimants that it is all covered by their claim for UC. The Council therefore often only gets to engage with these customers when their Council

Tax account is in arrears, and additional recovery action has to be taken. Clearly this is an additional administrative burden for the council, and costly for the customer.

4.8.8 Universal Credit is reassessed monthly, and those customers who are working (nationally this is estimated at more than 40%) are likely to experience variations in the UC entitlement each month. This is attributed to salary and wages frequencies affecting their assessments. Each time there is a change in the UC award, their entitlement to CTS has to be reassessed. Every time the CTS is reassessed, it produces a new Council Tax Bill. These constant changes in bills and amounts due are not only confusing to the customer trying to budget, but it also resets any recovery action being taken for non-payment.

4.8.9 The service has received a significant increase in workload from these monthly changes. They are received electronically from the DWP. However development of automation routines has mitigated the impact of this increase workload on resources. Further developments in this area are being pursued.

4.8.10 Identifying and acknowledging these challenges from UC requires any potential change to the CTS scheme to consider;

- I. The potential for further automation of UC notices on live CTS claims, thus reducing the new workflow
- II. Mitigations for changes in UC entitlements to revise council tax liability, and thus avoid resetting recovery action.

This could be achieved if the CTS scheme set bands of entitlement, or fixed periods in which changes in income would not result in a change in entitlement, within the scope of a set range.

These options have the potential to be very expensive.

- III. The costs of changing the scheme.

The software supplier is estimating a cost in excess of £25k for each Council moving towards a banded CTS scheme. Herts County Council has already declined to contribute to any costs associated with changing the scheme, despite being the biggest preceptor for Council Tax. Any changes to the scheme require full and meaningful consultation with all taxpayers in the district and there are significant costs associated with this level of consultation.

4.9 What others are doing:

- Some councils have moved to a banded scheme, but they still require substantial means testing of each claim.
- St Albans moved to a banded scheme in 2019. Their residual caseload is on the 'default' scheme. (essentially the old Council Tax Benefit scheme).
- Unfortunately we cannot replicate a scheme like this currently as we are unable to have two different live working age CTS schemes at the same time.
- Other councils are considering various options but anecdotally are awaiting more information around migration before changing current schemes.

	Current scheme	Any planned changes for 23/24?
North Herts	Non banded schemes - % of liability paid by customer on maximum entitlement ? = 25%	Will look to change to a banded scheme.
Dacorum	Maximum 100% for protected Groups	We are still considering our

	(Disabled & Families with under 5) All others restricted to 75% council Tax liability a flat non-dep deduction of £5.00	plans for 2023/24 <i>Non Banded</i>
Welwyn Hatfield	Maximum 100% for protected Groups (Disabled & Families with under 5) All others restricted to 75% council Tax liability Non dept deductions aligned with prescribed regulations	We are still considering our plans for 2023/24 <i>Non Banded</i>
Broxbourne	<i>Non Banded</i>	We are still considering our plans for 2023/24 <i>Non Banded</i>
Hertsmere	Banded for UC not banded for everyone else <i>The non banded is basically the default scheme with some variations (non dep deductions etc)</i> % of liability paid by customer on maximum entitlement ? =20% unless protected then maximum entitlement	No

St Albans	Banded for UC Non Banded for others Previously on default scheme % of liability paid by customer on maximum entitlement = 0	No
Three Rivers	Not banded % of liability paid by customer on maximum entitlement = 0	No
Watford	Not banded % of liability paid by customer on maximum entitlement = 0	No
Stevenage	Not banded % of liability paid by customer on maximum entitlement 8.5%	TBC

4.10 Current position:

The current CTS scheme works and protects the most vulnerable customers by the use of applicable amounts and income disregards.

Work has been carried out over a period of time on developing a banded scheme for all working age claimants. This has included modelling of current claimants into a banded scheme, to assess the impact and identify any unintended consequences.

As it is not currently possible to have a separate schemes for just UC cases, all current working age claimants would have to be included. After testing the data it is clear that the intended simplicity of a banded scheme would be compromised as the need to differentiate between all the many and varied disability premiums and incomes would require too many bands for each category of household, to ensure sufficient protection for these groups.

In addition there would be all the costs of changing the scheme but no savings in administration, or increased simplicity for the customer.

4.11 Conclusion

The improvement in automation of UC notices is mitigating the increased workflow. It is proposed that we continue with a two stage approach for the future.

- Firstly, instead of looking to change the current scheme in the short term, that further automation of UC change notices continues.
- Secondly, once actual caseload migration is timetabled, consideration of a banded scheme or a discount scheme is revisited. At this time the majority of cases will convert to UC, and will have the means testing carried out by the DWP, thus offering opportunity for administrative savings.
- This will remove the current challenge around protecting the needs of those with disability incomes as this will be incorporated in the DWP assessment of UC entitlement.
- The impact of Covid-19, the war in Europe and energy costs increasing and their impact on the caseload and taxbase will be monitored closely and if significant, an early consideration of changes to the scheme for 2024/25 be recommended.
- Members will also be able to review the original principles of the scheme, including that all WA customers pay 8.5% of their liability.

- This approach should ensure that costs associated with the change of schemes will be matched by efficiencies achievable in the administration processes.

5.0 Risks No

6.0 Implications/Consultations

6.1 Herts County Council and the Police will be consulted on the proposal.

Community Safety

No

Data Protection

No

Equalities

No

Environmental Sustainability

No

Financial

Finance had been consulted and support the proposal.

Health and Safety

No

Human Resources

No

Human Rights

No

Legal

No

Specific Wards

No

7.0 Background papers, appendices and other relevant material

Appendix A details the history of the Council tax support scheme.

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Appendix A The origins of Council Tax Support (CTS)

1. Before April 2013, the service administered Council Tax Benefit on behalf of the Government. This national scheme was specified in legislation and LA's were reimbursed by the

Department of Work and Pensions (DWP) through a subsidy claim submitted annually and subject to audit.

2. The level of subsidy reimbursement varied dependant on whether benefit had been awarded, backdated or overpaid, but the point to note is that entitlement and subsidy were based on assessing entitlement on 100% of somebodies council tax liability, net of discounts (like a single person discount).
- 3 The scheme was means tested and whilst the scheme differentiated between different client groups (providing extra support for disabled groups for example) there was little differential between Elderly and Working Age clients.
- 4 Clients fell into one of two groups, "passported" and "standard claims." A passported claim was one in which the DWP had already carried out a means test and then notified us that the customers income was at or below the minimum income level for their household composition. They would be automatically entitled to 100% of their Council Tax to be paid by Council Tax Benefit. A deduction would however be made from this entitlement where there were non dependants living in the home.
5. The second group were called 'standard claims'. These customers had their means testing done by the council and awarded Council Tax benefit in accordance with the national scheme criteria. These customers had income above the minimum requirements and would be required to pay something towards their council tax liability. A deduction would also be made from this entitlement where there were non dependants living in the home.
6. In very simple terms entitlement was determined by comparing eligible incomes against relevant applicable

amounts. When income equalled or fell below applicable amounts, the maximum entitlement is achieved. If income exceeded applicable amounts, entitlement was reduced by 20% of the excess. The applicable amounts were determined by the DWP in respect of Housing Benefit claims.

7. In more complex terms, every income and capital source had to be assessed in accordance with its type, and then determined if it was included in the assessment. Child benefit, maintenance paid to a child, PiP and DLA, war pensions etc were fully disregarded, whilst earned income was calculated after tax & NI, and 50% of pension contributions, averaged over the relevant period. Payments to certain child care providers were disregarded, whilst capital (excluding the property occupied) included savings, shares etc and if the total exceeded £16k, the customer was excluded from entitlement.
8. In very general terms the full expenditure on the scheme was reimbursed by the DWP.

The impact of changes from 1st April 2013

9. The national scheme for Council Tax Benefit ceased, and Councils had to devise their own Council Tax Reduction Schemes for working age claimants. The Government continues to specify the scheme for Elderly customers through prescribed regulations.
10. Instead of the scheme being funded through a subsidy claim based on actual expenditure, the Government moved the funding into the Revenue Support Grant (RSG) settlement, fixing it at only 90% of the subsidy paid in a previous year. RSG was the amount of grant that Government gave to Councils to support their wider service delivery, and made

up one part of the income of the Council in addition to Council Tax receipts, fees and charges and an element of Business rate collection. However the move away from RSG makes this funding element less obvious.

11. From 14/15 the 90% grant that was included in the RSG was no longer individually identifiable. Therefore calculating the total cost of the scheme i.e. the cost of the CTS scheme versus the CTS grant given by Government is now impossible.
12. Each Council had to consider how to fund 100% of the cost of the Elderly 'national' scheme and provide a Working age scheme, whilst receiving 10% less funding.
13. Pensioner claimants are protected from changes through the provision of a statutory scheme.
14. Schemes must support work incentives.
15. The DCLG Policy Statement of Intent did not give a recommended approach to be taken, but indicated the scheme should not contain features which create disincentives to find employment. The current East Herts scheme complies with this statement.
16. Local authorities must ensure that appropriate consideration has been given to support for other vulnerable groups, including those which may require protection under other statutory provisions including the Child Poverty Act 2010, the Disabled Persons Act 1986 and the Equality Act 2010, amongst others.
17. The DCLG issued Policy Statements that addressed a range of issues including the following:
 - Vulnerable People and Key Local Authority Duties;

- Taking work incentives into account;
- Information Sharing and Powers to Tackle Fraud.

18. The Local Government Finance Bill stated that a Billing Authority must have regard to any guidance issued by the Secretary of State. Our current scheme has sought to address these requirements.

19. The Council initially devised a scheme which replicated the previous national scheme but limited the Council Tax liability that was used to assess entitlement to 90% for working age customers. The Government offered a one off transitional grant to Councils who would restrict the reduction to 91.5%, and accordingly the Council amended the proposal and took the one off transitional grant. The Council has maintained this position for the first 10 years of the scheme

East Herts Council Report

Executive/Audit & Governance Committee

Date of meeting: 25 October 2022

Report by: Councillor Geoffrey Williamson, Executive Member for Financial Sustainability

Report title: Budget 2023/24 and Medium Term Financial Plan 2023 – 2028 Preparation

Ward(s) affected: All

Summary – This report sets out the revised Medium Term Financial Plan (MTFP) which is based on a less favourable and fundamentally more uncertain economic and policy climate than when the current MTFP was prepared and approved by Council in March 2022. The report also seeks guidance to officers for preparing the detailed budget estimates and preparing a new MTFP to cover the period 2023 to 2027

RECOMMENDATIONS FOR EXECUTIVE:

- a)** Agree, as guidance to officers, that the budget proposals should be based on a Council Tax increase of £5, contract inflation up to 4%, no inflation in other goods and services budgets and that the provision for the national pay award will be up to 4%;
- b)** Endorse the assumption that the current local government finance system will continue for a further year and the windfall New Homes Bonus payment will be used to set aside £400k in reserves to meet part of the estimated cost of the refresh of the District Plan with the remainder being used to support the

budget through the exceptional circumstances of the current economic and political climate as detailed in Appendix B to the report;

- c) Note the savings requirements that the Transforming East Herts Programme will need to deliver in order to balance the budget in the Medium Term
- d) Agree that officers re-phase the capital programme and revenue impacts of capital financing and make recommendations about schemes that could be delayed or cancelled to reduce the savings requirements;
- e) Note the revised savings requirements of £0.812 million in 2023/24, £2.050 million in 2024/25, £2.114 million in 2025/26, £0.792 million in 2026/27 and £0.268 million in 2027/28.

1.0 Proposal(s)

- 1.1 The Medium Term Financial Plan (MTFP) presented to Council in March 2021 has been updated to reflect the less favourable and fundamentally more uncertain economic and policy climate. The revised MTFP position is shown in Appendix A. This takes into account the costs of the 2022/23 employer's pay offer to the unions which was £311,860 more than the budget provision. This causes compound increases in future years of the MTFP. Contract inflation was set at 4% for 2022/23 and actual inflation has been much more – in the case of the refuse contract 9.9%. Again this increased contract inflation of £529,632 causes compound increases in future years of the MTFP.
- 1.2 A number of key assumptions have been made in refreshing the MTFP and these are detailed in the following paragraphs. Please refer to the detailed economic and policy environment detailed in Appendix B for the planning context.
- 1.3 The Council Tax Base due to be set at Council in December is currently estimated to improve on the current MTFP

assumptions and is provisionally 63,891.9. The assumption is that Local Council Tax Support cases will increase by 10% but there has been and is forecast to be additional growth from new properties.

- 1.4 Council Tax increases remain at the MTFP plan assumption of £5 per year, the maximum increase before a referendum is triggered. There are no signals from Government that there will be any increase above the £5 limit.
- 1.5 Although government have given a strong commitment to update the current local government funding regime, it is becoming increasingly unlikely that reforms will be implemented in 2023/24 due to the lack of time available to undertake a full consultation and implement major funding changes. The MTFP has therefore been updated to reflect the impact of a delay to funding reform to 2024/25 on current grant funding and future implementation.
- 1.6 The current planning assumptions on Revenue Support Grant (RSG) reflect actual inflation reported in September and Spending Review announcements. Ahead of funding reform and a multiyear settlement, the government has compensated for the mechanism which creates negative RSG in some authorities. The current assumption is that government will continue to compensate for negative RSG in the same way it has done in the recent years, before the RSG is reviewed as part of funding reform.
- 1.7 As part of the £1.6bn new Government Grant funding announced at SR21, the Council was allocated a one year Services Grant of £411k. The MTFP has been updated to reflect LG Futures consideration that in the event of no funding reform this grant will continue in full.

- 1.8 New Homes Bonus (NHB) was due to end in 2021/22. However, in line with funding reform being delayed the cessation of NHB has also been delayed. The MTFP has therefore been updated to assume an additional year in advance of the implementation of funding reform. The forecast is based on a combination of historic average and share of the total anticipated national pot.
- 1.9 When the new system is introduced from 2024/25, in line with expectations around the Fairer Funding Formula, the council's share of business rates are forecast to reduce by £0.050 million per annum as the council is anticipated to be on the floor of the system and protected by transitional protection as it moves towards a lower funding settlement as the system is predicted to treat East Herts as a wealthy area which requires less funding to provide services.
- 1.10 The anticipated cash contribution to pay off the past service deficit arising in the pension fund has been kept at the same amount as the previous MTFP. The Actuary is completing the triennial revaluation of the fund and the actual deficit cash payment will be fed into the budget and MTFP once it is known.
- 1.11 Pay inflation, already increased by the 2022/23 employer's pay offer was originally set at 2% for 2023/24. In line with inflation forecasts this has been increased to 4% in 2023/24 and remaining at 2% in future years. Contract inflation was set at 4% in 2022/23 and 2.5% thereafter. Given the actual inflation in 2022/23 the inflation provision has been increased across each year to reflect the 9% increase on the base. In addition the inflation for 2023/24 has been increased from 2.5% to 4%.
- 1.12 The delay in Hertford Theatre has meant that the net income stream for the theatre has been moved back to 2025/26. The £1 million additional funding for weekly food collections has been moved from 2024/25 to 2025/26 to reflect the anticipated start

of the new refuse, recycling and cleansing contract. In addition, a further £1 million has been added to the budget to meet potential increases in the contract costs going forward.

- 1.13 There has been slippage on the capital programme in 2020/21 and therefore the capital programme requires re-phasing to reflect this and therefore the capital financing costs require re-profiling which may reduce costs in earlier years and increase them in later years. This will be done alongside work on the capital programme during the budget estimate exercise to be completed during October and November. Alongside this, the viability of schemes will be tested and some non-major schemes may be recommended to be delayed, or stopped, or we may take a scheme to planning permission and then seek to sell the site with planning permission thus increasing any capital receipt. Alongside the MTFP an asset strategy will be developed with an emphasis on disposals to maximise capital receipts and replace borrowing thus reducing revenue costs of servicing debt.
- 1.14 The current capital programme has effectively used up the borrowing headroom that the revenue account is able to sustainably resource in the medium term and it is vital that the capital programme is tightly controlled and that any additions should not increase revenue costs. Newly emerging policies and strategies should be framed in the light of capital resources being scarce and not creating a revenue pressure in future years. In the current environment a large number of councils are contemplating cancelling capital projects. East Herts may need to consider cancelling non-major projects and there is absolutely no further capacity for additional significant projects in the medium term.
- 1.15 The Transforming East Herts Programme will modernise the council and deliver services that are digital by default ensuring

end to end services are available 24/7 on the web. To be absolutely clear, there will still be a customer contact centre with members of staff on the telephone for those residents who cannot use digital services and need a customer contact agent to deal with complex queries. Adopting hybrid working and adopting modern workspaces should result in space being available in Wallfields to rent out. Given that other authorities have gone further than our 50/50 model and allow staff to work from home 100% of the time we may have to consider whether to expand home working in order to radically reduce the office accommodation requirement to make further savings.

- 1.16 There are two possible significant sources of additional revenue not included in the MTFP due to the fundamental uncertainty of the amounts and timing. The Levelling Up Bill indicates a potential 35% increase in planning application fees that would yield about £460k of additional income. There is no New Burdens Funding in the MTFP for 25/26 onwards for changes to refuse and recycling. This could assist with the cost of the refuse contract.

2.0 Background

- 2.1 Significant uncertainty continues to dominate the context within which we are working towards delivering a balanced budget over the medium term. Appendix B sets out further detail on this. The financial outlook remains unclear with a further one-year financial settlement anticipated for 2023/24 and key national reforms having been subject to further delay. The national policy agenda continues to evolve rapidly, with legislative and policy changes that respond to the new government's agenda the impacts of which are not yet fully clear.
- 2.2 The Council's business and financial planning is underpinned by the Corporate Plan and its four priorities, which provide a clear

focus for decisions about spending and savings and direct activity across the Council.

2.3 The four priorities are:

2.3.1 **S**ustainability at the heart of everything we do;

2.3.2 **E**nabling our communities;

2.3.3 **E**ncouraging economic growth; and

2.3.4 **D**igital by default.

2.4 Officers will continue to explore options to further reduce net cost to meet the savings target for submission in the December Executive report. This will include examining non-statutory service provision levels and also reviewing and benchmarking contracts to ensure the prices remain competitive. Given the financial position, which all the districts and boroughs in Hertfordshire are also facing, East Herts, as they are, will need to now consider the service offer to residents as no longer being protected and hard decisions lie ahead for Members as a result of the economic shocks buffeting the country.

3.0 Reason(s)

3.1 The Council is required to set a balanced budget each year. The Local Government Finance Act 1992 requires the Council to estimate revenue expenditure and income for the forthcoming year from all sources, together with contributions from reserves, in order to determine a net budget requirement to be met by government grant, Business Rates and Council Tax.

4.0 Options

4.1 Given the financial outlook the Executive have very few options available to ensure a balanced budget. Any growth the Executive wish to propose must be balanced by reductions elsewhere.

4.2 The Executive may propose a lower rate of Council Tax but this will result in additional savings requirements which will require

significant changes to the service offer and the revenue foregone from Council Tax will be lost in perpetuity.

- 4.3 In order to draw up the detailed budget and MTFP the Executive are recommended to agree, as guidance to officers, that the budget proposals should be based on a Council Tax increase of £5, contract inflation up to 4%, no inflation in other goods and services budgets and that the provision for the national pay award will be up to 4%.

5.0 Risks

- 5.1 Significant uncertainty continues to dominate the context within which we are working towards delivering a balanced budget over the medium term. The financial outlook remains unclear with a further one-year financial settlement anticipated for 2023/24 and key national reforms having been subject to further delay. The national policy agenda continues to evolve rapidly, with legislative and policy changes that respond to the new government's agenda, the impacts of which are not yet fully clear.
- 5.2 The council faces recruitment and retention problems and will need to consider ways to deal with this which is affordable and sustainable.
- 5.3 The adequacy of the General Fund balance to meet unexpected expenditure will be considered by the Head of Strategic Finance and Property and be reported to Council as part of his report under Section 25 Local Government Act 2003 on the robustness of the estimates made in drawing up the budget and the adequacy of the proposed level of reserves.

6.0 Implications/Consultations

- 6.1 The council is required to consult with Business Ratepayers under s.34 Local Government Finance Act 1988.

6.2 Consultation with the public will involve asking about perceptions of value for money and the importance of services to them but not specifics of the budget proposals due to the technical nature of the budget papers and resource pressures within the council.

Community Safety

The budget underpins delivery of the Council's policies and priorities in relation to community safety.

Data Protection

No

Equalities

The Council has a statutory duty under the Equalities Act 2010, in particular s149. This includes the requirements on the Council to have due regard to the need to eliminate discrimination and harassment, to advance equality of opportunity, to foster good relations and to remove or minimise disadvantages suffered by persons who share protected characteristics.

Compliance with these duties in the Equalities Act does permit the Council to treat some persons more favourably than others, but only to the extent that such conduct is not otherwise prohibited.

In setting the budget, decisions on some matters may be particularly relevant to the discharge of this duty, particularly fees and charges concessions and an equalities impact assessment will be undertaken to assess and ensure compliance with this duty.

Environmental Sustainability

The budget underpins policies and priorities in relation to the environmental and sustainability areas.

Financial

These are contained in the main body of the report.

Health and Safety

No

Human Resources

The budget will provide a provision for a pay award of up to 3% but the actual award is subject to national NJC negotiations. This provision is set in the light of forward inflation estimates for September 2021 in the Bank of England Monetary Policy Report August 2021.

Human Rights

No

Legal

The Council is required to set a balanced budget each year. The Local Government Finance Act 1992 (as amended by the Localism Act 2011) requires the Council to estimate revenue expenditure and income for the forthcoming year from all sources, together with government grant and contributions from reserves, in order to determine a basic Council Tax Requirement.

Section 25 of the Local Government Act 2003 requires the Chief Finance Officer to report on the robustness of the estimates and adequacy of reserves to the Council when it is considering the budget.

Section 114 of the Local Government Finance Act 1988 requires the Chief Finance Officer to report to the Full Council if there is or is likely to be unlawful expenditure or an unbalanced budget. This would include situations where reserves have become seriously depleted and it is forecast that the authority will not have the resources to meet its expenditure in a particular financial year. The issuing of a Section 114 report requires the Full Council to meet within 21 days to consider the report and during that period the Council is prohibited from entering into new agreements involving the incurring of expenditure.

Specific Wards

No

7.0 Background papers, appendices and other relevant material

Appendix A – Medium Term Financial Plan Initial Projection

Appendix B – Detailed planning context

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GENERAL FUND REVENUE BUDGET AND MEDIUM TERM FINANCIAL PLAN

2022/23		2023/24	2024/25	2025/26	2026/27	2027/28
£'000		£'000	£'000	£'000	£'000	£'000
378	Chief Executive & PA's	349	359	370	381	393
1,423	Communications, Strategy & Policy	1,457	1,491	1,527	1,563	1,602
534	Human Resources & Org Development	546	531	542	553	564
1,770	Strategic Finance & Property	2,076	2,119	2,163	2,208	2,244
594	Corporate	795	999	1,207	1,421	1,641
1,482	Legal & Democratic Services	1,505	1,545	1,586	1,627	1,671
2,298	Housing and Health	2,270	2,336	2,407	2,481	2,558
238	Capital Expenditure Charged to a Revenue Account	238	3,238	238	238	238
1,945	Planning & Building Control	1,966	2,028	2,091	2,156	2,223
2,277	Operations	1,909	1,396	1,313	1,392	1,555
976	Shared Revenues & Benefits Service	1,021	1,066	1,112	1,160	1,208
2,213	IT Shared service	2,313	2,313	2,313	2,313	2,313
	Pay inflation above budget provision 22/23	312	312	312	312	312
	Pay inflation above budget provision 23/24 onwards	312	637	976	1,330	1,700
	Audit Fee increase	115	117	120	122	124
	Contract inflation above provision 22/23	529	529	529	529	529
	Contract inflation above provision 23/24 onwards	210	127	140	160	180
	Contract renewal cost pressures	50	100	550	50	-
16,129	Net Cost of Services	17,972	21,243	19,496	19,996	21,054

Savings to be identified

2022/23		2023/24	2024/25	2025/26	2026/27	2027/28
£'000		£'000	£'000	£'000	£'000	£'000
	Savings to be identified 2023/24	(812)	(812)	(812)	(812)	(812)
	Savings to be identified 2024/25		(2,050)	(2,050)	(2,050)	(2,050)
	Savings to be identified 2025/26			(2,114)	(2,114)	(2,114)
	Savings to be identified 2026/27				(792)	(792)
	Savings to be identified 2027/28					(268)
	Total Transforming East Herts Savings	(812)	(2,862)	(4,976)	(5,768)	(6,036)

Corporate Budgets

2022/23		2023/24	2024/25	2025/26	2026/27	2027/28
£'000		£'000	£'000	£'000	£'000	£'000
-	Fees & Charges Annual Review	(100)	(150)	(200)	(250)	(300)
20	Minimum Revenue Provision	943	1,685	2,289	2,335	2,335
459	Interest Payable on Loans	815	1,500	1,800	1,800	1,800
(750)	Investment Income	(1,000)	(1,000)	(900)	(800)	(800)
754	Pension Fund Deficit Contribution	800	800	800	800	800
483	Total corporate budgets	1,458	2,835	3,789	3,885	3,835

Reserves

2022/23		2023/24	2024/25	2025/26	2026/27	2027/28
£'000		£'000	£'000	£'000	£'000	£'000
438	Contributions to Earmarked Reserves	681	190	490	335	-
(1,555)	Contributions from Earmarked Reserves	(1,585)	(3,000)	-	-	-
-	Planned Use of General Fund Balance		(750)	(750)		
1,383	New Homes Bonus Cont to Reserve		250	250	-	-
265	Total reserves	(904)	(3,310)	(10)	335	-

Funding

2022/23		2023/24	2024/25	2025/26	2026/27	2027/28
£'000		£'000	£'000	£'000	£'000	£'000
(150)	Capital Salaries	(150)	(150)	(150)	(150)	(150)
(3,616)	NDR	(5,000)	(4,950)	(4,900)	(4,850)	(4,800)
-	Business Rates Pool 22/23 Pooling Gain	(511)				
(1,900)	Section 31 Grants	-	-	-	-	-
2,386	(Surplus)/Deficit on Collection Fund	1,585	-	-	-	-
(689)	Government Grant	(441)	-	-	-	-
(1,383)	New Homes Bonus	(1,116)	(250)	(250)	-	-
(5,352)	Total Funding	(5,633)	(5,350)	(5,300)	(5,000)	(4,950)

11,526	Net Expenditure financed by Council Tax	12,081	12,556	12,999	13,448	13,903
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(11,526)	Demand on Collection Fund	(12,081)	(12,556)	(12,999)	(13,448)	(13,903)
62,610	Council Taxbase	63,892	64,692	65,292	65,892	66,492
184.09	Council Tax at Band D (£)	189.09	194.09	199.09	204.09	209.09

Percentage Increase in Council Tax	2.72%	2.64%	2.58%	2.51%	2.45%
£ increase in Council Tax	5.00	5.00	5.00	5.00	5.00

Appendix B – Detailed planning context

1. This Appendix sets out our latest understanding of how we will need to continue to respond to the broad and rapidly evolving range of policy, and financial drivers which influence the outlook for the Council, both in the short and longer-term.
2. Since the Medium Term Financial Plan (MTFP) was approved by Council in March the instability in our planning context has grown, with significant further national economic and political developments. A new Prime Minister took office on 6 September and although the new Government's policy agenda and priorities are beginning to emerge, there remains uncertainty over whether, or how, national policy proposals brought forward by the previous administration will be progressed. The new Government takes over at a time when current and forecast economic conditions continue to shape a very challenging financial outlook both for the Council itself and many of the district's residents and businesses.
3. With our firm foundation of careful management of resources over many years, and with the assistance of Government Covid support during the pandemic, we have been able to maintain stability in service provision in recent years and we are managing current, in-year pressures within our current plans and contingency arrangements. However, the financial outlook in the medium term is increasingly challenging and uncertain with national economic conditions impacting on our projected future position, alongside pre-existing pressures and uncertainties. This report provides our latest assessment of the position.

Overall Context

4. The context the Council is operating within continues to change rapidly. The following sections provides an overview of the overall economic, fiscal and policy context the council is operating and planning within.
5. National Government changes - On 5 September Liz Truss was announced as the new Leader of the Conservative Party and Prime Minister. She indicated that her Government's initial priorities would be growing the economy, addressing energy price rises and energy supply, and access to NHS services. New ministerial appointments were made in early September including Simon Clarke as the new Secretary of State for Levelling Up, Housing and Communities. Further detail of the new Government's policy agenda, and how that will impact on local government, is expected to

emerge during the autumn, after a pause in parliamentary business during the period of mourning following the death of Her Majesty Queen Elizabeth II.

Living with COVID-19

6. The Government published the COVID-19 Response: Living with COVID-19 Guidance in February 2022 and its ongoing response is structured around four principles:
 - a. Living with COVID-19: removing domestic restrictions while encouraging safer behaviours through public health advice, in common with longstanding ways of managing most other respiratory illnesses.
 - b. Protecting people most vulnerable to COVID-19: vaccination guided by Joint Committee on Vaccination and Immunisation advice and deploying targeted testing.
 - c. Maintaining resilience: ongoing surveillance, contingency planning, and the ability to reintroduce key capabilities such as mass vaccination and testing in an emergency.
 - d. Securing innovations and opportunities from the COVID-19 response: including investment in life sciences.
7. Vaccination, therapeutics, higher levels of immunity and the Omicron variant have adjusted the risk the virus poses. The virus is yet to become endemic, and it is difficult to predict when this state may be attained. It will likely continue to disrupt many aspects of life and there remains a degree of unpredictability about the course ahead. We can potentially expect further waves of transmission because of waning immunity and the emergence of new variants. Disadvantaged communities and areas are likely to be more at risk from surges and outbreaks, and at risk of prolonged disruption of education and economy.
8. National testing policy and public testing behaviour has changed. After a wave of infection during March 2022, rates of COVID-19 have declined, however routine testing for the general population ceased from 1 April 2022. Free testing is still available to those working in health and care and those more vulnerable to the virus. The Office for National Statistics COVID-19 Infection Survey is continuing to provide insight into the prevalence of the virus alongside local intelligence surrounding outbreaks in line with other infectious disease management processes.
9. The national Public Health infrastructure has been redesigned with Public Health England ceasing to exist from 1 October 2021. In its place the Office for Health Improvement and Disparities has been created, within the

Department for Health and Social Care (DHSC), along with the UK Health Security Agency. The role of these organisations and relationship with local authorities is developing through on-going consultation.

10. An equitable recovery from the pandemic is important and returning to business as usual to address other priorities is essential. Many opportunities exist to maximise the learning and relationships from the pandemic and apply this to actions to improve health and wellbeing. This aligns with the levelling up agenda.

Economic Outlook

11. The UK has experienced a steep increase in inflation in the first half of this calendar year. The cost of goods and services has increased in recent months and Consumer Price Index (CPI) inflation rose to 9% in April, its highest level for more than 40 years. This increase is being driven by a number of factors including the global rise in energy and fuel prices, linked to the war in Ukraine and which led to the price cap on energy bills increasing by 54% in April, and global restrictions on supply chains due to disruption from the war and the coronavirus pandemic.
12. Rising inflation, along with the increasing cost of fuel, energy and food, tax increases and interest rate rises are all contributing to a significant increase in the cost of living for households, which is outpacing average growth in earnings. In March, the Office for Budget Responsibility (OBR) projected that real household disposable incomes per person would fall by 2.2% in 2022/23, the largest fall in a single financial year since Office for National Statistics records began in 1956/57. The impact of the increased cost of living will, however, have a greater impact on those on lower incomes or already in financial hardship; and the Institute for Fiscal Studies has suggested that the real CPI inflation rate experienced by those on the lowest incomes in April was closer to 11% due to those households spending a greater proportion of their total budget on energy.
13. On 26 May, the Government announced a £15bn package of measures to support households with the rising cost of living. Measures include:
 - a. A one-off £650 payment to low-income households on Universal Credit, Tax Credits, Pension Credit and legacy benefits, with separate one-off payments of £300 to pensioner households who receive Winter Fuel Payments and £150 to individuals receiving disability benefits. Payments will be made directly by the Government to households.
 - b. An increase to £400 in the previously announced universal discount on energy bills planned for October. Households will also no longer be

required to repay this over 5 years. This support is in addition to the £150 Council Tax rebate for households in England in bands A-D and the £144m Discretionary Fund for billing authorities to support households in need but not eligible for the Council Tax Rebate, both announced in February. East Herts is responsible for the delivery of both of these for East Herts residents which has involved huge amounts of work for the Shared Revenue and Benefits Service following on from the huge amounts of work to pay businesses grants during the Covid Pandemic. These reactive resource hungry burdens on the council have affected the ability to deal with arrears with collection rates falling for both business rates and council tax.

- c. An extra £500m Household Support Funding, extending the fund from October 2022 to March 2023. This is in addition to £500m Household Support Funding announced at the Spring Statement. Hertfordshire County Council is responsible for this funding and Government will issue guidance to it to ensure support is targeted towards those most in need of support, including those not eligible for the cost of living payments above.
14. While the Office for Budget Responsibility (OBR) revised their projections for Gross Domestic Product (GDP) growth this year down from 6% to 3.8% in March, there have since been predictions that the UK economy may go into recession later this year as inflation damages consumer spending and business investment.
15. Since June, national economic conditions have become increasingly challenging with forecasts indicating this is likely to continue for some time. Inflation, as measured by the Consumer Prices Index (CPI), reached 10.1% in the 12 months to July and, despite an unexpected fall to 9.9% in August, is currently forecast by the Bank of England to peak at 13% in the coming few months before reducing to the 2% target over the next two years. The high rate has been driven particularly by significant increases in the cost of energy and food, both linked to the ongoing war in Ukraine amongst other factors and creates significant cost of living pressures for individuals and families. The Institute for Fiscal Studies has highlighted that lower income households are likely to face higher rates of inflation than the headline figures suggest because they spend a higher proportion of their income on food and energy. In response to rising inflation the Bank of England raised interest rates by 0.5% to 1.75% in August – the largest increase since 1995 - with further rises anticipated.

16. In late August the energy regulator Ofgem announced an 80% increase in the cap on household energy prices from 1 October to £3,549 (annual cost for dual fuel for an average household). Although Ofgem did not provide specific price cap projections for the new year due to ongoing market volatility, it was indicated that there could be significant further increases through 2023. The regulator's announcement highlighted the significant impact this would have on households and called for further support from Government in addition to measures already introduced to support households with energy bills earlier in the year. Research published by the University of York indicated that, without further action, around two thirds of UK households could be in fuel poverty (spending more than 10% of net income on fuel) by January. Significant concerns have also been raised nationally about the impact of inflated energy prices on the sustainability of some businesses, who are not covered by the price cap.
17. In response to the significant rise in energy prices, on 8 September the new Government announced a package of measures to ensure that typical households will pay no more than £2,500 a year on gas and electricity bills from 1 October through an Energy Price Guarantee. The Prime Minister confirmed that the new price guarantee will last for two years and will be paired with both the existing Energy Bill Support Scheme, which will provide £400 support to households, and a £150 saving, brought about by a temporary suspension of green levies on energy bills. Households who do not pay direct for mains gas and electricity – such as those living in park homes or on heat networks – will receive support through a new fund. The Government will also support business, charities and public sector organisations with their energy costs this winter, providing an equivalent guarantee for six months. In addition, the Treasury announced a joint scheme, working with the Bank of England, to provide resilience to both energy and financial markets, and the economy, and reduce the eventual cost for businesses and consumers. The Government also announced a new Energy Supply Taskforce to agree long-term contracts that reduce the price charged for energy and increase the security of its supply.
18. As well as the potential for increased demand on services, high energy prices and inflation also impact directly on our operating costs as set out in more detail in paragraph 3 below. Levels of inflation and cost of living pressures are impacting on pay negotiations across the workforce in both the public and private sectors. Combined with a reduction in the active workforce post-Covid and low rates of unemployment there remains a

highly competitive and challenging environment for recruitment and retention of staff.

19. The impact of the increases in the cost of living on residents, particularly those already experiencing financial hardship, can be expected to result in an increase in need for public services and voluntary sector support locally.
20. Looking ahead, the outlook for the UK economy over the next 18 months has worsened compared to forecasts earlier in the year. Gross Domestic Product (GDP) fell by 0.1% in the second quarter of 2022, the first fall in GDP since early 2021. The Bank of England forecasts that the economy will go into recession later this year, with output falling from the last quarter of 2022 to the last quarter of 2023. Even when growth resumes, it is forecast to be "very weak".
21. The Chancellor made a fiscal statement (as opposed to a full Budget statement) on 23 September which included setting out the cost and funding of the energy support package. The statement also included details of the new Government's taxation policy and plans to strengthen economic growth which resulted in substantial tax cuts being funded by borrowing, and, after considerable adverse market reaction it became clear that substantial reductions in expenditure and benefits were not transparently disclosed. There has been a "U turn" on the abolition of the 45% higher rate tax bracket, but the substantial adverse market movements have not been reversed. The markets are now pricing in a 6% interest rate and the devaluation of Sterling against the US Dollar and the Euro will increase import costs (including electricity supplied by France via the interconnector) resulting in expectations of higher inflation and lower economic growth, the exact opposite of what the Chancellor intended.
22. Whilst we cannot be certain about detail, it would appear that local authorities can expect settlements that do not meet inflationary pressures and the Government is sending clear signals to prepare for more austerity. This outlook will be extremely challenging for the council's budget, and it would appear to be impossible to make savings and protect the service offer to residents going forward.
23. Research by Retail Economics and Metapack has found that shoppers nationally will spend 22% less (£4.4 billion) on non-food spending in the run up to Christmas this year as a result of the cost of living crisis. 38% of shoppers identified themselves as "distressed" and at high risk from the cost of living inflation and 38% said they were "secure but concerned". The expectation is that 20% fewer shoppers, compared to pre-pandemic levels, will be out in December this year. This is a 4% increase on last year when

shoppers were mainly staying away as a result of the Omicron variant. October and November are projected to be worse than last year with numbers down 2% and 2.7% according to the study.

24. This weakening consumer outlook in the “golden quarter”, or last 3 months of the year, when most retailers book the majority of their profits, will hit our local retail businesses hard. They are also experiencing rising input and operating costs, putting profit margins under severe pressure, and we can expect some businesses will cut back trading hours and some businesses may close permanently.
25. Support to the High Street is being delivered through the UK Shared Prosperity Fund.

Levelling up

26. One of the Government’s central policy objectives for this Parliament was to ‘level up’ the country and address the imbalance in economic performance and life opportunities between places and regions in the UK. There is now uncertainty if levelling up is to be replaced with an emphasis purely on growth which may well exacerbate regional inequalities which it would appear are to be addressed by trickle down economics. For example, the removal of the cap on bankers’ bonuses is intended to cause growth in the financial services sector in London. However, since the growth inequality between London and the rest of England resulted from the “Big Bang” deregulation of the City and the resulting boom in financial services, the encouragement of growth in London’s financial sector seems to be directly contrary to the aims of levelling up.
27. The Government’s detailed strategy to deliver levelling up was set out in the Levelling Up White Paper, published in February 2022. The White Paper gives an analysis of the geographical disparities in the UK and the history of policy approaches to addressing these. Based on this analysis, it proposed a new, long-term approach to ending geographical inequality; and a framework to take this forward and deliver on the four levelling up aims to:
 - a. boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging;
 - b. spread opportunities and improve public services, especially in those places where they are weakest;
 - c. restore a sense of community, local pride and belonging, especially in those places where they have been lost; and
 - d. empower local leaders and communities, especially in those places lacking local agency.

28. As part of the framework, 12 medium-term national levelling up missions were also outlined, aligned to the above aims. These set out overarching objectives for a range of national policy areas, including transport infrastructure, digital connectivity, education, skills, health, wellbeing and local leadership, which are intended to anchor national policy making and to be used to measure the success of levelling up over the next decade. The paper also set out a new policy regime for Government, underpinned by five pillars: a mission-orientated approach to setting policy; reorientation of central government decision-making; greater empowerment of local government decision-making; a revolution in data and transparency at the subnational level; and enhanced transparency and accountability of this new regime. The new regime may present opportunities for local areas in future as the Government takes a more 'place-based' approach, to policy and decision making. There was no new funding announced specifically to meet the challenges identified in the White Paper.
29. In terms of detailed policy proposals, the White Paper largely draws together existing Government initiatives under the levelling up aims and missions. Notable new announcements included:
- a. publication of a devolution framework – the White Paper's local leadership mission is that 'By 2030, every part of England that wants one will have a devolution deal with powers at or approaching the highest level of devolution and a simplified, long-term funding settlement', and the paper set out a framework to give consistency and clarity over pathways to devolution for areas that wish to pursue it. The framework also set out clearly the devolved powers and funding available to places under different devolution governance arrangements.
 - b. plans to introduce a new independent data body to improve transparency of local government performance.
 - c. planned initiatives for improving community empowerment and engagement, with more detail on these awaited. This includes a planned new Strategy for Community Spaces and Relationships which the White Paper indicates will include proposals 'making it easier for communities to set local priorities and shape neighbourhoods', a review of neighbourhood governance to improve community empowerment and a plan to pilot new models for community partnership.
 - d. plans to 'simplify the local growth funding landscape' and further information on UK Shared Prosperity Funding.

- e. an ambition for up to 5% of Local Government Pension Funds to be invested in local areas.
 - f. potential transfer of taxi and private hire vehicle licensing to upper-tier authorities.
 - g. designation of Education Investment Areas and announcement of plans for a White Paper to reduce Health Disparities.
30. Nine County Deal pilot devolution areas were also announced alongside the White Paper: Cornwall; Derbyshire & Derby; Devon, Plymouth & Torbay; Durham; Hull & East Yorkshire; Leicestershire; Norfolk; Nottinghamshire & Nottingham; and Suffolk. These areas are now working with the Department for Levelling Up, Housing and Communities (DLUHC) to develop and negotiate plans for devolution to their areas, in line with the powers and funding set out in the devolution framework. Hertfordshire will continue to monitor how these deals progress to better understand the opportunities and risks associated with County Deals.
31. A Levelling Up and Regeneration Bill was announced at the Queen's Speech in May and makes provision for the legislative changes required to deliver on some aspects of the levelling up programme set out in the White Paper, including creating a legal duty for the Government to set and report on delivery of levelling up missions; and introducing measures and reforms to deliver on plans for devolution, such as creating a new model of combined authority - combined county authorities - to provide the governance structures needed to progress devolution to some County Deal areas. The Bill includes provision to allow billing authorities to double the standard Council Tax rate on any home left empty for longer than a year, rather than 2 years, and will introduce a new discretionary Council Tax premium on second homes of up to 100%. The Bill also incorporates legislative changes to deliver some of the planning reforms outlined in the previous Planning for the Future White Paper.
32. The Levelling Up and Regeneration Bill continues to progress through parliament, reaching Committee stage in the House of Commons before the summer recess. It is expected to continue its progress through the autumn. August saw the announcement of two proposed new devolution deals - one in North Yorkshire and York and another covering the East Midlands. Both deals included a focus on skills, transport and infrastructure and included the adoption of a directly elected mayor for the area covered by the deal. Further devolution announcements from the initial round of County Deal negotiations signalled in the Levelling Up White Paper are anticipated by the end of the year.

Planning Reforms

33. Significant parts of the Levelling Up and Regeneration Bill relate to reforms and changes to the planning system. Whilst detail around some of the reforms will not emerge until consultations around aspects of the Bill are issued later in the year, a clear direction of travel for the planning system is given. Aspects of the Bill are relatively consistent with proposals that were set out in the Planning for the Future White Paper, which was published in September 2020. However, some of the previously proposed reforms, such as introducing a land zoning system and removing the need for planning applications in certain instances, have been seemingly withdrawn.
34. The Bill emphasises the importance of a plan-led system (i.e. the Local Plan sets out where, when and how development will take place) and proposes that more weight is given to the content of Local Plans in decisions on planning applications. Whilst this approach is to be broadly welcomed, it will “ramp-up” the need for timely and effective input into the Local Plan processes, particularly from infrastructure providers - the Bill proposes a duty for infrastructure providers to engage in the Local Plan process and their engagement is likely to be tested by the Planning Inspector as part of the Examination in Public.
35. Other changes and reforms proposed focus on matters such as infrastructure funding, environmental assessment of proposals, enforcement and providing additional protection to heritage assets. When it comes to service provision, there is a recognition from Government that planning departments are generally under-resourced, and the Bill proposes some significant increases in planning application fees (potentially up to a 35% increase) and the ability for statutory consultees to charge for their advice and input.
36. The Environment Act requires new developments to deliver a minimum of a 10% gain in biodiversity, known as Biodiversity Net Gain (BNG). A phased approach to the implementation of BNG is due to commence from autumn 2023 and whilst the preference will be for the gain to be delivered on the development sites in question, there will be occasions where off-site gain is necessary and the Local Nature Recovery Strategy to be developed by Hertfordshire County Council will be used to guide this to some extent. It is acknowledged by DEFRA that assessing and monitoring the implementation of BNG will create additional resourcing pressures on planning authorities. It is expected that some clarity over what additional burdens monies will be provided to planning authorities will be available by this autumn.

Legislative Programme

37. The May 2022 Queen's Speech set out the Government's legislative programme for the new Parliamentary session, announcing that its top priorities were to grow and strengthen the economy to ease the increasing cost of living for families; reduce crime and improve community safety; and fund the NHS to address coronavirus backlogs.
38. Key pieces of legislation the Government announced in the speech include the Levelling Up and Regeneration Bill (see above) and the Schools Bill which makes provision for the legislative changes required to implement plans in the Education White Paper. Other legislation of relevance to local government included:
 - a. Non-Domestic Rating Bill – covering previously announced changes to the business rates system, specifically enabling more frequent revaluations and reliefs for decarbonisation and property improvements (all reliefs to be reimbursed in the usual way).
 - b. Data Reform Bill – which will help to improve appropriate access to data in health and social care contexts, whilst reforming the General Data Protection Regulation (GDPR) and Data Protection Act post-Brexit.
 - c. Draft Audit Reform Bill – which establishes the Audit, Reporting and Governance Authority (ARGA), a proposed audit regulator intended to replace the Financial Reporting Council. The Bill also makes provisions intended to increase resilience and choice in the statutory audit market.
 - d. Procurement Bill – previously announced in the 2021 Queen's Speech, this Bill will aim to reform the current procurement regime, which currently reflects EU law, and make public procurement more accessible for new entrants.
 - e. Transport Bill – which establishes a new body, Great British Railways to 'act as the single national leader of the railways' and supports the installation of more electric vehicle charge points throughout the UK.
 - f. Energy Security Bill – which will support the transition to a more secure, affordable and cleaner domestic energy system through measures such as supporting industry to invest in the growing consumer market for electric heat pumps, extending the energy price cap beyond 2023 and enabling the first large-scale hydrogen heating trial.
 - g. Product Security and Telecommunications Infrastructure Bill – previously announced in the 2021 Queen's Speech, this Bill will

accelerate and improve the roll out of mobile and broadband networks through measures such as reforming the Electronic Communications Code to support faster and fairer negotiations for the use of private and public land to enable deployment of telecommunications networks.

Keeping the public safe

39. The Government has conducted a review of Police and Crime Commissioners (PCCs) and the conclusions of the second part of the review - designed to ensure that PCCs have the information, levers and tools to help cut crime, drugs misuse and anti-social behaviour – were published in March.
40. The second part of the review includes recommendations to give PCCs levers to bring together crime and justice partnerships and some recommendations within this impact on district councils in their roles in Community Safety Partnerships (CSPs).
41. The Home Office will undertake a full review of CSPs to improve their transparency, accountability, and effectiveness, before assessing their position within the wider landscape of local partnerships. Through this review, the Home Office will also consider a new duty for CSPs to report on their anti-social behaviour strategies and delivery plans to PCCs; with potential for the PCC's role in the Anti-Social Behaviour Community Trigger process to be set out in the new legislation. The Home Office has also committed to clarify the existing legislation on PCC representation on local government committees, in order to facilitate greater collaboration between PCCs, local government leaders and Local Enterprise Partnerships. To support this, the Home Office will develop guidance to help facilitate closer engagement between PCCs and those charged with responsibility for economic regeneration within the core PCC guidance.
42. In July 2021, Government launched a consultation on a national resilience strategy. The consultation asked questions on a range of topics, including risk and resilience, partnerships, community, investment, and resilience in an interconnected world. The Civil Contingencies Act 2004 (CCA) is also being reviewed. The early results were published in spring 2022.
43. Respondents have said they believe more can be done at the national and local level to communicate national risks. Greater transparency and accessibility in relation to risk information was also a common theme. There was a consensus that everyone has a part to play in improving the UK's resilience, particularly in the light of the COVID-19 pandemic and the active partnerships this created between organisations and volunteers.

44. The CCA prescribes the local arrangements for civil protection (Part 1) and the UK's emergency powers (Part 2). Evidence submitted shows that the Act has served the responder community well. There was broad agreement that current information sharing arrangements are insufficient and the duty to share information should be placed on central Government. The majority of respondents also recognised funding as a key factor in the ability to deliver emergency preparedness in the UK. Government have said the review of the CCA will carefully consider how the Act can support organisations to use their resources as efficiently as possible. This last statement is disappointing as the review foresees new responsibilities and burdens falling on the council but without any new burdens funding.

UK Shared Prosperity Fund

45. UK Shared Prosperity Fund (UKSPF) is the Government's domestic replacement for the European Structural and Investment Fund Programme (ESIF) in which the UK continues to participate until 2023. The Government launched the prospectus for the new UKSPF programme on 13 April 2022 with a focus on three main investment themes: Communities and Place, Supporting local business, and People and Skills.
46. The responsibility for administering and managing the programme has been awarded to district councils. Each council has received its allocation and must develop a local investment plan to be submitted to Government between 30 June and 1 August 2022, with announcements anticipated to be made from October 2022 onwards.
47. The three year spending plan for the UK Shared Prosperity Fund will be approved by Executive in due course.

Transforming Public Procurement Green Paper and Bill

48. Following the UK's exit from the EU, the Government is taking the opportunity to replace the current procurement regime, which was transposed from EU procurement directives. This will be the biggest change to procurement regulations since their introduction in 1996 and reduces four regulations (Public Contracts Regulations 2015, Utilities Contracts Regulations 2016, Concession Contracts Regulations 2016 and Defence and Security Public Contracts Regulations 2011) down to one set of regulations.
49. The Government published its Green Paper on Transforming Public Procurement in December 2020, with a consultation period open to buyers and suppliers until March 2021. The Government's response to the consultation was published in December 2021 which indicates that implementation will be towards the end of 2023 at the earliest but is

dependent on the conclusion of legislation (the Procurement Bill, which was re-introduced in the 2022 Queen's Speech). The Government has confirmed its intention to provide a six-month implementation period prior to the legislation coming into force.

50. The Green Paper stated that the objectives of the new regulations are to ensure public procurement is simpler, less bureaucratic and provides a fairer and more flexible approach, whilst taking greater account of Social Value to deliver the best possible outcomes. The onus will be on officers to take advantage of the flexibility and apply their commercial skills, whilst also aligning with local and national priorities as set out in the National Procurement Policy Statement and the council's procurement strategy.
51. During the implementation period, there are likely to be additional costs to implement the changes, with pressures around resourcing and training to fully assess and develop officers to be confident and compliant in delivering under the new regulations.

Workforce and workspace challenges

52. As we move beyond the COVID-19 pandemic, a range of recruitment challenges have emerged. The national labour market picture is of concern, with March 2022 figures showing a further fall in unemployment to its joint lowest level since 1974, whilst at the same time, a continued decline in the size of the labour force with economic inactivity (the measure of those not looking for work and/or not available for work) rising. There are now 490,000 more people economically inactive than pre-pandemic.
53. Recent research by the Institute of Employment Studies (IES) has identified that there are now 1.1 million fewer people in the labour force than would have been expected based on pre-pandemic trends. Vacancies are up across all industries and the further falls in unemployment mean that there are now just 1.1 unemployed person per vacancy – the tightest labour market in at least 50 years. This reflects our experiences locally where we are now seeing significant challenges in recruiting to some of our posts.
54. We are updating our recruitment branding, promoting the council as an excellent place to work and 'employer of choice'. In support of this we will attend events like careers fairs and shows in order to maximise our presence with job seekers.
55. As well as seeking to attract experienced individuals, we will also need to look to utilise approaches such as apprenticeships, traineeships and intern arrangements as a way of bringing new talent into the council. These schemes will support individuals to 'learn on the job' and enable us to 'grow our own' workforce for the future.

56. Ensuring our workforce is reflective of our residents should also be an important part of our strategy. We provide good employment opportunities for our local residents which in turn, supports them in being economically active. Being a diverse and inclusive place to work further supports our recruitment and retention aims.
57. The Council's new hybrid working model was launched in November 2021 to support the wider return to the office, bringing staff back together again after a year of working arrangements being affected by the COVID-19 pandemic. Subject to the needs of the service, hybrid working is a way of structuring work to enable our staff to be as productive as possible, regardless of where they are working. Hybrid working also supports staff wellbeing and a reduction in our carbon footprint.
58. The new working model has been developed following an extensive programme of engagement with all services across the Council. We anticipate that for many of our staff, hybrid working will mean working from the office for 50% of their working week, rather than the traditional 100% in the office. Decisions around working patterns are led by business need at their core and not driven by personal preferences. The scheme will be reviewed with staff at the end of the year.
59. There are many benefits to the Council in adopting a hybrid model. By adapting the way we work, we will be able to build on the carbon emissions reductions realised during the periods of lockdown through reduced travel to the office or attendance at face to face meetings, thereby supporting our carbon reduction aims. In addition, it will also support recruitment and retention needs, as recent research has shown that hybrid working is the top search term used by job applicants and that 47% of employees would likely look for a job elsewhere if their employer did not adopt a flexible working model. Feedback from our own staff has confirmed the benefits felt in relation to improved wellbeing and resilience.
60. To ensure that we can maximise the benefits of a hybrid working model, we are investing in the technology needed, as well as drawing up plans to configure our workspaces differently to reflect our revised business needs. Using funding secured during the pandemic we have purchased laptops for 150 staff, and we have made adaptations to Wallfields House to enhance the amount of hybrid meeting spaces available with video conferencing facilities and increasing the amount of smaller private meeting spaces to support confidentiality requirements. As part of the Transforming East Herts Programme, we will be reducing the amount of space we require at to reflect the reduction in staff numbers in the office at any one time. This

will help inform the decision on whether the council remains at Wallfields as the space cleared could be let to another body.

61. Officers are also evaluating a bid to the Public Sector Decarbonisation Grant funding scheme to replace the remaining time life expired boiler (the other boiler which had been cannibalised for spare parts has now been removed), windows and passive ventilation grilles (a significant number of the grilles require new motors) with new zero carbon installations. The grant funding conditions require the council to pay the equivalent cost of like for like replacements but leverages in significant government grant to pay for the zero carbon installations that should significantly reduce operating costs, meet the council's net zero targets and adapt the building for climate change. The grant bid does not compel the council to accept the funding so should Members decide to move from Wallfields it need not be accepted but should Members decide the council is to remain at Wallfields then a significant part of the essential updates to the heating and ventilation system will be funded by government grant.

Redmond Review and Audit Reforms

62. In 2019, Sir Tony Redmond undertook an independent review of the effectiveness of local authority audit and local authority financial reporting transparency. The Redmond Review reported 23 recommendations to the then Secretary of State for Housing, Communities and Local Government for consideration.
63. It was announced in 2019 that the Audit, Reporting and Governance Authority (ARGA) would be set up to replace the Financial Reporting Council (FRC). In this year's Queen's Speech, the Draft Audit Reform Bill was announced, which will see the ARGA fully implemented by 2023. Neil Harris has been appointed as the first Director of Local Audit to lead the move from the FRC to the ARGA.
64. Challenges with the delivery of local authority audits continue, with Public Sector Audit Appointments (PSAA) Ltd, reporting that only 9% of 2020/21 local authority audits were completed on time. For the council, the deadline of 30 September 2021 was missed with the audit only commencing in January 2022 and, despite EY indicating it would be completed in May 2022, the audit has not yet been concluded. Heightened regulatory expectations have resulted in increased audit activity particularly with regard to Property, Plant and Equipment valuations and Pensions. Audit firms have struggled to recruit and retain staff, adding to the pressures. Audit fees have increased, with grant funding of £15m nationally being announced to

support local authorities to meet these costs. This is an evolving agenda and updates will be taken to the Audit Committee.

65. On 31 May 2022, the Government's response to the local audit framework: technical consultation was published, which reconfirmed plans to establish the ARGA as the body to drive through regulatory and cultural change within local authority audit. It also confirmed that, when parliamentary time allows, it will be compulsory for all council audit committees to have at least one independent member appointed. In addition, CIPFA are refreshing their "Audit Committee: Practical guidance for local authorities and police" for issue in 2022.
66. PSAA have concluded the procurement of audit firms for the period 2023 to 2028 but they have informed us that we can expect audit fee increases of 150%. It is unclear whether Government will provide additional funding for this increase and the council will need to fund the £100k increase on the core audit fee, plus increased fees for claims certifications of [Alison to provide figure] by finding compensating savings elsewhere.

Agenda Item 7

East Herts Council Report

Executive Committee

Date of meeting: 25 October 2022

Report by: Councillor Graham McAndrew –
Executive Member for Environmental
Sustainability

Report title: Parking Traffic Regulation Orders

Wards affected: All

Summary – To present to Executive the outcome of the review of the Car Parks' Traffic Regulation Order consultation feedback and to consider recommendations in response to objections.

RECOMMENDATIONS FOR Executive following consultation feedback:

- a) **To implement the removal of free parking in all car parks (Mon – Sat) at a later date prior to June 2024;**
- b) **To introduce Sunday and Bank Holiday charging; revised from the week-day tariff charges to a flat rate charge in Bishop's Stortford, Hertford and Ware as described in 6.16;**
- c) **To amend existing Sunday charges in Link Road and Northgate End car parks, Bishop's Stortford as described in 1.5;**
- d) **To introduce an evening parking charge up to 8:00pm in Bishop's Stortford, Hertford and Ware as described in 1.6;**
- e) **To approve an uplift of tariff charges in Ware, Buntingford and Sawbridgeworth as described in 6.21.**

1. Proposals

- 1.1 Following budget approvals in March 2021 and March 2022 seeking changes to East Herts car park charges, East Herts Council advertised a Traffic Regulation Order (TRO) from 7th July to 5th August 2022 proposing to amend its 2014 Off-Street Parking Places Orders for each area in the council's district.
- 1.2 Following a review of consultation responses, this proposal seeks to implement changes, taking into account the feedback. The detail of these proposals are as follows:
- 1.3 The removal of free parking periods (except in Grange Paddocks B & C, Bishop's Stortford and Wallfields, Hertford) to be implemented at a later date. The Traffic Regulation Order procedure allows this element of the Order to be implemented within 2 years of consultation. In this scenario the implementation would have to be no later than June 2024.
- 1.4 Introduce parking charges on Sundays and Bank Holidays (except Christmas Day) in Bishop's Stortford, Hertford and Ware. Revise the charging from a weekday tariff to a flat rate charge to encourage longer stay in towns. The flat rate is proposed to be £1.50 and subjected to a CPI/2.5% (depending on what is greater) uplift from April 2024.
- 1.5 Amend Sunday charges in Link Road & Northgate End car parks, Bishop's Stortford from £1.00 to £1.50.
- 1.6 Introduce evening parking charges in car parks in Bishop's Stortford, Hertford and Ware; this will be an extension of the current chargeable hours from 6:30pm to 8:00pm.
- 1.7 To introduce an uplift to tariff charges in Ware, Buntingford and Sawbridgeworth which would still be lower than the Hertford and Bishop's Stortford tariffs. Differential charging across towns and car parks is already parking policy and already exists. The feedback from consultees suggested increasing

overall charges as one of the mitigations to the original proposals. The proposed uplift is 20%.

2. Background

- 2.1 On 24th November 2020 East Herts Executive considered savings proposals against a backdrop of financial projections seeking a cost reduction of £1 million in 2021/22, £1 million in 2022/23, and £2 million in 2023/24 in the Revenue Account. In March 2021, council agreed to the following parking proposals:
- 2.2 Increase all parking tariffs by 10% (where practicable).
- 2.3 Remove free parking option in all car parks except Grange Paddocks B and C which serves Grange Paddocks leisure centre and Wallfields car park.
- 2.4 Introduce evening charging up to 8:00pm in three main towns: Bishop's Stortford, Hertford and Ware.
- 2.5 Introduce Sunday and Bank Holiday charging.
- 2.6 Introduce on-street charging in town centre limited waiting bays, that are currently free.
- 2.7 Consultation on these proposals (except for 2.6) and those in the March 2022 budget commenced in summer 2022.
- 2.8 In December 2021 the council agreed the general principle that non statutory services should be provided on a "full cost recovery basis" through the adoption of the Fees and Charges Policy.
- 2.9 It is essential to ensure that the cost of operating car parks is appropriately funded. Since 2005 East Herts has invested £2,850,000 in capital funding to maintain its car parks to a high standard such as undertaking resurfacing and concrete repairs. In addition, £70,000 is budgeted annually to undertake maintenance e.g. general repairs and line marking across the car parks' estate.

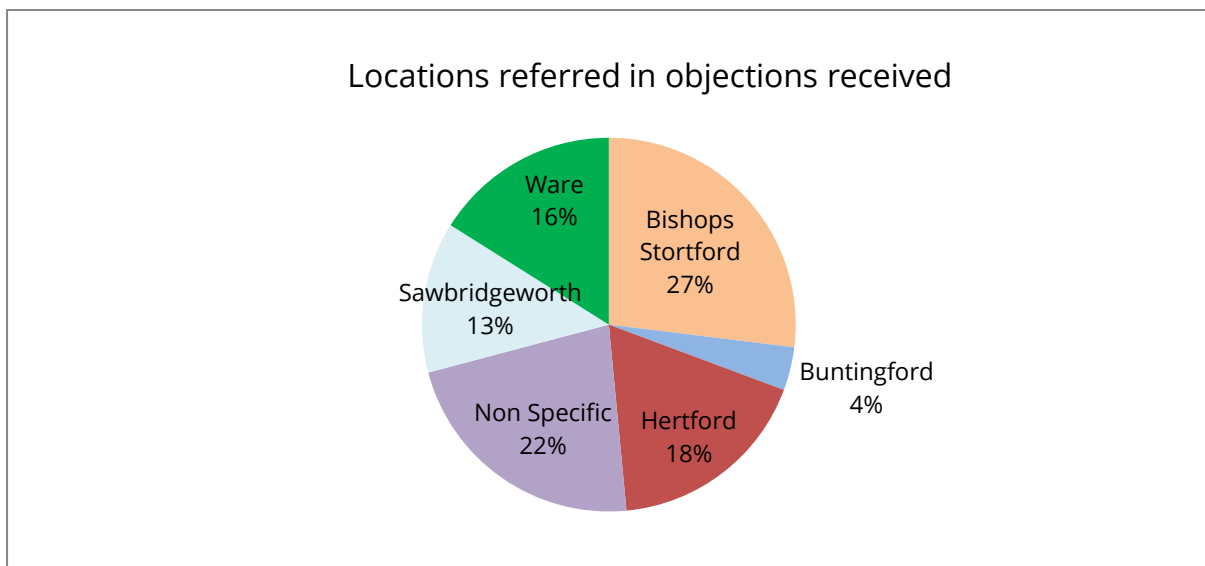
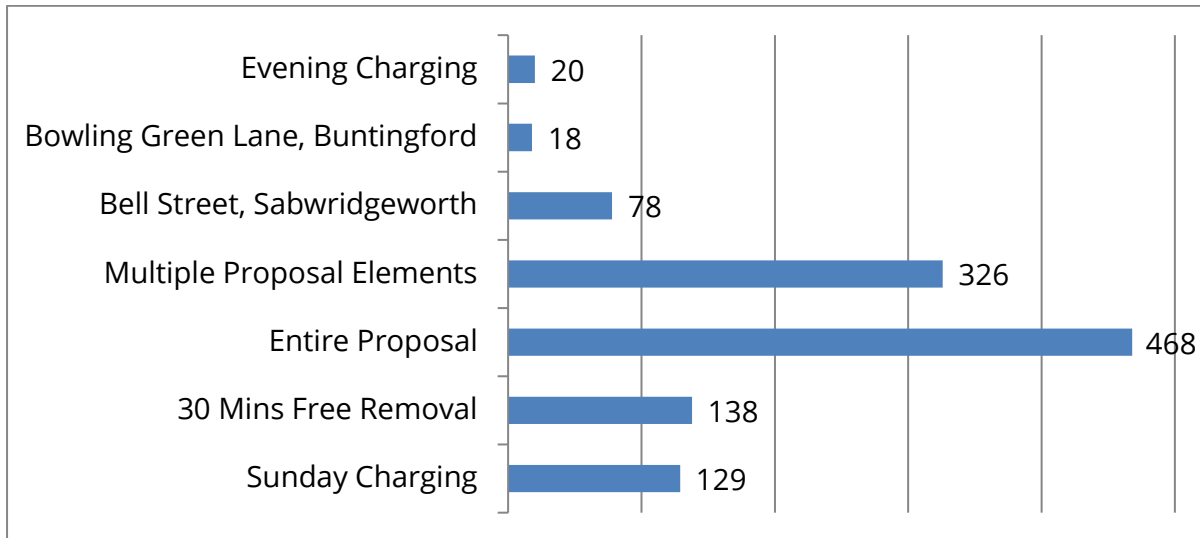
- 2.10 East Herts has demonstrated its commitment to investing in car parking infrastructure as seen from the construction of Northgate End multi storey car park. The new facility provides an increased number of parking spaces in order to accommodate town workers and providing essential parking for visitors to Bishop's Stortford as the town grows in population.
- 2.11 The TRO proposal to expand the charging structure is supported by the council's ambition to deliver sustainability in accordance with its Corporate Plan. East Herts has previously applied for the "Sustainable Travel Towns" status which required the removal of free parking – this initiative is intended to:
- Improve public health through better air quality and more physical activity;
 - Enhance the local economy;
 - Promote social interaction;
 - Generate a sense of place and enhance the amenity of the area.
- 2.12 East Herts has a commitment to support Herts County Council's Local Transport Plan (LTP) 2018 – 2031. The LTP sets out objectives, policies and key schemes encouraging a switch from the private car to more sustainable transport (e.g. walking, cycling and passenger transport) wherever possible.
- 2.13 Hertfordshire County Council considers greater traffic demand management essential in the county's urban areas in the next five years to achieve modal shift, improve sustainable travel provision and reduce congestion, in the context of future increases in travel demand - linked to a growing population and limited highway capacity.
- 2.14 This change can be achieved efficiently and effectively through parking restrictions and a charging policy applied to on-street and off-street parking. The County Council works with Districts

and Borough Councils and other key stakeholders to develop locally appropriate strategies.

3. Public Consultation

- 3.1 A Traffic Regulation Order public consultation was undertaken including press advertisement, erection of bespoke posters in car parks, and hosting on East Herts website of associated legal documents and plans. The consultation started on 7th July and ended 5th August 2022.
- 3.2 The consultation demonstrated that 1177 respondents believe the proposals will in some form be detrimental to residents, visitors and businesses of East Herts with adverse consequences to the commercial viability of businesses, various impacts to a multitude of stakeholders including volunteers, charitable groups, sporting organisations, religious service attendees and local residents.
- 3.3 East Herts has a duty to consider Traffic Regulation Order objections under Regulation 13 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 before making an Order.
- 3.4 The "Cost of Living Crisis" theme permeated through many objections received in the context of deeply felt concerns, warnings of economic impacts, and unintended consequences, should the council implement the proposed changes at this time of economic downturn
- 3.5 East Herts has taken steps to ensure the cost base of delivering non statutory public services is funded by the user of services. Increases in parking charges are fully in line with this concept.
- 3.6 A total of 1,177 objections were received including from the Bishop's Stortford Business Improvement District (BID) and from the Buntingford Chamber of Commerce.

A summary of the objections may be seen below, further information can be found in Appendix B:



4. Themes: the key themes from the consultation are as follows:

4.1 The cost-of-living crisis and perceived negative impacts to the commercial sector and businesses.

4.2 The removal of free parking and perceived impacts on individuals and groups (residents, parents, leisure users, charitable and religious organisations) who may be deterred from visiting the towns, and negative impacts on trade through reduced footfall and demand.

- 4.3 The introduction of standardised Sunday tariff acting as a deterrent to families, tourists and local residents visiting the towns for recreational purposes, visiting the green spaces, supporting the local economy, and leisure activities or attending church services.
- 4.4 The removal of free parking on Bank Holidays and its perceived impact on visitors.
- 4.5 The removal of Saturday free parking in Bell Street, Sawbridgeworth affecting the viability of sporting events such as bowls and cricket, charitable organisations hosting events, and local independent businesses who rely on customers driving into the small towns in respect of reduced footfall and risk of business closures due to customers seeking alternative shopping areas with free parking in close proximity.
- 4.6 A full list of objections and feedback can be found in Appendix A.

5. Reason(s)

- 5.1 The determination of Traffic Regulation Order objections is made mindful of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and established principles.
- 5.2 East Herts is required to comply with regulations and legal principles. Respondents' objections must be carefully considered and, where appropriate, decisions made that are reasoned and justified in the context of the concerns raised and balanced in respect of any alternative recommendations or revisions to the proposals.
- 5.3 The benefits of adopting changes to East Herts parking charges are as follows:
 - 5.4 User pays for service received.

- 5.5 Recover service costs following charges being frozen for several years. It was agreed at Full Council in March 2021 and 2022 that charges in East Herts managed car parks would be increased in 2022, having stayed static since 2014.
- 5.6 Reflect changes in parking behaviour, businesses operating on Sundays.
- 5.7 Encourage change in travel behaviour by seeking to reduce private vehicle use.
- 5.8 Increase turnover of vehicles.
- 5.9 Consistent charging structure.
- 5.10 Uplift tariff annually in line with many other authorities.

6. Options: there are a number of options:

- Not Recommended: Note objections and delay implementation to a future date.
- Not Recommended: Modify proposals following consultation feedback.
- Not Recommended: Note objections continue with original proposals for January implementation.
- Recommended: Implement a combination of the above for the overall package of proposals.

Removal of Free Parking Periods in all car parks (Mon – Sat)

- 6.1 The proposal seeks to deliver a uniform charging structure that effectively regulates car parking spaces and delivers value for money for the council.
- 6.2 Several respondents stated there would be a detrimental impact to individuals, groups, businesses and stakeholders

regarding the proposal to remove the free parking, and consider the current arrangements complimentary to their daily routines (e.g. parents dropping off and collecting children from schools) and having a positive influence on encouraging visitors and shoppers to the towns.

- 6.3 Respondents feel strongly that the longstanding free parking arrangement adds value to the quality of their lives, contributes favourably to commerce and trade, and enhances the general amenity of the area.
- 6.4 It is important to note that Jackson Square Multi storey car park in Bishop's Stortford (capacity 708 spaces), Northgate End MSCP (573) and Link Road (100) do not currently provide a 30-minute free parking option. These three car parks account for 71% of car park spaces in Bishop's Stortford. Jackson Square MSCP serves the town and shopping centre and operates on a short stay basis.
- 6.5 The removal of free parking supports the council's sustainability agenda. Reducing the number of short vehicle journeys reduces congestion, improves air quality, encourages visitors to consider using alternative forms of sustainable travel.
- 6.6 The proposal aligns with the Hertfordshire County Council Local Transport Plan 4 which focuses on delivering measures that promote the uptake of sustainable transport modes and prioritises the needs of pedestrians, cyclists and public transport over those private car users
- 6.7 A number of respondents supported introducing a Saturday charge in Buntingford and Sawbridgeworth provided that the council retained elements of the current charging structure that included the short-term free parking period (30mins).
- 6.8 In order to balance stakeholders' needs and the council's objectives the introduction of an appropriate charge is justified and aligns with the council's principle that the user pay for the

service provided. Following feedback from residents regarding the cost of living and the volume of feedback on this aspect of the proposal, the implementation of this proposal (removal of free parking) will be deferred to a later date. The council has two years following consultation to implement the proposal before the order can no longer be made. The wider context of the council's finances will be considered prior to an implementation date being agreed.

Recommendation:

To implement of the removal of free parking (Mon – Sat) in all car parks at a later date prior to June 2024 at the latest.

Sunday and Bank Holiday (except Christmas day) charges

- 6.9 The council's principle that the user pays for the service provided is a key consideration. Where practicable and appropriate the principle is implemented to ensure the council receives a fair return on its investment and operating costs.
- 6.10 A number of respondents were concerned that the proposal would impact on religious service attendees and residents in connection with limited on street parking availability and increased competition for spaces that would negatively affect their ability to park close to their homes.
- 6.11 Several respondents were concerned that local roads in town centres and Resident Permit Zone (RPZ) areas might suffer as a result of vehicle displacement from the car parks due to motorists avoiding new charges.
- 6.12 The risk of vehicle displacement into surrounding uncontrolled roads may require consideration to upgrading the current single yellow lines to 'At Any Time' double yellow lines.
- 6.13 The proposal delivers measures that will drive forward the uptake of sustainable transport modes.

- 6.14 The charges could reduce the number of car journeys, lower carbon emissions, reduce congestion, improve the availability of car park spaces through managed turnover (e.g. in the short stay shopper car parks such as Jackson Square MSCP), encourage residents to consider other forms of travel into towns, and reduce reliance on motor vehicles.
- 6.15 Following feedback, the weekday charge is proposed to be modified and reduced from a weekday tariff to a flat rate charge of £1.50 making it more attractive to parking in the car parks all day. With many businesses operating on Sunday a flat rate charge would encourage longer stays to support the economies. This should also reduce the risk of displacement into RPZs on Sundays.
- 6.16 In light of the recommendation to defer the removal of free parking in car parks, there are practical implications for Sawbridgeworth and Buntingford in respect of Saturday being a non-charging day and Sunday being chargeable. Such a scenario is regarded as anomalous, and therefore it is recommended to defer the introduction of Sunday charging in these two car parks to ensure a coherent charging structure is applied.

Recommendation:

To amend the Sunday and Bank Holiday charge from a weekday tariff to a flat rate of £1.50 in Bishop's Stortford, Hertford and Ware, and to defer the introduction of Sunday charging in Buntingford and Sawbridgeworth following a further review of parking charges. Sunday charging will not be subject to a further uplift in April 2023, the annual increase will be applied from April 2024.

Amend existing Sunday charges in Northgate End and Link Road car parks

- 6.17 Increasing Sunday charges will ensure alignment across East Herts car parks, delivering a consistent charging framework.

Recommendation:

To increase the charge from the current £1.00 tariff to £1.50. Sunday charging will not be subject to a further uplift in April 2023, the annual increase will be applied in April 2024.

Evening Charges – 6:30pm to 8:00pm

6.18 We know there is increasing demand for parking between 6:30pm and 8:00pm in Bishop’s Stortford, Hertford and Ware. Feedback for this proposal suggested that introducing charges would have a negative impact to the evening economy and local businesses. The proposal is an extension of the current chargeable hours in the three larger towns (Bishop’s Stortford, Ware and Hertford). Those visiting the town in the evening from 6:30pm will pay the equivalent of the 2 hour tariff which in most busy towns is currently £1.80.

6.19 A number of respondents highlighted the risk of interference to the road network in town centres and unrestricted local residential roads, including the RPZs.

6.20 Some residents expressed concern they may be adversely impacted should chargeable hours in car parks be increased but the RPZ operational times remained unchanged, allowing non permit holders to park from 6:30pm onwards. East Herts will monitor the issues identified and take reactive action to consider increasing the RPZ operating hours.

Recommendation:

To proceed with the extension of evening charging from 6:30pm to 8:00pm in car parks in Bishop’s Stortford, Hertford and Ware.

Uplift of tariff charges in Ware, Buntingford and Sawbridgeworth

6.21 In addition to the above changes and in response to suggestions to support the parking income challenges, it is

proposed that there is an uplift of 20% of car parking charges in Ware, Sawbridgeworth and Buntingford from January 2023, which equates to an increase of around £0.10 based on a one hour stay and will mean tariff charges are still lower than Hertford and Bishop's Stortford.

Recommendation:

To uplift charges in Ware, Buntingford and Sawbridgeworth by 20%.

7. Risks

- 7.1 Given the proposals are a change in the current parking charges, the volume of objections received and timing of implementation, there are a number of risks to consider.
- 7.2 Impact on RPZs: as discussed, displacement into RPZ areas could lead to spaces for permit holders becoming unavailable. To manage this RPZs will be monitored accordingly.
- 7.3 Income levels for MTFP: any further delay in implementation of proposals will have an impact on the MTFP. Modified proposals seek a balance of responding to feedback whilst achieving the MTFP.
- 7.4 Resources: given the volatility of the market, there could be delay in suppliers providing changes to pay and display programming, signage etc to manage the new changes. The lead in time required to organise modifications to the Pay & Display machines, Pay by Phone service and car park signage etc is approximately 8-12 weeks.

8. Implications/Consultations

- 8.1 A number of organisations were consulted. These were: Hertfordshire County Council, Hertfordshire police, Hertfordshire Fire & Rescue, Road Haulage Association, Freight Transport Association. No issues were raised by these groups.

Data Protection

The identity of all statutory consultees has been anonymised to ensure privacy in compliance with data protection legislation.

Equalities

The Council has a statutory duty under the Equalities Act 2010. The proposal does not conflict with the East Herts Equality policy. To ensure compliance with the duty an updated equalities impact assessment can be found in Appendix C.

Environmental Sustainability

The proposals are aligned with principles and policies promoting modal change in terms of reduced reliance on motor vehicles, improvements in air quality, lower emissions, and improvements in the general amenity of the area.

Financial

The estimated income associated with the modified proposal allows the income level mandated by council to be achieved and are broadly in line with the original proposals.

Health and Safety

The potential for traffic impacts in respect of vehicle displacement (customers avoiding evening or Sunday car parking charges and seeking alternative locations on street leading to obstruction of the highway / footway). The Police have the requisite powers to deal with obstruction. These areas will be monitored working in conjunction with Hertfordshire Highways and Hertfordshire police.

Human Resources

N/A

Human Rights

N/A

Legal

The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 provides statutory governance. High Court case law has established accepted principles of consultation.

The procedure to be followed in the publication and making of TROs are set down in statute, which provides a 6-week period following the making of an order in which a challenge can be made in the High Court on the grounds that the order is not within the statutory powers or that the prescribed procedures have not been correctly followed. Given that the procedures are set down and the Council follows the prescribed procedures the risk is minimal.

Under the 1996 Regulations, a TRO must be made within two years following the publication date of the notice of proposals. This allows for certain elements to be deferred as set out in the report

Specific Wards

No

9. Background papers, appendices and relevant material

- Executive Meeting - 24 November 2020 page 328

[\(Public Pack\)Agenda Document for Executive, 24/11/2020 19:00 \(eastherts.gov.uk\)](#)

- Council Meeting - 2 March 2021

[\(Public Pack\)Agenda Document for Council, 02/03/2021 19:00 \(eastherts.gov.uk\)](#)

- Council Meeting – 1 March 2022

[Agenda for Council on Tuesday 1st March, 2022, 7.00 pm - East Herts District Council](#)

- Appendix A - Anonymised TRO objections (spreadsheet)
- Appendix B - Objection themes represented in graphs

- Appendix C – Updated Equalities Impact Assessment

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Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

URN	Objections: Description Summary	Specific Element Objection	Town or Village Location
1	This new charging structure will make my day to day life very complex where I have to remember to go out every evening after 8pm to buy a ticket for the car park for the following day especially on weekends when I will be at home.	Evening Charge	Ware
2	Please don't go ahead with the money free parking in Hertford. My family and I often drive down on a Sunday and go to the museum, Hartham park, a cafe, then the sweetie shop, drop books at the library, go to Micks Barbers, pick up stuff from PoindStretcher, buy a gift from one of the shops of Fore Street then route around the charity shops for toys. Often we pick up a piece of fruit from the organic shop or go to the chemist too. Money is already tight so discouraging people from our town is not going to help the local shops. Can you consider this an official objection please? If not, to whom should I write?	Sunday	Hertford
3	I am writing to object to the plans to scrap free parking in Hertford and to extend the charging period to 8pm. I feel this will deter people from coming into Hertford for short shopping trips and for dinner in the evening which will impact the shops and restaurants. We are currently in a cost-of-living crisis so residents and shop owners need financial support, not more costs going up!	30 Mins Free, Evening Charge	Hertford
4	I am shocked to hear about the plans to remove all 30 Minute free car parking and hertford and surrounding areas and wish to register my objection. The council should be encouraging people to come into town rather than putting them off. At a time where every household is seeing increases and local businesses are struggling, this is NOT the area where the council should be seeking to increase revenue.	30 Mins Free	Hertford
5	Just writing to object to the proposed scrapping of 30 min free parking. This I believe will be detrimental to local businesses and will push shoppers elsewhere. I would almost certainly carry on to towns such as Welwyn Garden City to shop and do errands. If I'm paying for parking for quick errands, I'd rather go somewhere with more choice. I should point out that I do regularly walk into town and support using less cars but I think charging for all parking will be detrimental.	30 Mins Free	Hertford
6	I understand that consultation is underway to reduce the current free parking time of 30 minutes to zero. I am emailing to vehemently oppose this change. I think that this will do immeasurable damage to small local businesses because it will discourage residents from using our high streets. I do hope that this change does not come to fruition.	30 Mins Free	Hertford
7	Losing the free parking for half an hour will have a negative effect on the feel of the town and on the businesses in the town. I often need to pop in briefly for small errands. I usually drive as I am doing this in between work or on the way to collect children from school. If I had to pay 90p to park briefly I would not come into town at all and would take my business to wgc or hoddessedon. The free parking also ensures a regular turn over of cars which increases the chances of finding a space. The free parking after 6 and Sundays means the town becomes a busier more vibrant place at this time and not having to clock watch for the carpark times ensures a much more relaxed day (and money more likely to be spent in town). 8pm free parking would push the evening trade later eg many people go for a meal at 7pm or 7.30 pm (or a theatre showing would start around that time). People may then begin to delay coming into town until after 8 which would impact businesses or put off people from coming at all (especially when it would be free to park in wgc and the range of restaurants is comparable or arguably better).	30 Mins Free; Sunday, Evening Charge	Hertford
8	Removing the free 30 minutes will ensure no one pops into town for a quick trip to the post office or to buy a birthday card. Removing the 6.30pm cut off will make families less likely to eat in town and more likely to go to an out of town eatery with free parking. I believe these changes would worsen our struggling high streets and not support or encourage residents to use and spend there at all.	30 Mins Free, Evening Charge	Hertford, Ware
9	The impact on local businesses will be felt and the already struggling high street in Hertford will, I believe, disappear completely.	30 Mins Free	Hertford, Ware
10	as a pensioner I nip into town after 18.30 to do some food shopping when the traffic has eased, extending this time makes it too late for me and as you are also removing the free 30 mins, this introduces another extra expense when I really don't need it. Most visitors to the town will have left by 18:30 so I feel you are penalising local residents,	30 Mins Free; Sunday, Evening	Hertford
11	An increase in charges will only reduce footfall and deter people from visiting our lovely town.	All Elements	Hertford
12	the effect of removing the free 30 minute option in these car parks will impact these towns and high streets massively. Yes the council may make a little more money but they will lose massively on shops vacating premises, the emptying of the high street, an increase in danger and congestion on the roads and around schools and make unpopular negative impacts on their pledge to 'go green'.	30 Mins Free	Ware
13	The proposals - if implemented - would not only hurt local businesses by means of loss of revenue, but would also greatly inconvenience residents and would be detrimental to economic and social development of the areas in question.	All Elements	Bishops Stortford, Hertford, Ware
14	Free 30 min parking supports local businesses. A 6.30pm finish to restrictions means people can park for free and exercise, dog walk etc on light summer evenings. An extension to 8pm will put people off coming into and enjoying the towns in their leisure time.	30 Mins Free, Evening Charge	Non Specific
15	The proposed changes for the parking in Hertford would in my opinion kill even more the people going into this town. I personally am now considering going to more out of town shopping areas	All Elements	Hertford
16	By taking away free parking you will force people to spend a minimum of 90p to collect a prescription or post a letter. At a time when for many the cost of living is crippling, this additional cost will simply drive them to other towns or out of town centres where the parking is free.	30 Mins Free	Hertford
17	If it's not free, people may start to drive further afield where there are better amenities, resulting in even more losses for local shops and businesses.	30 Mins Free, Evening Charge	Hertford
18	I think 18.30 is an acceptable cut off time for charging. The council have benefitted from the daily charges paid by all until this time, however those visiting our town have probably left by then and we the residents who may want to pop into town briefly at a reasonable hour will be penalised because of the extension and removal of 30 minutes free parking.	30 Mins Free; Sunday, BHL	Non Specific
19	If you remove the 30 minute free parking from Hertford I will be sadly reverting to dreaded Amazon as it does not make sense that I pay 4 x 0.90p per week in parking fees which will equate to approximately £180 in yearly parking fees. Your proposal is so ill thought out, I honestly believe not one of the decision makers could possibly reside in Hertford. It seems like the council are determined to destroy our little high street simply through greed. Shocking!	30 Mins Free	Hertford
20	I would like to register my objection to the changes to parking fees in Hertford and Ware. I often pop into the towns for errands and use the car parks. If the 30 minute free parking was removed, I would be much less likely to use the local towns for quick bits and would probably drive to hoddessedon, where there is free parking available.	30 Mins Free	Hertford, Ware
21	I feel the proposed changes would be detrimental to local businesses (and families) deterring people who are familiar and happy with current restrictions in place from coming into town on Sundays / BH / holidays when it would otherwise be free. I would definitely avoid using EHDC parking for an alternative where this would usually be free of charge, especially for quick drop offs / pick ups in an already restricted town centre.	30 Mins Free	Non Specific
22	I feel the proposed changes would be detrimental to local businesses (and families) deterring people who are familiar and happy with current restrictions in place from coming into town on Sundays / BH / holidays when it would otherwise be free. I would definitely avoid using EHDC parking for an alternative where this would usually be free of charge, especially for quick drop offs / pick ups in an already restricted town centre.	30 Mins Free	Non Specific
23	In a small town it is often needed to pop in to collect a prescription, drop a charity donation or collect dry cleaning etc. This proposed change is entirely meant as a revenue grab on local residents. It will affect the commerce of the already struggling town in a disproportionate way. Change of parking restriction from 6 to 8pm. WHY? This is a charge on the unwary. Who would expect to pay to park in Hertford after 6pm? There should be no problem parking after 6 as workers have left for the day. It will stop people from visiting for a drink of coffee after work. To access the theatre (if it ever opens) in time for a show and to pop into a shop (if we ever get any) pub or restaurant early evening. People will just park on single yellow lines adding to the congestion. Where is the sense in that?	30 Mins Free, Evening Charge	Hertford

Page 84

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

24	Also the cost is prohibitive. Just to drop off and pick a child every day will cost £1.40 each day. A lot of families cannot afford this, which equates to over £250 a year just to take their child to school. I believe the consequences of this action will cause chaos around school drop off and pick up times in the town and surrounding streets. I am sure the local residents will also object to this congestion around their homes	30 Mins Free	Ware
25	I feel the proposed changes would be detrimental to local businesses (and families) deterring people who are familiar and happy with current restrictions in place from coming into town on Sundays / BH / holidays when it would otherwise be free. I would definitely avoid using EHDC parking for an alternative where this would usually be free of charge, especially for quick drop offs / pick ups in an already restricted town centre.	30 Mins Free	Non Specific
26	I object to the removal of the free 30 minute parking. This will put me off popping to my local high street to support local shops based on the new car parking tariff. I think it would be a great shame to lose the 30 minute parking and would make me visit less often. I also use this service when visiting the doctors when I am unable to walk due to illness.	30 Mins Free	Non Specific
27	I strongly believe if you remove the free 30 mins in the towns the traders and independent shops will lose customers and the general footfall will drop resulting in closure of shops. The council should be doing all they can to make the county town thrive!	30 Mins Free	Non Specific
28	I regularly use the 30 minutes free when popping in to collect a prescription. For many people, having to pay parking on top of the the significant cost of prescriptions will be a further drain on limited resources. Moving the charge free time to 8pm will simply mean more people come out later and will impact the many local restaurants that are still recovering post Covid.	30 Mins Free, Evening Charge	Non Specific
29	I feel the proposed changes would be detrimental to local businesses (and families) deterring people who are familiar and happy with current restrictions in place from coming into town on Sundays / BH / holidays when it would otherwise be free. I would definitely avoid using EHDC parking for an alternative where this would usually be free of charge, especially for quick drop offs / pick ups in an already restricted town centre.	30 Mins Free	Non Specific
30	It seems unfair that residents popping out to the shops quickly cannot benefit from the 30mins free parking that is currently in place. Also I think 18:30pm is an acceptable cut off time for daily parking charges and pushing that to 20:00pm seems unfair.	30 Mins Free, Evening Charge	Non Specific
31	This is making our town centre inaccessible for local families and killing local business. Clearly this draft aims to just attract people to the bars late at night for drinking and given the crime and antisocial behaviour associated with this, it's seems totally short sighted. This will drive us all to travel further away for local shops and out of town shopping centres	Sunday, Evening Charge	Non Specific
32	I can only speak about Ware as that is where I live with my family, but the 30 mins allowance has allowed us on numerous occasions allowed to make a quick stop at the shops to collect a few essential items, or pick up a friend from the near by the station.	30 Mins Free	Ware
33	The car park is frequented by parents who drop off and collect their children from the primary school Christ Church. This is invaluable to ensure children are dropped off safely. It's also a godsend for working parents like myself who drive to the school and then on to work.	30 Mins Free	Ware
34	We need to be putting in incentives for people to come to Hertford Town Centre, rather than barriers. This plan will create additional barriers/friction to people just popping into town and cannot be justified. If anything charges should be reduced or removed.	30 Mins Free; Sunday, Evening	Hertford
35	Whilst we are mindful of the environment and not using our car too much, we do need to drive our son to school and back and the 30min free car parking makes this financially viable for us.	30 Mins Free	ware
36	Council's plan to scrap the free half hour in the Kibes Lane car parks and all other car parks. Is a absurd the to the school run alone will have people parking inappropriately, will inevitably result in people parking on yellow lines and probably in unsafe places for kids to cross the roads.	30 Mins Free	Ware
37	There is currently insufficient parking in Hertford as it is without making parking chargeable for 30 minutes and extending the parking hours. I think the EHDC needs to seriously reconsider this as the impact to the town and the shops will be huge	30 Mins Free, Evening Charge	Hertford
38	The removal free parking will have a hugely detrimental affect on local businesses who have already been through the toughest period with the shutdowns associated with the pandemic. This will also have a detrimental affect on the elderly and disabled who rely on this short term parking. I think these proposals will have a devastating effect on the community and prosperity of our town. I think the council should reconsider this proposal	All Elements	Ware
39	There is no safe drop off point for Christchurch school that does not block the road outside- parents need to park in Kibes lane and can not be expected to pay 70p every time they do so, particularly as we go into this cost of living crisis. Taking away the free parking will end up endangering lives as parents who can not afford the parking will end up parking on curbs near to the school on a busy road.	30 Mins Free	Ware
40	I just wanted to express concern as to the prospect of the council scrapping the 30 mins free parking .This is essential for people including me who often parks for this time to pop to the post office , grab a coffee , sandwich etc If I have to start paying I just simply wouldn't bother which would have an adverse effect on local business.	30 Mins Free	Non Specific
41	1) loss of 30 minute free-parking within the car parks. This will cause significant issues. Most car parks are used for pick up and drop off of children in schools, and charging will cause many parents an additional 1.40 a day outlay. It will also reduce the quick popping in of shops, reducing trade to the local area. 2) introduction of charging on a Sunday. Again, this will cause significant issues, reducing trade to the local area, and adversely impacting those wishing to attend church who need to use a car park. 3) introduction of taxi ranks on the High Street in Ware. This will cause considerable congestion. There is a taxi rank at Ware Station, minutes down the street. A taxi rank will prevent disabled drivers from accessing local facilities in the evening.	30 Mins Free; Sunday	Ware
42	Baldock Street Car Park is adjacent to Coronation Road and surrounding W2 permit parking which is only Monday to Saturday, therefore everyone will be parking in the roads as they will be free of charge, this will not only cause major disruption to the residents of Coronation Road and the adjacent streets on a Sunday but also the car park will be empty and no extra revenue will be generated. My suggestion is, would you either reconsider your Sunday charges for this car park, or look to extend the permit parking in W2 to cover Sunday parking as well. The permit prices increased a lot this year so I cannot see why they cannot be extended to include Sundays.	Sunday	Ware
43	Hertford struggles enough as a town to bring people in for the shops ,if there isn't the 30 mins free then it will kill off the trade in the town even more, I think the 30 mins free and the later charging time shouldn't be implemented.	30 Mins Free	Hertford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 80

44	<p>I hereby register my disapproval of the planned changes to parking in Ware and Hertford. For some reason I sent you only a partial e-mail on this topic . Please find below the full version that I originally intended to send I am writing to you to express my conviction that the proposed changes to car parking charges in Bishops Stortford. Whilst I understand that the Council needs to raise extra income I do not believe that your proposals are a proportionate way of achieving this. 1) The proposal to extend charging hours to 8pm will adversely impact on the restaurants/pubs in the town, the cinema and bowling alley and the night time economy in general. The town centre relies quite heavily on this sector for trade. If they are made less profitable there is a danger that several of them will close, reducing the income to the council from business rate - which would probably more than offset the extra short term income from parking. In turn a reduction in the number of establishments that remain viable will reduce the number of people that come into the town and hence reduce the revenue from parking charges. This vicious circle could be self reinforcing. 2) Increased parking charges, and in particular the abolition of the free parking time will further erode the viability of all retailers in the high street at a time when they are already struggling. The change send a signal to potential visitors to the town that they are not welcome. This will further increase the trend for people to buy on line, or from out of town shopping complexes where parking is free at all times. Again anything that dissuades people from visiting our town centres will have the effect of reducing income to the council, not increasing it. 3) If the intention is to encourage people to leave their cars at home and use public transport to get to towns it is unlikely to work for several reasons a) The paucity of suitable public transport b) The difficulty in carrying items from town to peoples homes on the bus especially if they are heavy/bulky. c) The total lack of public transport to many parts of the town in the evening 3) The proposal to charge the same rate on a Sunday as on the other days will adversely affect. a) Families - for many people a Sunday is the only day that the family as a whole can get together. In this time when the cost of living crisis has already reduced peoples disposable income adding another burden could be the final straw b) Town centre churches. i) Full car park charges on a Sunday essentially will act as a tax on worship and essentially an unwarranted attack on peoples ability to feely practice their faith . ii) The churches of the town provide a lot of service to the community. Making it more difficult for their members to attend church will tend to reduce the number of people who are able to attend, reducing the number of volunteers who they are able to access in order to meet the needs of the town. iii) Many people have no option but to drive to their churches as there is no available public transport and few churches have their own car park provision. For people who are elderly/disabled public transport is not an option even where it is available. iv) For some people church is their main source of social interaction with other people during the week. Many scientific studies show the benefit of social interaction to peoples mental and physical health.</p>	All Elements	Hertford, Ware
45	<p>The free 30 mins gives you the chance to pop into one of the many wonderful businesses on the High Street to get something you need, and to support local businesses. It means you can run quick errands too, without the hassle of going to the parking machine, which for busy people helps us to grab a few minutes back in our busy lives. It means you can run quick errands too, without the hassle of going to the parking machine, which for busy people helps us to grab a few minutes back in our busy lives.</p>	30 Mins Free	Non Specific
46	<p>To extend the charges until 8pm, 7 days a week does not give the high st a chance. You will motivate people to park on New Road, Bowling Road etc, to avoid the charge. I would you expect the "statement of reasons" document to actually give some reasons why the changes are proposed?, please supply the reasoning for this. How can East Herts Council justify offering 1.5 hours free town centre parking and no charges at all on Sat, Sun and bank holidays in Buntingford but charge so much in Hertford and Ware? How will you bring footfall to the high st and it's shops?</p>	30 Mins Free; Sunday, Evening Charge	Ware
47	<p>For some reason I sent you only a partial e-mail on this topic . Please find below the full version that I originally intended to send I am writing to you to express my conviction that the proposed changes to car parking charges in Bishops Stortford. Whilst I understand that the Council needs to raise extra income I do not believe that your proposals are a proportionate way of achieving this. 1) The proposal to extend charging hours to 8pm will adversely impact on the restaurants/pubs in the town, the cinema and bowling alley and the night time economy in general. The town centre relies quite heavily on this sector for trade. If they are made less profitable there is a danger that several of them will close, reducing the income to the council from business rate - which would probably more than offset the extra short term income from parking. In turn a reduction in the number of establishments that remain viable will reduce the number of people that come into the town and hence reduce the revenue from parking charges. This vicious circle could be self reinforcing. 2) Increased parking charges, and in particular the abolition of the free parking time will further erode the viability of all retailers in the high street at a time when they are already struggling. The change send a signal to potential visitors to the town that they are not welcome. This will further increase the trend for people to buy on line, or from out of town shopping complexes where parking is free at all times. Again anything that dissuades people from visiting our town centres will have the effect of reducing income to the council, not increasing it. 3) If the intention is to encourage people to leave their cars at home and use public transport to get to towns it is unlikely to work for several reasons a) The paucity of suitable public transport b) The difficulty in carrying items from town to peoples homes on the bus especially if they are heavy/bulky. c) The total lack of public transport to many parts of the town in the evening 3) The proposal to charge the same rate on a Sunday as on the other days will adversely affect. a) Families - for many people a Sunday is the only day that the family as a whole can get together. In this time when the cost of living crisis has already reduced peoples disposable income adding another burden could be the final straw b) Town centre churches. i) Full car park charges on a Sunday essentially will act as a tax on worship and essentially an unwarranted attack on peoples ability to feely practice their faith . ii) The churches of the town provide a lot of service to the community. Making it more difficult for their members to attend church will tend to reduce the number of people who are able to attend, reducing the number of volunteers who they are able to access in order to meet the needs of the town. iii) Many people have no option but to drive to their churches as there is no available public transport and few churches have their own car park provision. For people who are elderly/disabled public transport is not an option even where it is available. iv) For some people church is their main source of social interaction with other people during the week. Many scientific studies show the benefit of social interaction to peoples mental and physical health.</p>	All Elements	Bishops Stortford
48	<p>EHDC Car Parking Proposals, Consultation Response I write as Rural Dean of Hertford and Ware Deanery on behalf of and at the request of the Church of England clergy of the Deanery – which includes the towns of both Hertford and Ware and the surrounding villages (27 parishes in total). Thank you for responding to my initial email request and showing me where I could find the original proposal document. There is significant concern amongst the clergy about the proposals. These are focussed on the following three areas: 1. The impact of the loss of free short-term parking on the high streets and their economies. 2. The timing of the proposal, which coincides with the "cost-of-living crisis", and the impact of these changes on those with lower incomes. 3. The impact of the loss of free parking on Sundays on the attendance at services of worship. In connection with the first of these concerns, I note that paragraph 2 of the paper submitted to Councillors indicates that the free short-term parking arrangements were originally introduced "to encourage visitors to the town and help the local economy." The same paragraph then proceeds to support a U-turn on this approach by claiming simply, "studies suggest that offering brief free parking periods is counterproductive and does not encourage browsing in shops or using local hospitality facilities." It is poor form that the Council should act one way, presumably on the basis of evidence (for to act without considering evidence would be irresponsible), then change tack completely on the basis of other evidence without actually providing the evidence for Councillors to consider. "Studies suggest" is no better than "They say". What research was carried out by EHDC? Which studies were consulted and how were they analysed in light of the specific situations in the town centres which will be affected by the proposals? It is also disappointing that the proposal moves directly towards cancelling the short-term free car parking options because of their inadequacy in achieving the goal for which they were introduced rather than towards extending them – the latter being a move which would potentially increase the instances of browsing in shops and using local hospitality facilities by reducing the time-pressure on short-term visitors. There is simply no discussion of this as a possibility, indicating that paragraph 1 is the driving factor in the review – that the issue for the council is the raising of funds rather than the effective provision of a public service and the protection of the local economy. I note that the proposal report twice makes reference to the principle "User pays for services used" as if this is unquestionable, yet this principle is far from unquestionable. Firstly, the council's own decision to extend the end of the charging period from 6:30pm to 8pm fails to require those who park after 8pm to pay for services used, and thus is itself not adhering to the principle. Secondly, since tax revenues are to be employed in the provision of council services generally, it could be argued that the provision of car parking space – a public service – is being funded, just like many other public services. In relation to the clergy's second concern, I am troubled that the Equality Impact Assessment was not conducted prior to the public consultation. Like the reference to unnamed studies, this leaves consultees without the opportunity to consider robust evidence either for or against the proposals. A study conducted by the Institute for Transport Studies at Leeds University suggests that "charges might have detrimental impacts on accessibility for those on low income." (www.its.leeds.ac.uk/projects/konsult/private/level2/instruments/instrument025/l2_025b.htm) This needs addressing properly before any final decision is taken. In relation to the clergy's third concern, the council should consider two important, but oft-overlooked aspects of the church's presence in a community. Firstly, it is predominantly churchgoers who attend to and pay for the maintenance and repair of the hugely important heritage assets which are our historic church buildings. Sunday car-parking charges will, without doubt, act to dissuade some from attending services so frequently, thus reducing the pool of people engaged in the life of the church community and playing a part in maintaining our shared heritage. Secondly, it is still the case that many of our nation's voluntary charitable activities are funded and run by volunteers from local churches. As with the case of the care of the ancient buildings, the introduction of Sunday car-parking charges will merely disincentivise some from engaging with the Christian faith in the communities supported by the town centre churches and the volunteer pool for these vital charitable endeavours will ultimately reduce. This may end up costing the council more as it has to step up where the churches are forced to step down. Finally, I would personally add that it is far from apparent that sufficient consideration has been given to solving the problem this is likely to create, of vehicles parking further out of the centre of town in residential streets, causing a nuisance for residents. From my own research into the matter, I can see there are several different reasons a council might wish to change car park charging arrangements, yet the EHDC approach seems not to deal responsibly with these. It appears to me that where plans could have been sensibly considered to address matters of sustainability, equality of access and improvements for the town centre economies and life, virtually the sole stimulus for the changes is the raising of revenue for the council. On behalf of the clergy of the deanery and the communities they represent, I would urge you to reconsider.</p>	All Elements	Hertford, Ware

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

49	I am writing to protest at the proposal to introduce car parking charges in Bishops Stortford at the same rate as Mondays to Fridays, rather than the current £1 tariff for Sundays – which is itself an increase from the free Sunday parking in the recently closed town centre car park. This imposition of a Monday to Saturday tariff would be unfair for two main reasons. Firstly, it is simply not good value for money. There are nowhere near as many amenities available on a Sunday as on other days of the week. A large number of shops and services are closed, so, in effect, you would be charging twice as much per amenity as on other days of the week. This is disproportionate and grossly unfair. Secondly, it unfairly penalises those who travel to Bishops Stortford for the sole purpose of attending places of worship in the town centre, places which, as you must be aware, do not have parking facilities for the vast majority of the members of their congregations, who are obliged to use car parks. I myself travel from Braintree to attend church at the Charis Centre in Water Lane. Many members of these congregations will arrive early to help prepare for services in worship teams, children's work, welcome teams, refreshments etc, before attending or serving at the services. Many will also stay late to help clear up and close up the building. This will entail paying for several hours, possibly the over 5 hours daily rate. I myself will soon be serving in the children's work at a 9:15am service on some occasions, and on those weeks I will stay on to attend the 11:30am service as a congregant. I will therefore need to park for least 4 to 5 hours. In effect, the car park charge will be a tax, levied by the local authority, on being a member of a church and, for some, for being a volunteer. Please do not allow this to happen. A better model would be to follow the example of Thetford, Suffolk, which abandoned car park charges completely several years ago. As a result the town centre is busier and thriving in a way that it was not while car park charges were in force. Failing this, please keep Sunday car park charges at their current level of £1.	Sunday	Bishops Stortford
50	Scanned letter 25.07.2022	Sunday	Bishops Stortford
51	I write in response to East Herts Council proposal to raise funds by charging for car parking within Bishop's Stortford on Sundays, evenings and on Bank holidays. My main concern is that charging at these times will create an increased pressure on residential roads. If restrictions are appropriate six days a week and Sunday is being treated like any other day, then those restrictions need to be extended to Sundays, or residents will be unable to park by their homes as others seek free parking around the town. Additionally, this may impact the vitality of the town centre through reduced footfall and length of stay. Some will change to out-of-town shops and services (such as Tesco, Aldi, Bishop's Park) or go further afield (Braintree) where there is free parking. The electorate has not been consulted about the introduction of Sunday charging. The policy should be delayed until after May 2023 so that the residents can express their support or otherwise through the ballot box. A new administration could reverse the decision to charge on Sundays.	Sunday	Bishops Stortford
52	My first mail to you was on the 6th of July. I understand you have been on holiday but would have thought I would have received an answer by now on your pending consulted new parking arrangements for Ware and Hertford. 1 No free half hour parking; 2 No free Sunday parking; 3 Parking charges time change: As previous Mail another nail in the coffin for Ware shops. What benefit for Ware residents unless Council tax reduction. An explanation of a good reason for your car park changes would be appreciated.	All Elements	Ware
53	Dear Sir, I feel that the proposal to introduce parking charges on Sundays, evenings and Bank Holidays (except Christmas Day), also at the same rate as normal weekday charges, is a retrograde and damaging step to take. It shows no regard for the population of Bishop's Stortford, particularly at a time when it is crucial to re-invigorate the life and financial sector, enabling empty shopping premises and new businesses to trade and thrive. What is proposed will drive people out of the town centre to shop, eat, drink and socialise elsewhere. There will be a particular impact on small businesses through reduced footfall and length of stay. People will prefer to shop in places like Tesco in Bishop's Park where there is free parking. Recruiting and keeping staff to work in premises in Stortford will be an increasing problem. Evening charges will affect the night time economy (food and beverage businesses, also theatre and cinema). Charging outside the period of associated single yellow line restrictions, creates increased pressure on town centre and residential roads where problems already exist!. Charging for short stay car parks outside the period of Resident Parking Zone restrictions leads to problems for permit holders finding a space. Permit holders have had a substantial increase in charges which has already resulted in discontent with the service. Some people will be reluctant to use their car on Sundays in case they can't find a space to park at home on their return. Charging on a Sunday will impact directly on church users in the town centre. For Christians treating Sundays like any other day of the week is wrong. It will adversely affect the older and vulnerable members of the congregations particularly and could deny access to their attendance. No regard has been given to the electorate to voice their opinion through the ballot box at the next local elections in May 2023. A newly elected Council could reverse this decision to charge on Sundays. I would be pleased if you would consider points made by residents of Bishop's Stortford, and think very carefully before permanent damage is done to the life and economy of the town.	All Elements	Bishops Stortford
54	Re: [External] Parking Charges on a Sunday I am elderly & live at Little Hadham. It's much easier for me to park on a Sunday for Church which has no car park & do a bit of shopping if necessary. Also to visit Bishops Stortford for pleasure. For these reasons, I am against parking charges on a Sunday.	Sunday	Bishops Stortford
55	Hello, We go to church on Sundays and our church (like most churches in Bishop's Stortford) do not have their own parking. Our church has three Masses / Services. Imagine the impact it would have to charge for parking. The 11 o'clock Mass is mostly the elder congregation who will have to pay. Sunday is mostly family and friends, we meet and maybe have lunch together. The joys of leaving in Bishop's Stortford are many, but being able to park freely is definitely a bonus.	Sunday	Bishops Stortford
56	I am writing to tell you I oppose the new parking idea in Hertford. The free 30 minute parking is an excellent idea. There is already a very limited amount of short term parking. The free 30 minutes is great for popping to the post office, chemist or shop. Hertford is already struggling as a town. Keep the Free 30 minutes.	30 Mins Free	Hertford
57	Please can I lodge an objection to the proposed increase in parking charges for the public car parks in Hertford. There is currently a cost of living crisis and the high street is struggling already. An increase in charges will only reduce footfall and deter people from visiting our lovely town.	All Elements	Hertford
58	I would like to object to the potential traffic orders around free parking on Sundays/Bank Holidays and 30 minute free parking. These are important for the public and attract people to the area at weekends. If these parking restrictions are enforced, businesses that are open at the weekends will suffer as fewer people visit the area. Many people rely on their cars to get from A to B or if you are briefly popping to a shop, the free 30 minute parking is really helpful when you want a quick purchase etc. Please add me to your list of objectors as I'm sure there will be many.	All Elements	Hertford
59	This is an email regarding the proposed changes to the East Herts car parking charges. Just to confirm that I am submitting this in objection to these proposed changes, on the basis that it will have a detrimental effect on small businesses and residents who are unable to walk to places such as the 'local' high street. Please advise if you require any further information.	All Elements	Non Specific
	You should be encouraging people to visit their town centres to support local businesses not penalise them. What is wrong with you people? All you think about is hurting motorists	All Elements	Non Specific
60	I am emailing you regarding the proposed changes to the parking charges in Hertford. Whilst I am now fortunate to live a 5 minute walk from the town centre when we didn't live so close the availability of 30 minute bays enabled me to pop in and use our local shops without additional charge. I really feel for the local businesses as this change to the parking will be a huge deterrent, especially when you can park for free in Welwyn Garden City for 2 hours. I understand that money is tight for the councils and budgets are under strain but by increasing the charges people will stay away from the town centre and as a result local businesses will suffer when they are just about managing after an incredibly tough 2 years. I fear it will result in shops closing, leaving our town centre a sad place without enough to draw people in. In addition to extend the charges to 8pm seems unnecessary and will affect the restaurants and bars, I urge you to consider the bigger picture here, not simply the bottom line on council budgets.	All Elements	Hertford
61	I have just read about the proposed changes to car parking tariffs in East Herts. I am writing to oppose this proposal as our wonderful local businesses will suffer too much. They are already struggling due to the pandemic and cost of living crisis. We do not want our high streets empty and small businesses to have to close due to shoppers going to alternative shopping centres which still offer free parking such as the Brookfield Centre.	All Elements	Non Specific
62	I am writing to voice my disagreement with the proposals to remove 30 minute and Sunday free parking at council car parks in East Herts. Shopping in our towns (particularly Hertford) has been in decline for years and taking away free short term parking will further impact businesses in the town. I often need to pop into Hertford or Ware and the free 30 minutes is perfect, if this is taken away it will no doubt drive me and many others to stop visiting their local towns and look for products and services elsewhere. Parking is difficult enough and charging for all parking will just make it worse.	30 Mins Free	Hertford
63	I hope you are well. I am writing to lodge my objection to the proposed changes to the parking charges in East Herts. I would like to see please the details of any full public consultation on this? It needs a publicity availability survey etc I would also like my objection noted, considered and responded to. I am very concerned that this change will: Impact on the footfall of the high streets and deter people from attending the high streets to undertake those quick shopping trips. This will kill the high streets. At a time of high cost of living this is also putting additional cost that is unnecessary on to the public. I would also like to see clear and transparent rationale for this. The Statement of reason does not provide WHY the Council is doing this.	All Elements	Non Specific

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 80

64	I wish to register my objection to the proposed changes to the car parking chargeable times as detailed on the EHDC website under Parking Traffic Regulation Orders. Please do not hesitate to contact me if you require further insight into my objection.	All Elements	Non Specific
65	I oppose the proposed changes to the council car parks that will mean we lose the 30 minutes free parking, free Sunday parking and will extend the chargeable hours. This is terrible news for local businesses and anyone who is not able to walk into town. Buntingford particularly is struggling to keep its high street alive and extra charges for parking will not help. Please reconsider for all areas but especially for Buntingford	All Elements	Buntingford
66	I am writing to show my objection against the changes in the council car parks and removing the 30minute free car parking in Ware. Not only will this effect the local businesses hugely, who all need our support but this will also effect anyone elderly or who is unable to walk into town. The council and local community should be supporting and encouraging people to go into Ware and other local towns, not drive them away. This will have a huge impact and seems unnecessary especially when shops close at 5.30. Please rethink this.	All Elements	Ware
67	We are writing to you as a family of 4 with 2 young children. The free 30mins parking allowance are important to us especially when we need to do short errands to the shops, post office, picking up some essentials, medications etc. We often go around Ware/Hertford town area to grab a bite on a Sunday and this would massively impact our decision to visit cafes or going for walks. We believe this would also impact many families and hence local businesses would suffer too. Please, we would like to oppose to the changes to council carparks around Ware/Hertford.	All Elements	Hertford, Ware
68	It has come to my attention that East Herts council are planning to increase chargeable parking hours, including charging for parking on Sundays, and scrapping the 30 minutes free parking. I think you will find that an already struggling high street will struggle even more to pull business in. This will also affect restaurants, the patrons of which will often utilise the free parking after 6.30pm. As a community nurse working the area I will often use the 30 minutes free parking to grab lunch on the go or pick up prescriptions for vulnerable patients, and I know my colleagues do the same. We can't afford to be paying for parking everyday. Life is already financially hard enough without contributing to the possible decline of businesses amongst the high street. I think the council would be better off trying to help high street businesses stay afloat rather than contributing to their failure. Please reconsider this decision.	All Elements	Non Specific
69	How can east herts justify removing the free 30 minutes parking in their car parks? I understand that the price of living is soaring and we are heading for one of the worst economical states we've had for decades. However, removing the free 30 minutes is hugely irresponsible of East Herts. The free 30 mins is used by small businesses who rely on this for their local trade. This will have a dramatic affect on their sales in an already struggling time. I understand you need to get a bigger return from car parks so add 10p on per an hour. This is a small change no one will really notice!	All Elements	Non Specific
70	I would like to object to the decision being taken to abolish the free parking at The Bowling Green Lane car park in Buntingford. The high street is already struggling to survive with the rising cost of living being experienced by everyone and yet the council feel it is an appropriate time to increase charges! Maybe some of the money which is going to be wasted on the cycle path in Buntingford would be better used by putting it towards the parking?? No doubt this motion will be passed as every other ridiculous scheme the council comes up with seems to be! Buntingford	Bowling Green Lane	Buntingford
71	I strongly oppose the changes to the parking fees in East Herts. This will have a strong negative effect on our high street. Longer hours (until 8pm) I'm fine with. But the 30mins free and Sunday charging will make it harder for businesses and families in these already tough times and in turn a down turn in revenue for East Herts through business rates.	30 Mins Free; Sunday	Non Specific
72	Please accept this as my objection to the removal of the free parking that is being considered in Hertford and Ware. Firstly, can you confirm the reasons why this is happening and secondly are you able to give further indication of steps that we can take to prevent this from happening.	All Elements	Hertford, Ware
73	I understand that East Herts is proposing scraping the 30 mins free parking in Hertford Town Centre car parks. If this is true I would encourage EHDC to reconsider its approach and ask itself if the assumed revenue increases sufficient to counter the negative impact on Town Centre trading and in particular the specific ability of the Town Centre to attract retailers selling comparison goods for which people will travel to Hertford (ie antiques, clothing, specialist (inc food)) otherwise we remain stuck with takeaways (with associated litter), nail-bars, coffee shops, betting shops, corner shops (with associated anti social behaviour), and charity shops. Finally, and specifically; will the free park and ride on Old London Road for Simon Balle school be maintained. This is an important piece of active travel and which has been supported by improvements to footpaths. It may have been a consideration in the granting of the planning permission at the time.	30 Mins Free	Hertford
74	I would like to submit an objection for the proposal to make the kibes lane North car park chargeable in the first hour of parking. Firstly I believe that this will make taking our children to school at Christ church and parking safely nearby an unaffordable task for so many parents- 70p twice daily for 5 days of the week would equate to £28 per month as an extra expense. I'm sure this will be adding pressure to already stretched families. Also with such a vibrant, thriving town- of which not that many exist anymore- I think that the first half an hour of free parking is crucial for many who carry out a few small tasks & encourages people to shop local rather than going to big shopping centres, or indeed supermarkets, where you can mostly park all day for free. Thank you for taking the time to read my objection & I hope that you can consider the points that I have made.	30 Mins Free	Hertford
75	I am writing to you re the proposed car parking increases in the county but particularly in my town of Buntingford. We need to retain the free for the first half hour option in our car park behind Sainsbury's to encourage drivers to use the car park rather than parking in the high street which we should discourage. Our High Street is narrow and needs to be used for access to parts of the town. Charging for parking for the first half hour in our car park will just cause more congestion on our streets and is not a good idea. Please reconsider the councils plans.	30 Mins Free	Buntingford
76	I would like to object against the proposal of stopping the free 30 minute parking due to the following reasons: 1) the town is already missing a high percentage of shops and by removing this allocated time, the remaining shops will end up shutting too as people won't want to pay to park when they can travel 15 minutes up the road to place such as wgc. 2) my children go to Simon Balle primary school and use the 30 minute free parking to drop children off to school as no parking allowed on site and parking restrictions mean no parking around the site. Are parents expected to pay a minimum of £2 a day (£10 a week) to drop kids off to school when household budgets are already tight?	30 Mins Free	Hertford
77	I was very shocked to read that the parking charges in Buntingford are due to change. By having the free parking for the first hour and a half it encourages people to spend a bit more time in the High Street and gives a safe space for people to wait when picking up their children from school. If you take away the free parking or extend the chargeable hours people will look to park in neighbouring roads or won't bother coming to Buntingford at all. We have no trains or buses people can rely on so they have to drive to visit. As a business owner on the High Street I pay over £12,000 in business rates and parking is so important for my patients. If anything it would be great to have more places to park. I am very worried how this could affect my business as the ease of parking is a major reason people chose Buntingford to go to but if the prices change people will think twice and go elsewhere. If you require any further information on how this would impact the High Street please let me know.	Bowling Green Lane	Buntingford
78	Your email address has been shared as a point of contact to send my concern and objection to proposed changes to parking charges. East Herts is a place where communities join together to enjoy the pleasures of our town centres or to join community groups or facilities particularly those using community facilities during weekends You will push people out of our towns away from our retail outlets to big soulless shopping centres supermarkets Please do not proceed with these changes - an option driven by greed and financial and no community benefit.	All Elements	Non Specific
79	To whom it may concern, I am emailing to advise my opposition of the councils proposals to remove the 30 minutes free car parking as this will have a severely detrimental effect on the businesses that operate nearby. Many times I have needed to quickly nip to the shops to purchase items from local stores and if the free parking was no longer available, I would certainly not spend money to park there so it would be the small businesses that would lose out. In the midst of a cost of living crisis too, is the council worried about tiny, insignificant things like this rather than supporting local businesses and encouraging the public to spend more? If anything, the council should be extending the free time! I do hope the council will do the honourable thing and leave this alone.	30 Mins Free	Non Specific
80	I have just read the Councils proposed changes to car parking charges for Bowling Green Lane and the removal of the free periods. Buntingford is a small town with a growing population due to the unrealistic amount of new houses being built and continuing to be built, but with that influx of new people, surely we want to encourage people to shop locally otherwise our high street will die, and with it several businesses and livelihoods. Removing the free period will have a serious impact and I vehemently oppose any changes to the current system.	Bowling Green Lane	Buntingford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

81	It has been brought to my attention that there is a proposal to remove the 1/2hr free parking allowed at the mentioned car park. My daughter and son both attend Christchurch School and this would mean an awful increase to parents already costly outgoings, just to drop their children off at school and pick them up again. If people cannot afford to pay the daily cost of parking they will seek to park elsewhere and on the residential roads surrounding the area, causing more annoyance to the residents and unnecessary traffic around those roads. I beg that you please keep the parking as it currently stands to avoid everything mentioned above.	30 Mins Free	Non Specific
82	I'm very saddened to hear about the possible parking changes in Ware. I'm writing to voice my objection to the no free parking at Kibes Lane. We use the parking for school drop off and popping to the charity shop with donations and supporting local business. I think it would have a devastating impact to the high street and clog up the surrounding residential streets.	All Elements	Ware
83	I would like to register my strong objection to the removal of the free 30minute parking. I fought for this many years ago when I had a business in Ware and it was essential and very successful at bringing people into town. Now however, following the covid lockdowns, high streets across the country are struggling and to keep them it is imperative that there is some free parking with direct access to the shops, cafes and other businesses. The council must realise this and if not, look no further than successful high streets around the country such as Frinton which has two hours free parking and is thriving despite all the recent difficulties. I cannot urge East Herts council strongly enough to reconsider their plan to completely finish off the local business!	30 Mins Free	Ware
84	Please accept this as written objection to the proposed fee changes to both the Kibes Lane car park (short stay) and the library car park in Ware. The short stay Kibes Lane car park is used twice daily by many families picking up and dropping off school children to/from Christchurch school on Bowling Road. Installing a parking fee will simply cause many parents/caters to park inappropriately in any 'free of charge' spot they can grab. It is not viable to ask families to pay for a twice a day parking fee in order to take their children safely to school. Similarly, the library car park is used as a primary means of parking for the doctors surgery at Dolphin House. Please re evaluate your reasons for imposing this fee.	30 Mins Free	Ware
85	A note to object to the councils plans to scrap the 30m free parking at Kibes Lane carpark Ware. This carpark is used mid-week for parents of Christ Church school. Removing the option to park for 30m for free will inevitably cause problems with parking on the surrounding roads and could lead to safety issues for the children. Furthermore, some parents cannot afford to pay £1.40 per day to drop off and pick up their child.	30 Mins Free	Ware
86	This is the worst decision that East Herts council could possibly do!	All Elements	Non Specific
87	I am emailing regarding the proposed parking charges for east Herts coming into effect. I would like to oppose these changes. The free 30mins and free Sunday provides a great incentive for those of us wanting to quickly pop into town, support local businesses or go into the library. Sundays are my family's special family time days whereas we go into either Hertford or Ware and spending a good few hours in the town and with our toddler going to the parks or going for walks along the river. We don't live a walkable distance away from the towns so driving is our only option. I know for us and for many others bringing in these new parking charges will put us off wanting to come into town or doing a quick pop in. Going for an early dinner after 6pm in town or going to the park or collecting a take away. The free parking encourages these pop ins and supporting the local businesses without there being a hassle. We are not happy to hear of these proposed changes and object to these proposed changes. I hope there will be a change of heart and this will not be put into force.	30 Mins Free; Sunday	Hertford, Ware
88	I strongly disagree with the proposal of removing the 30 minutes free parking across Ware and Hertford. In addition you are suggesting losing free Sunday parking. This will have a detrimental affect on the high street shops. Increasing the chargeable hours will mean more people eating out of the town where they can park for free. It will also result in Tesco being over crowded and dangerous. I can see no advantages to this plan whatsoever. I hope you will reconsider this. I believe there should be a full consultation. I look forward to your response explaining the reasoning behind this plan.	30 Mins Free	Hertford, Ware
89	I'm hope I am contacting the correct person, I have heard to email you to oppose the proposed changes to parking in Ware. As a local resident who uses on street parking, this will greatly impact my ability to park in the area, as more people will use free on street parking near where I live in order to avoid paying charges for parking, especially if they are only coming for a short visit into the town. Furthermore, the removal of the free 30minutes, free Sunday parking and increases to tariffs are going to be detrimental to the local businesses in the area, which is a real shame as recently it has felt as though the high street has begun to see a lovely increase in small independent business, and it would be devastating for these to be impacted to a point where they could no longer remain present within our community. It's really disappointing that these measures are being taken, especially in a cost of living crisis. It will further discourage individuals to visit their high streets and spend the little money they have in our small businesses.	All Elements	Ware
90	If you go ahead with no free parking in Hertford and Ware, why not go the whole hog and shut off all the roads into the towns and then you can completely kill all the few remaining shops.....particularly in Hertford. You people have no commercial sense at all and are slowly killing the town with more parking restrictions. From an 86 year old Hertfordian.	All Elements	Hertford, Ware
91	Please can I lodge an objection to the proposed increase in parking charges for the public car parks in Hertford. There is currently a cost of living crisis and the high street is struggling already. An increase in charges will only reduce footfall and deter people from visiting our lovely town.	All Elements	Hertford
92	As a Bishop's Stortford resident with walking problems I'd like to ask to stop charging our citizens to pay more and more for parking, even on Sundays, which is disgusting. Also all higher rates for parking can kill all the town centre trade, because a lot of people can use free parking on suburban Tesco or Sainsbury, even in other towns like Harlow free parking spaces on shopping malls and Shopping Centre in Braintree. It is a shame of our local government and councillors, you will be old one day too!	All Elements	Bishops Stortford
93	I believe the proposed changes will have an impact on already struggling businesses. Taking away free Sunday parking is harmful as well, especially in times that fuel and energy prices are at highest why do East Herts want to make life even more expensive?? 30 mins free and free Sunday parking are great gestures to the East Hert residents. Extending parking chargeable hrs should stay at 6pm	30 Mins Free; Sunday, Evening	Hertford
94	I am writing to oppose this proposal as our wonderful local businesses will suffer too much. They are already struggling due to the pandemic and cost of living crisis. We do not want our high street empty day and night as people will chose to go out of town. This is a very short sited proposal from the Council.	All Elements	Non Specific
95	Just want to object to the shocking proposed changes to the parking, not that it'll make any difference! People are already struggling with rising costs and doing this will just deter people even more from visiting the High Streets. There's nothing wrong with the car parks which would need extra money to be generated and I just think this is such a bad idea and will upset everybody!	All Elements	Non Specific
96	I would say this proposed plan would further detriment any footfall in the high street, causing business to struggle further. What positive gain is this going to have for Hertford? Other than lining the pocket of the council further. Finally, I would like to express that additional residents parking zones are needed. While we shouldn't be penalising people that want to use the town centre we should be trying to manage further the fact that commuters are using outer areas around Hertford North (side streets) to park during the day to avoid paying for the car park for example Nelson street and surrounding areas in port vale.	All Elements	Hertford
97	I am writing to oppose the proposed restructure of car park tariffs in the east herts area. The change in the tariff will have a huge impact for local businesses, as it will drive myself and other visitors away, instead of returning time and time again. Please reconsider.	All Elements	Non Specific
98	This will be another blow for Ware's economy and will push me back to doing a large weekly shop in a car in a big supermarket, rather than supporting the local shops. And there is also the matter of stopping to collect a prescription- I and my son are asthmatic- currently there is a short waiting time outside Andrews chemist- is this to be abolished too? Abolishing the remaining parking will push people into the Tesco's carpark which is already shockingly full at weekends, or the tiny courtyard of Sainsburys parking spaces, meaning that actual shoppers can't get a space because others have parked there. I must say I am shocked by the lack of a consultation over this. Our town is really changing, I wonder how much longer we will continue to enjoy living here.	All Elements	Ware
99	cannot think of a better way to kill off our towns than increasing the times and including bank holidays for payment for parking is absurdly ridiculous, especially doing away with the 30 minutes of free parking.	All Elements	Non Specific
100	Quite frankly, the proposal is outrageous. To remove the 30 minutes free parking, Sunday free parking and extend the chargeable time to 20:00 instead of 18:30 will be vastly detrimental to local businesses, and to local residents who rely on a quick visit to an amenity. In Hertford particularly, we are still feeling the effects of the reduced highstreet parking that was blocked off during the pandemic. Using the town centre on a Saturday already costs me £38.40 a year. I understand that car parks cost money to maintain and so understand the need to charge for them, but I cannot fathom the need to remove the free parking or extend the chargeable hours. The chargeable hours already ensures that people using the car parks for work do not do so freely, so please leave the free parking for the actual use of amenities for local residents. Introducing these changes would be another move towards killing our town centres.	30 Mins Free, Evening Charge	Hertford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

101	often visit the town centre for a 'heavier' shop that I can not carry home by foot on a Sunday as an alternative to ordering online so that I can support my local shops without having to pay to park. I also find the free 30-minute parking very useful and I believe it prevents unwanted roadside parking in little towns like Buntingford by people who wouldn't use a car park for a quick errand if they had to pay. It would be a great shame for both businesses and residents to lose the benefit of these 'off peak' free parking times.	30 Mins Free; Sunday	Bishops Stortford
102	The reasons for opposition are as follows: The amount of money generated by such a change will be insignificant when compared to the amount generated by council tax that should be used to fund the upkeep in car parks instead. Buntingford already has a problem with inconsiderate parking on the High Street for people popping in to a single shop to pick up something quickly. Removal of the 30 mins (90mins in Buntingford) free parking will only make the situation worse as people will simply not use the car park and increasingly park on the High Street for quick visits I have just described. Reduced footfall is a stake through the heart for business and means reduced impromptu purchases for businesses already struggling. Reducing waste in the council should be prioritised over increasing charges.	30 Mins Free; Sunday, Evening Charge	Non Specific
103	The removal of the 30 minutes free and Sunday/Bank Holiday free periods do nothing to help town centres. The council may make a little more money, but this is most likely to be at the expense of local businesses.	All Elements	Hertford
104	I object to the removal of the 30 minutes free parking and the increase of charge timing to 8pm. We live in the villages outside of Ware and regularly use the car parks for various drop offs for kids groups/piano lessons etc. We also regularly visit the town in the evening to use services/take aways/ bars/ restaurants, if the charges were later, we would consider villages pubs/restaurants around ware more often, reducing Wares income.	30 Mins Free, Evening Charge	Ware
105	I have recently seen the proposed changes to remove the free parking in the Buntingford car park. We already have a real problem with dangerous and illegal parking on the high street surely you should be encouraging people to use the car park not introduce charges which will certainly increase the illegal parking? Recently whilst walking down the high street a car mounted the pavement due to the illegal parking and hit my 9 month old buggy with her in it, luckily I was able to move it in time to avoid a horrific incident! I have raised this with Jeff Jones and he agrees that there is real issue and that people need to be encouraged to use the car park so I cannot believe your proposal. Can you explain this decision please as it beggars belief?	Bowling Green Lane	Buntingford
106	My question is what will happen to the current arrangement for free parking at School Dropoff and Collection times at Christ Church School Ware? Also not having any free parking period I believe will impact the retail businesses in Ware as it will reduce the places people will be able to park if they just want to pop into a shop and no free parking on Sundays could badly affect the Hospitality and restaurant trade. This is just another reason for people to abandon local / independent shops and just go straight to the larger towns and shopping centres.	All Elements	Ware
107	Fees are currently high enough. Charges to the increased parking times will affect the majority of people in East Herts. Less people will visit shops in town. It will increase more shop closures in high streets which are already looking less attractive. Shop closures create more people on benefits who become reliant on money from East Herts Council. People living in villages have no other option than to drive and park in towns. Less able people need to drive and park in towns. Current economic difficulties have already decreased visits to towns and we do not need any further deterrents to visiting our local town!!!	All Elements	Non Specific
108	The website link for the above says it all. It reads the Darft Order. I realise that this is a pointless exercise as what I wish to complain about has already been agreed by the faceless and useless HCC and EHDC councillors. If this is supposed to be a consultation why advertise it as such? It isn't anything of the sort as it's a sham. If it was a consultation then we as local residents and taxpayers would have been notified of it. As a resident of Ware the use of the car parks has always been a strength due to it bringing people into the town to use the shops and facilities. This change will be another nail the coffin of many shops which are already struggling as a result of the pandemic, rising costs in many other ways too. It's obvious that our local, district and county councillors want to see the total demise of all commerce as well as ensuring people have even less money for their already stretched household budgets. If this was supposed to be a green initiative then it will fail as many people cannot access the sort of transport they need. Even the half hour slot was enough for many to achieve their tasks. As for the decision to charge on a Sunday too will only result on more off street parking on residential roads which are already clogged, and disenfranchise those who come into the towns to go to a place of worship and other outlets which are the result of a thriving local community and economy. New Road Ware on a Sunday is worse even than normal school run day and will get worse as people decide they cannot or will not pay into another cash cow, apart from the possible ramming full of the Tesco Car Park too. Once again the so called peoples representatives at County Hall and those at EHDC have taken the easy option rather than see the benefits which the present parking arrangements bring to the town. Disgusted local resident of many years.	All Elements	Ware
109	I cannot imagine who would think this is a good idea, the traders within town centres are struggling as it stands. The introduction of these additional and increased fees will I believe will finally kill the town. I hope I can rely on you to fight this for all our sakes	All Elements	Non Specific
110	The new plans will certainly reduce income for East Herts. It's so obvious. East Herts should be increasing the free time to one hour to permit optimal footfall in the few remaining shops. Removing this free time will simply move shopping to online, Harlow & Cheshunt shopping Malls. You will create a dead space in East Herts Town centres. The convenience of our local shops will diminish and thus a further closure of shops will result.	All Elements	Non Specific
111	I am writing to object to the changes to parking fees in East Herts and the removal of the free 30 minutes/Sundays. I live in Puckeridge and frequently use car parks in all of the affected towns and it would be a great shame if these changes were to go ahead. It would massively affect small businesses and cause even further loss to the high street. With the cost of living crisis affecting everyone it is baffling to me as to why these increases are even being discussed to begin with!	30 Mins Free; Sunday	Non Specific
112	I was extremely disappointed to hear about the council's selfish decision to consider increasing parking hours and charges in Hertford, which already suffers from low footfall, partly due to the already outrageous parking charges. I would submit that the council should come up with some more innovative ways to raise money for their coffers rather than just doing the same old "Charge residents and visitors extra money"	30 Mins Free; Sunday	Hertford
113	I am writing to oppose the changes to Ware Town Centre parking scheme. In particular the removal of the 30 minutes free parking, which brings much needed footfall into the town and for local independent traders.	30 Mins Free	Ware
114	A document is published online (link below) titled, 'Statement of reasons' however it contains no reasons whatsoever. Can you republish the document with an amendment including explanation of the reasons for these changes, so there is a transparent governance process At present this document doesn't meet the required planning regulations so the proposal cannot proceed. https://cdn-eastherts.onwebcurl.com/s3fs-public/2022-07/Statement of Reasons Update.docx	All Elements	Non Specific
115	By doing this you will push people further away from the town, who don't shop anymore here coz there's no bloody shops to shop in!!!!!!	30 Mins Free	Hertford
116	I have seen your note regarding changes in the parking traffic regulation, I would like to object to this, specially the 30min free time. I live in Ware.	30 Mins Free	Ware
117	These changes will only serve to damage an already struggling town centre. I don't know if the purpose of the change is to raise revenue or to discourage car use in favour of other modes of transport, but I think in either case the intended outcome will not be achieved	30 Mins Free, Evening Charge	Hertford
118	I am writing to tell you that I object to the proposed changes to the parking restrictions in Ware. I believe it is good to have Sunday as free parking as it encourages people to come into town to use the restaurants and shops that are open.	Sunday	Ware
119	Scrapping the 30 minutes free parking will harm local traders and library users. Extending the charging period until 8:00 pm will harm local eateries. Charging on Sundays and Bank holidays will harm local restaurants and discourage usage of town parks.	All Elements	Hertford, Ware
120	My daughter works at the Practitioner, she has just got her licence and drives to go to work as public transport in our village is virtually a non starter. She requests to work on Sundays as she does not need to worry about parking costs etc. She will now look to work elsewhere.	Sunday	Hertford
121	I'm extremely disappointed to read east herts council are proposing to remove the 30mins free parking from local car parks. I am also a member of hartham leisure centre which already suffers with car parking issues at peak times, this will also put more pressure on the members only car park with visitors to the common using it free facilities.	30 Mins Free	Non Specific
122	I wish to voice my objections to the proposed parking charges for the car parks especially in Ware. I have been resident in Ware for nearly 50 years and have seen the town deteriorate in that time due to lack of parking and parking restrictions. On a Sunday the car parks are used by churchgoers (the majority of churches in Ware do not have car parking facilities), visitors to our historic town and people attending local events/ concerts etc.	Sunday, Evening Charge	Ware

Page 60

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

123	I've recently heard that there maybe a possibility of removing the 30 minute free parking in Ware. I would strongly object to this as it is the reason I would choose to just whizz in and use the local shops - If I had to get a ticket and pay I would just do everything in Tesco in Hertford and have no reason to go into Ware.	30 Mins Free	ware
124	I believe that this will have a detrimental effect on local business and will make a lot of peoples lives harder. In the current climate I think this will put undue pressure on people- especially the elderly who use the free 30 minutes to collect their prescriptions.	30 Mins Free	Non Specific
125	This will encourage people not to shop in Hertford and instead patronise out of town places like Harlow that have free parking sadly.	30 Mins Free;	Non Specific
126	Removing the 30 mins free parking and extending the parking charges to 8pm and removing free parking on bank holidays & Sundays would be very decremental to Hertford and ware businesses and take away from families being able to enjoy Hertford in the early evening before the 'nightmare' that is the nightlife begins	All Elements	Hertford, Ware
127	Removing half hour free parking, extending the charging period and adding in Sunday charges will have a huge negative effect on all the businesses and services. Many of us use them during free parking times.	All Elements	Non Specific
128	My biggest frustration is the plan to remove all (30min) free parking periods from Hertford. I have read through the 'Statement of Reasons' document and was disappointed to see no actual reasons stated so can only assume this is to drive revenue and discourage people from driving into Hertford to use the small businesses.	30 Mins Free	Hertford
129	Not only has the very useful free 1/2 hour been scrapped the charging period have been increased from 7.30 - 20.00. This will now also include Sundays and all bank holidays except Christmas Day. Such generosity!!	All Elements	Non Specific
130	Hi. We the public pay enough already. It's just wrong to increase tariffs	All Elements	Non Specific
131	Removing or reducing the free period, or implementing charges on a Sunday will severely impact the local businesses negatively and will encourage people to shop and eat at other locations where parking is free.	All Elements	Non Specific
132	Not that I use the car parks much myself, but I've rarely found that charging people more entices them to use this parking provision. People will simply use the supermarket car parks or surrounding residential streets which are already jam packed with cars.	All Elements	Ware
133	In addition where does that leave people that use the new Dolphin House Surgery? Are we now going to have to pay each time we go to the Drs? If so thats scandalous.	All Elements	Hertford, Ware
134	I wish to register my objection to the proposed extended hours to Ware council run car parks to 20:00 7 days a week. This in my opinion is excessive and generally speaking after 1830 the majority of shops are closed and car parks half empty	All Elements	Ware
135	As an old senior citizen the 30 minutes of free parking is ideal for picking up medication from our nice new chemist / surgery or a small amount of shopping from Tesco without using the hourly bus service , which stops after 4 p.m. anyway .	All Elements	Non Specific
136	I for one hugely object to this!! It is idiotic ludicrous!! People are feeling the pinch enough as it is at the moment!!!! How can you even think of doing this?!!!! It will affect residents and businesses!!! Bankrupt the all residents and businesses!!! Why not if you guys can make a few extra quid. Think of the bigger picture rather than your pockets!!!! Disgraceful!	All Elements	Non Specific
137	To lose the element of free parking in the car park is going to kill the trade in the High Street, which in turn will reduce your overall revenue. We already have severe traffic congestion on the High Street from people parking on the pavement rather than driving to the car park for free whilst they collect shopping etc. The removal of the free element is going to increase this problem exponentially.	30 Mins Free	Buntingford
138	The plan to scrap the free 30 minutes of parking and extending the chargeable hours will negatively impact the town's small businesses, encouraging people to use larger chain stores where parking is free.	30 Mins Free	Non Specific
139	I notice the 30 minute free period in the car parks in Hertford is being abolished. I would ask that you reconsider this as the schools in the area ask that you park in these car parks for school pick ups. Without the free period many parents will be driving around Hertford and increasing congestion until the children come out of school.	30 Mins Free	Hertford
140	You need to be encouraging more people to visit Hertford to ensure trade and hospitality can thrive. You need to make parking free and convenient at all times! Even now I will try to avoid coming into Hertford as I will not want to waste money on parking where I have other alternatives in Welwyn, Hatfield or simple ordering online.	All Elements	Hertford
141	One thing is certain. If I and my family cant get 30min free parking then there is no way I will visit the town any more I will get medical prescriptions sent to me so no visits to Andrews the chemist	30 Mins Free	Ware
142	I am not happy with the proposed changes to parking charges. Hertford's daytime footfall has reduced significantly over the years and two reasons are the cost of parking, and the shortage of car parking spaces that are convenient for the town.	All Elements	Hertford
143	We live on the edge of town, so practically using the 30 minutes free car parking is the only way for us to buy anything heavy from a shop that isn't Tesco or Asda	30 Mins Free	Non Specific
144	This will kill our already dead and depressing town centre. It does nothing to support small business; the elderly; the ill and people struggling to make end meets with the current inflation.	All Elements	Non Specific
145	Many of the secondary schools do not allow a pick up from the school premises & therefore the ability to be able to park for a limited amount of time for free is extremely useful to a lot of parents. It also benefits individuals who just need to stop to visit the bank or post office but don't need to be in town longer.	All Elements	Non Specific
146	I object to the current proposal and would suggest that the council keep 30 mins free car parking before charging for parking. This is to support local businesses in ware high street.	30 Mins Free	Ware
147	This will absolutely destroy our town centre. In the current financial climate you are just trying to squeeze people even more, restricting their liberties and making small businesses suffer. People will just jam up neighbouring side roads even more to avoid paying.	All Elements	Ware
148	It has come to my attention that you are looking to scap the free half an hour parking on Kibes Lane car park. As a parent who's children go to Christchurch school this seems very unfair	30 Mins Free	Ware
149	I think this council wants to completely obliterated the town centre of Hertford. Firstly it is a building site and now the car parking charges to be amended.	All Elements	Non Specific
150	The 30 minute free parking is so handy if you just want to pop to a store or chemist, charity shop or post office. To charge on Sundays and evening as well!!!!; really is this the only way, when life is hard enough finacially at the moment.	All Elements	Non Specific
151	I use the free 30 minutes, evening and weekend parking in Ware on a daily / weekly basis and this will have a huge financial impact on my family and I	30 Mins Free;	Ware
152	I am writing to express my concern that there appears to be an intention to remove the 30 minutes free parking in Ware amongst other ridiculous changes to charging times and days.	30 Mins Free	Ware
153	Use the 30mins free parking to help support local businesses and even drop off charity items. It's sad to hear this changes when we should be supporting shopping local to boost our local economy	30 Mins Free	Non Specific
154	An increase in costs at a time when the entire country is coping with rising costs seems harsh.	30 Mins Free	Ware
155	I understand putting a small charge for Sunday parking but £1 all day would be sufficient	Sunday	Hertford
156	I would like to register my objection to the above proposed parking amendment order. Pls can you confirm under what circumstances the council will reconsider this planned amendment, and, the proper manner in which people should register their objections.	All Elements	Non Specific

156

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

157	the revised charging scheme will encourage people to park on the street rather than in public car parks exacerbating the traffic flow problems Hertford suffers from already	All Elements	Hertford
158	As a member of both Ware Operatic Society, and Hertford Dramatic and Operatic Society I was horrified to see that the council are proposing to extend the chargeable hours until 8pm amongst other changes	Evening Charge	Ware
159	I can only see this as a cynical money grabbing adventure that will keep traffic away and the result of loss of income for shops and businesses, and a reduction in the quality of life for residents that make use of this facility frequently and will not be able to afford the charges	All Elements	Ware
160	If the 30 mins/after 3pm/Sunday free parking is removed, then this will only serve to increase congestion as people will park on the pavements/in loading bays even more. I implore you to instead keep a free parking period, promote the use of the car park, and increase wardens/penalties for all the illegal parking along the high street	30 Mins Free; Sunday	Buntingford
161	The extra cost is another cost for consumers to have to pay, when most other things are already increasing in price for everyday living.	30 Mins Free;	Non Specific
162	At a time when hardship is hitting everyone, why would you put up charges, add charges to Sundays and restrict parking in the highstreet?	30 Mins Free;	Ware
163	I am emailing to register my opposition to the proposed car parking changes, in particular the removal of the free half hour and the evening payments. On the other hand, I am not convinced parking needs to be free on Sunday	30 Mins Free, Evening Charge	Non Specific
164	free parking encourages people to come to the town to pick to do a quick shop/collect items and use restaurants / barsI understand the council needs to find money from somewhere, but please do not change these parking rules..	All Elements	Non Specific
165	I oppose of the new parking charges as the 30mins free is needed when popping in to pick up a prescription or popping into a doctor's appointment. I also think free parking for a Sunday should stay	30 Mins Free;	Non Specific
166	The plan to scrap the free 30 minutes of parking and extending the chargeable hours will destroy the towns concerned, with small businesses being the first to be hit, but certainly not the only fatalities	All Elements	Ware
167	I have been in hertford all my life 47 years. I think that the changes you want to make will destroy hertford not improve things	All Elements	Hertford
168	Incredible , with all the pressures on shops small and big business' and people with energy bills ,food prices , fuel, every one is on their knees desperately struggling to survive and you are even contemplating adding to our woes.	All Elements	Buntingford
169	The recent escalation of living costs has been disastrous for us. If you were to take away free parking it will mean we could not afford to visit the High Street any longer.	30 Mins Free	Buntingford
170	These changes to parking fees will kill off trade and the hospitality industry will suffer. I am a pensioner and already find it hard to find anywhere I can shop other than the big out of town shops who provide free parking	All Elements	Hertford, Ware
171	The council are making it harder and harder for both businesses and the public. It's just pure greed. You can park for free almost anywhere in the towns and villages in France but not in the UK	All Elements	Non Specific
172	Removing free parking and charging on Sundays will make Ware become a ghost town like Hertford is.	30 Mins Free;	Ware
173	As a busy working parent, I rely heavily on these bays for shopping local. My elderly mother also relies very heavily on being able to park close to the shops.I hope you reach a positive decision for our people and businesses	All Elements	Ware
174	As a busy, single working mother, I rely heavily on these bays for shopping local. I also rely on them to be able to take my children safely to and from school. I would implore you help us to make the most of all the wonderful shops, restaurants and facilities we have in Ware town centre, and scrap these further changes to parking.	All Elements	Ware
175	You will be creating road traffic accidents by removing the free 30 min parking as people will attempt to park in outrageous places to avoid the proposed charges of 70p for 1 hour parking to spend 10 mins dropping a child into school.	30 Mins Free	Ware
176	I rely heavily on this free parking and normally am in and out of the car park in 10 minutes. If I had to pay it would cost at least another £5 a week, making the monthly expense another £20 which I simply cannot afford	All Elements	Ware
177	For a county town, Hertford has become a white elephant. You are now proposing to remove one of the few remaining positive aspects of the town by not having free parking at any time	All Elements	Hertford
178	Shopping in the local shops needs to be encouraged not prevented. We need a thriving town centre. I hope you reach a positive decision for our people and businesses	All Elements	Ware
179	The free 30mins and free Sunday provides a great incentive for those of us wanting to quickly pop into town, support local businesses or go into the library. Sundays are my family's special family time days whereas we go into either Hertford or ware and spending a good few hours	Sunday	Hertford, Ware
180	If the town centre depreciates much more in term of its offering Hertford becomes so much less appealing and fewer business will want to open shops etc here. I don't want to see my lovely town completely diminish and I hope nor do HCC.	All Elements	Hertford
181	Please help us to make the most of all the wonderful shops, restaurants and facilities we have in Ware town centre, and scrap these further changes to parking. I hope you reach a positive decision for our people and businesses.	All Elements	Ware
182	The free 30 mins car park rule at the moment allow us to pick our daughter up. To find out the rules are changing is just ridiculous. With the cost of living spiralling, we will now have to budget for another £10 a week	30 Mins Free	Hertford
183	Sending an email to oppose changes to the East Herts council car parks.	All Elements	Non Specific
184	Has the council any understanding that Hertford the so called county town is already becoming a ghost town. If you are not disabled like many elderly residents who want to support the market traders carrying heavy shopping bags is already a problem	All Elements	Hertford
185	I'm writing to object against the removal of the free 30 minutes in the Kibes Lane Car park, which will greatly impact on parents that have to park there for Christchurch school.	30 Mins Free	Ware
186	I would draw comparison with Old Stevenage for example, where that High Street is ably supported by the abundant provision of free parking between 2-3 hours. I believe the removal of free Sunday parking is particularly egregious. To put it bluntly, given the recession, and rising fuel costs in particular, the timing sucks.	30 Mins Free; Sunday	Non Specific
187	I have lived in Ware many years and have gradually seen the Town deteriorate under EHDC care. Another nail in the coffin is your proposed new parking conditions where Sunday is no longer free and no free half hour. The shops we have will go due to the passing trade being ruined by your greed.	All Elements	Ware
188	I like to pop into town when passing through on the way home to get bits of shopping from independent stores if possible, and go out in the evenings in Ware, Hertford and Bishop's Stortford. I want to spend my money locally, With the prohibitive cost of fuel now, the appallingly poor road maintenance, the death of these high streets is imminent	All Elements	Ware
189	Is there any possibility that you can add the scope for weekly or "season" parking tickets to the car park for people like me who do not have any other option but to park in the car park. This will take away that daily inconvenience of going out just to buy a ticket or getting fined on days I forget to do it due to family or work life. Or alternatively, I would propose changing the street parking bays outside of kibes lane north car parks to resident permit only or bring some type of residents parking scheme to the area	30 Mins Free, Evening Charge	Ware
190	As a local small business, having free parking around us is how we make our Sunday trade so accessible. Eliminating the free 30 minute period and charging further into the evenings will also greatly affect us and other local small businesses	30 Mins Free, Evening Charge	Hertford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

191	I, along with most it would seem, would like to strongly object to this increase in charges. Our town is already suffering as it is and if you take away the 30 mins free parking it'll only get worse	30 Mins Free, Evening Charge	Hertford
192	The single sole thing raised by traders looking at setting up in the town has always been the parking situation. The free 30 minutes is essential to encourage the vibrancy of the Town Centres and will in due course lead to increased demand and then higher business rate revenue	30 Mins Free	Ware
193	What the public wants in Bishop's Stortford is not new buildings, more homes, restaurants or coffee shops when we are full and sick of them but the means to pay fair parking charges during the day when the main shops are open. We do not want early morning, evening charges or charging on a Sunday	All Elements	Bishops Stortford
194	Charging for Sundays will affect all the local churches. Churches give back a lot to the community, but church members are aging and even a small drop in numbers due to the extra expense could cause some to close	All Elements	Hertford, Ware
195	I could understand making it check in only so that if you do go over the 30 minutes then you pay and could you not just charge Sunday 50p instead of making it like the rest of the week? Isn't there always a compromise? Aren't things hard enough for people already?	Sunday, Evening Charge	Ware
196	it will be immensely bad for small business located within the town centre. Not only will customers think twice in making a journey but also business owners, staff, workers and employees will face increased parking costs.I am copying in my local councillor, Mark Pope.	All Elements	Ware
197	I really hope these changes don't go through, people have seen every bill increase this year already without being charged more to pop to the shops	All Elements	Hertford
198	I object because I think the Council should, with the economy in such poor health and inflation rife be doing everything it can to keep shoppers coming to Ware	All Elements	Ware
199	Absolutely atrocious decision made by EHDC regarding the change in public car park charges. Next year you will be wondering why businesses have shut down and the high streets are empty!	All Elements	Ware
200	Our towns have suffered enough with lockdowns and the devastating impact that has had on shops and businesses. This is the last straw	30 Mins Free	Non Specific
201	Ware is a small town with a good number of independent shops that rely on people being able to visit at all times. By removing the 30 minute free parking it is likely that shoppers will decide to go elsewhere rather than stopping to make a small purchase. This may not seem important but the cumulative effect could be to reduce footfall in the town shops and lead to business failures.	30 Mins Free	Ware
202	My church (the Hub Church) is made up of quite a few people on benefits and already struggling with their living costs and this will just add more misery and may even effect church attendance.	Sunday	Bishops Stortford
203	The local town economy is already struggling, to add further charges would really impact footfall into the town.	All Elements	Non Specific
204	bad for school run (in adverse weather) or for those that live too far to walk. It could cost upwards of £200 per year assuming 30 weeks by car clearly bad for small businesses and high street generally,not good for hospitality sector which already faces high energy costs, high wage cost, staff shortages etc. extending charge hours to 8pm will hit trade. Could also impact staff that drive to work,not good for the elderly that make a single journey to pick up prescriptions for example. They now face charges with the irradiation of the 30 mins free parking. sole traders and small clubs will be massively impacted as will parents to pick up children from town located after school clubs. the statement of reasons presented by the council do not establish why and how the new charging structure is deemed fair and in the best interest of so many stakeholders.	All Elements	Ware
205	Not only will this reduce much needed footfall in the town centre, having a negative impact on local businesses, but it will add strain to the already very busy on street parking. We are located on Gladstone Road, with no driveway and parking is already at a premium.	All Elements	Ware
206	As a Hertford resident who regularly visits Hertford and Ware, often by car, I would like to register my objection to these proposals. If anything, I would like to see more free parking periods and cheaper parking to support our town centres.	All Elements	Hertford, Ware
207	I just wish to raise my concern over the plans to charge parkers on Sunday's and bank Holidays in car parks in Hertford and Ware. It sounds like pure greed and would put people off (myself included) from visiting the towns on these days. I have specifically made trips to both places on Sundays for the fact that the car charges are not used, and ensures mine and I'm sure hundreds of other people's business is kept in the towns.	Sunday, BHL Removal	Hertford, Ware
208	It will deter people from shopping locally and I fear many of the already struggling business's will cease trading.Our current car parks are already over whelmed and as a disabled person ,I am keen to learn if the 3 disabled parking spaces in Bull Plain are to remain.	All Elements	Hertford
209	It appears that you are getting rid of the half hour free parking for all of the car parks: this is invaluable to allow people to quickly pick up/drop things off to local shops. On street parking in many of the narrow streets of Hertford is on pavement and/or restricts road width. Both of these affect active travel routes with the former presenting difficulties for pedestrians and the latter to cyclists. Encouraging off street parking evenings, weekends and bank holidays improves the surrounding areas because it removes these impediments to active travel.If you are going to charge for these car parks please consider retaining the half hour free for loading and unloading plus some sort of resident scheme where residents can purchase an 'off peak', long term parking permit, similar to those for Residents Parking Zones, to encourage off street parking of vehicles.	All Elements	Hertford
210	At best revenue would be modest and also penalise community/sporting activities like, for example, cricket players and spectators and the monthly cars and coffee event. On-street alternatives would be used. Has a proper survey been conducted of weekend users, numbers and reasons for parking etc. or is this a blanket revenue- raising decision? I trust that there has been genuine engagement...Sawbridgeworth TC	Sunday	Sawbridgeworth
211	Can you provide me with a valid reason why you are even considering this change at the present time? Are you actively trying to destroy our local shops and businesses?	Sunday, Evening Charge, BHL Removal	Buntingford
212	I would like to register my objection to the forth coming parking charges in Ware.To take away the free 30 minute spaces and to charge on a Sunday is madness.We've just returned from driving through Spain and France and every town as free accessible parking and thus has thriving shops, with lots of variety. You will kill off the high street for sure. It's greed gone mad. A few more pennies for the local council in exchange for a ghost high street. Why do you think the shops in Amwell end are doing so well? Yes, because people and park and just pop in. Whoever came up with this short sided idea is crazy.	Sunday, Evening Charge, BHL Removal	Ware
213	I went to the documentation and the statement of reasons which as far as I can see states no reasons? So I can only determine that this is for financial reasons.Not only does it limit those people who use the towns shopping on Sundays it also will affect the evening economy. Safe parking in the evenings will also be reduced meaning people might be more likely to use side streets with limited lighting or CCTV. urely these changes will mean parking attendants will be needed on Sundays and all bank holidays as well?	All Elements	Non Specific
214	With more than one small child it is not always possible to walk to use local businesses and I fear this will also push business further away from our already fragile local economy and small businesses. I would ask that at the very least this proposal is deferred to a better time for families and our economy.	All Elements	Non Specific
215	I am writing to object to changes in parking charges. I believe that it will become uneconomical for me to shop and eat in the High Street, which saddens me greatly. It feels like a cynical attempt to shut down the High Street so it can be used as a trunk road from new Ware to Station?	All Elements	Ware
216	Parking should be free on Sunday to allow for a more leisurely use of the town - cafes, restaurants, bowling and cinema. Same goes for evening. Charges are not necessary on a Sunday or evening - there is not a lack of space. Free parking encourages visits to the town. In the evening especially you don't want to walk if you have young children and time is of the essence to get them home to bed after a meal out or a film.	All Elements	Non Specific
217	We have a large number of independent traders who rely heavily on these car parks to run their businesses and to attract customers. We also rely on the parking facilities for the doctors surgery and for those with more complex conditions who may need more appointments will end up paying a premium just to see their GP. I sincerely hope the council will see that this will not generate much more additional revenue	All Elements	Sawbridgeworth

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 94

218	I am Social Secretary at Sawbridgeworth Cricket club and have worked there for 28 years.We have matches on Saturdays and Sundays of which 22 players attend do potentially 22 cars.They already pay membership and Match fees. The added cost in the present climate Could tip the balance on weather it was all worth the expense.	Sunday	Sawbridgeworth
219	would like to formally make an objection regarding the proposal of change of parking and charging for parking in Sawbridgeworth at weekends. This would greatly effect local clubs especially those like the bowls and Hailey centre that are mainly used by the elderly and do not have much disposable income and not to mention container to greatly impact shops and traders that rely on passing trade. For such a small community many use amenities in bell Street as a life line and charges would have a huge negative impact.	Bell Street	Sawbridgeworth
220	I whole heartedly object to parking charges being extended in Sawbridgeworth car parks.The town is only just getting back on its feet since the pandemic with a lot of new businesses. Increasing parking charges will serious affected footfall. I, for one, will not visit the town regularly if I have to pay for for the first part of parking or at weekends	All Elements	Sawbridgeworth
221	I don't usually get involved with this - but Im writing to object to parking at weekends in Sawbridgeworth. There are too many clubs/business that will be affected, including my own, Sawbridgeworth Cricket Club. We should be encouraging people to visit these areas when not at work, and not putting them off.	Bell Street	Sawbridgeworth
222	I'd like to register my objection to the proposed changes in charging to the Bell Street car park in Sawbridgeworth. As a working mum I drop my daughter to the nursery most days. The drop off takes 10 minutes so the free parking is used daily. These parking costs will add up quickly and will be felt as times are challenging enough for families with the cost of living crisis. I can also foresee the use of Budgens car park to increase significantly as this does allow free parking. When this car park is full it becomes another challenge for families to shop locally and for the elderly who rely on Budgens.	Bell Street	Sawbridgeworth
223	I object to the removal of the free parking periods at all car parks. Especially Bell Street in Sawbridgeworth. I feel that this would have an incredibly detrimental affect on the life of the town, affecting small businesses. It also means that every parent dropping a child at Bell Street nursery has to pay to drop off and pick up, every patient picking up a repeat prescription at Central Surgery, or bringing a vulnerable patient in will be liable for a charge.	Bell Street	Sawbridgeworth
224	This email is to express my objection to the proposed car parking charges.	All Elements	Non Specific
225	Local businesses have been at the mercy of the pandemic for the last few years, and many have recently begun their recovery phase, where others have sadly had to close. The free 30 minute parking that serves most car parks in town centres, such as in Ware and Hertford, are deemed to be a lifeline, where the local community and visitors are encouraged to visit the town and shop.	All Elements	Hertford, Ware
226	I object the below as it will have a negative impact on local sports clubs and businesses. People will start parking on residential roads meaning residents can't park near their own houses.	Bell Street,	Buntingford,
227	This is a short sighted income generation scheme that does not take into account the local macroeconomics, which I'm sure local town and district councillors will understand to support local businesses. I will be raising this with the local councillors, but I would urge EHDC to protect local businesses in the current financial climate and also the interests of local residents and visitors to the town.	All Elements	Sawbridgeworth
228	This is unacceptable and unnecessary and will be extremely detrimental to local business and families and individuals given the cost of living crisis. Sawbridgeworth is a little town trying to build itself up and develop its high street and associated services and introducing parking charges will significantly undermine that process I would be grateful if you can acknowledge my objection and I would also be grateful if you could provide an explanation of how the consultation is being adequately disseminated to give all residents impacted an opportunity to register their opinion.	Bell Street	Sawbridgeworth
229	I believe it will be detrimental to the town shops, who are already struggling, and cause difficulties for the people of the town, particularly older people.	All Elements	Ware
230	This is a short sighted income generation scheme that does not take into account the local macroeconomics, which I'm sure local town and district councillors will understand to support local businesses. I will be raising this with the local councillors, but I would urge EHDC to protect local businesses in the current financial climate and also the interests of local residents and visitors to the town. It is laughable that your website suggests ways to save money but is more than happy to take even more money from people (members of the public and businesses) which are already struggling.	Bell Street	Sawbridgeworth
231	Dear sir, I can't believe that free parking at weekends in Sawbridgeworth could end. So many organisations rely on this for good attendance at the weekends. As do the shops and cafes etc.This will be the death knell for our lovely town.	Bell Street	Sawbridgeworth
232	We need more free off-road parking not less, especially on Folly Island, which was never designed for the level of vehicle use it suffers. Pedestrians, pram users and disabled people can't use half of the footways because of cars blocking them. That is not only a disgrace but a failure of your legal duties	All Elements	Hertford
233	I would like to object to the parking charges changes proposed for the above car park. Sawbridgeworth is a small town and local shops have to compete with larger towns nearby. This car park also serves people using the doctors surgery, children's day nursery, bowling club and tennis club participants and childrens' clubs. It is also used by people visiting local restaurants and pubs in the town, both during the week and weekends.	Bell Street	Sawbridgeworth
234	I strongly object to the introduction of parking fees in Sawbridgeworth town centre. I live locally and shop there regularly. I fear a massive drop in footfall for the local traders if this fee is introduced. People will go elsewhere where weekend parking is free ie. Tesco or sainsbury.	All Elements	Sawbridgeworth
235	This proposal will impact severely on people's shopping and leisure habits and the businesses in the town will suffer. Surely the Council can see that? This plan is mean spirited, unnecessary and greedy	Sunday, Evening	Bishops Stortford
236	It is madness to increase costs to an already dwindling high street. If the council had interest in assisting businesses they would be making parking easier and cheaper	All Elements	Non Specific
237	It is essential that the district and county council support the local economy. Businesses, pubs and local sport clubs customers use the car parks at weekends. Charging at these times will deter visitors & will obviously make people park in the narrow streets around the centre causing risk of accidents etc	Bell Street	Sawbridgeworth
238	Our high street is dying. It is small and not able to compete with the nearby large towns and retail parks. The small size of the buildings in the high street really restricts options for shop owners. If you increase the weekend, bank holiday and evening parking in Sawbridgeworth you are directly contributing to the demise of our high street.	Bell Street	Sawbridgeworth
239	Many local businesses would be impacted by the loss of a customer's ability to 'pop into town' to pick up a prescription or post an item. would it not be better to target those parking on side streets in order to avoid paying for parking at the train station? At least that way, our community would benefit from others as opposed to penalising the residents of Sawbridgeworth.	Bell Street	Sawbridgeworth
240	the introduction of parking charges on the weekends are highly likely to negatively impact these businesses and potentially lead to their closure if the likely reduction in footfall reduces revenue.Introducing charges at weekends will put further pressure on these volunteer run organisations	All Elements	Sawbridgeworth
241	introducing chargeable parking hours at the weekend will have a materially detrimental effect on the small businesses. This would be even more detrimental if the free 30 minutes parking provision during the week was also to be removed which would also particularly affect people accessing the local GP surgery. The car park in Sawbridgeworth is also used for community events at the weekend such as the monthly 'Coffee and Cars' event held on a Sunday which would presumably be affected.	Bell Street	Sawbridgeworth
242	Sawbridgeworth is a small town with small independent traders, at this time of financial hardship for many people, having to pay for parking over and above the existing charges will make them travel to other locations and abandon the local businesses. I think that the 'free' parking periods currently applicable should not be removed.	All Elements	Sawbridgeworth
243	The shops in our little high street are suffering enough with a downturn in trade, introducing charges on Saturdays, Sundays and bank holidays will do absolutely nothing to help them or our town. We also have the Tacoma car meet once a month on Sundays in Bell Street, which is a group that meets to help with men's WELL-BEING. If charges are introduced this is likely to affect this event - and we need all the WELL-BEING support possible at the moment.And I forgot to mention - all our local sports clubs (apart from the football club) and their members use Bell Street car park at the weekends, as do the Girl Guides, Hailey Day Centre (our community hub for our elderly residents) and those attending the doctor or dentist	Bell Street	Sawbridgeworth

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

244	I strongly object to any changes to parking in Sawbridgeworth as the scrapping of the half hour free parking would seriously effect the traders who are struggling now, and also use of our doctors surgery.The introduction of parking charges for evenings and weekend would seriously effect restaurants and sporting facilities, including Sawbridgeworth bowling and cricket clubs	30 Mins Free	Bishops Stortford / Sawbridgeworth
245	1. You have not explained why you need to extend the days and times of car parking in Sawbridgeworth 2. Sawbridgeworth is a very small town and see no benefit for EHDC to charge for evening or weekend use 3. Going forward our businesses that are open in the evenings/weekends will suffer further especially as we heading into a very expensive living period 4. You will push car parking into local residential roads	All Elements	Sawbridgeworth
246	At the weekend local residents use the car park for local shopping and enjoyment of local facilities, Any introduction of charges will cause these local facilities to have a diminished foot fall. Plus with the cost of living increases this move will be seen as hitting local residents	Bell Street	Sawbridgeworth
247	The proposed changes will be detrimental to local businesses in our town centres which are struggling to recover post covid shutdowns and now with rises in cost of living.	All Elements	Non Specific
248	I would like to make my objections against evening and weekend parking charges in sawbridgeworth, this will greatly affect businesses and clubs in sawbridgeworth. Parking charges need to be completely scrapped in sawbridgeworth so it can become a buzzing community once again	All Elements	Sawbridgeworth
249	The plans to extend charging to Saturdays and Sundays is thoughtless, Saturday is the one real opportunity for traders to attract customers, largely due to many working people being off at the weekend and the FREE car parking.	Bell Street	Sawbridgeworth
250	I am writing to lodge my objections to introduction of parking charges to bell street carpark on Saturdays. This will push more cars onto side roads. It will also impact the footfall of people into sawbridgeworth making the town an even less attractive place to have commercial presence.I see there is an additional change which is not highlighted in the proposals, and you have to read the full details to get the information.Currently you can park for 30 minutes free. This is being removed. I am particularly concerned regarding use of the doctor's surgery, particularly for old/sick people.	Bell Street	Sawbridgeworth
251	I totally oppose all the changes in parking costs that are being proposed for Bishop's Stortford.	All Elements	Bishops Stortford
252	the extention in operating hours just seems a cynical way of increasing the price even more. It doesn't seem fair - where is the support for our high street? I am lucky enough to be able to walk into town but there are many people who can't and they should at least have the choice to shop and socialise when the car parking is free.	Sunday, Evening Charge	Non Specific
253	I would like to register my opposition to the proposed parking charges changes being proposed. Getting rid of the 30 minute free ticket will impact local shops and businesses as well as impose a hefty increase on people needing a quick stop just when the cost of living is skyrocketing.	30 mins free	Non Specific
254	To introduce parking charges on these days is a very bad idea. These are the days when this parking area is heavily used by players using the Bowls,Tennis and Cricket areas.These activities should be encouraged within the community and not penalised by introducing these charges.	All Elements	Non Specific
255	I wish to object to the proposal to alter the parking restrictions. As a regular user of bell street service. As far as I am aware there is no support at all from the local shops Dr surgery, to alter the parking situation. Please take this as a positive objection to your plans for Bell street.	Bell Street	Sawbridgeworth
256	In current political and financial situations, the council should be supporting both local business and people in accessing vital services.	30 Mins Free	Sawbridgeworth
257	I strongly object to the plans to make Bell Street car park fee payable on Saturdays, Sundays and Bank holidays. It would ruin our community. Shops get most of their business at weekends therefore families will go elsewhere.	Bell Street	Sawbridgeworth
258	I object to the subject proposal on the basis of the complete lack of substation of rational reasons to remove free parking, despite the included "Statement of Reasons" which offers no reasons for the proposal.I also believe the removal of free parking will be detrimental to the local businesses in the town's mention. Additionally the inclusion of fees on Sundays and Bank Holidays will act as a deterrent for visitors.	30 Mins Free; Sunday, BHL Removal	Sawbridgeworth
259	If suddenly free parking was stopped many residents/visitors I fear would decide not to bother with shopping in Sawbridgeworth and head straight through south to Tescos, park for free and add to their profits.	30 Mins Free	Sawbridgeworth
260	. Removing the free 30 mins, free evening and free Sunday parking will just mean less people will use the town or try to find residential roads to park on which will just cause trouble for the residents instead.	30 Mins Free	Bishops Stortford
261	I particularly object to Crown Terrace being affected. I am a resident of Crown Terrace, and like all of the other residents, and others nearby, rely on the car park to help manage our parking difficulties. There is very limited parking in the area. Being able to park for 30 minutes for free, after 6.30 pm and on a Sunday makes a huge difference to our lives and for our visitors.	30 Mins Free	Bishops Stortford
262	I usually come in on a Friday and shop in Waitrose and use their free car park and also on a Sunday when I park for free and visit other shops. I would also be impacted when using the post office on Hockerill Street as I park in Crown terrace and make use of the 30 minutes of free parking.	30 Mins Free; Sunday	Bishops Stortford
263	Car parking charging is a form of regressive taxation which ultimately hits those who cannot afford it the most the council has over populated Bishops Stortford and not put in adequate alternative transportation (eg public, cycling, walk ways etc) Sunday is a family day and I think this will stop families being together in the town - the town will ultimately continue on its path towards charity shop and tea shops only as real shoppers head elsewhere	30 Mins Free; Sunday	Bishops Stortford
264	My main objection is that the businesses in Sawbridgeworth need as much support as possible in these difficult financial times. We should do all we can to encourage footfall to these businesses on & around bell st and introducing additional parking charges will only discourage people to park in Bell St and use the local businesses & services, pubs & restaurants.	All Elements	Sawbridgeworth
265	My objection to the idea of charging on Sundays and after 6.30, is how this is going to affect the shops and restaurants	All Elements	Non Specific
266	It's time councils stop wasting money and controlled their expenditure, not make the people they represent pay for their bad management.	All Elements	Non specific
267	Sawbridgeworth is a very small shopping area where shops and the several little cafes at the best of times struggle to make a living and stay open.People who now come as parking is free and easy will either stay at home or simply drive on to where there are more options and the car park costs the same !	All Elements	Sawbridgeworth
268	I usually plan them for the evenings or Sunday when parking is free (and spaces are plentiful). Personally, this proposed change means that the town centre is becoming even less attractive to me. I am less likely to "pop" to the shops as I occasionally do, but rather shop online, or save my shopping for bigger and better location such as Harlow which offers far superior range of shops and now more competitive fees.	All Elements	Bishops Stortford / Sawbridgeworth
269	All of the shops in Sawbridgeworth are independent retailers, not big chains. 2. These independent retailers rely primarily on weekend customers who work during the week and cannot do their shopping in the week. 3. Many users of the car park are visiting organisations who get little or no funding from EHDC, such as the Girl Guides, Sawbridgeworth Cricket Club, Sawbridgeworth Bowls Club, Sawbridgeworth Tennis Club and the Hailey Day Centre that serves many of Sawbridgeworth's elderly residents 4. By introducing weekend and evening parking charges in the public car park, it will make even more people use Budgens Gravelle's car park which is currently free. 5. Introducing evening and weekend parking charges in Sawbridgeworth car park will have a detrimental impact on the residents of the surrounding area as customers will choose to park in the streets nearby.	All Elements	Sawbridgeworth
270	We live on London Road opposite the Crown Terrace car park, which we use evenings and Sundays as we have no parking elsewhere . We often use the 30 minutes free to transfer our 20-month-old son to and from the car, as well as shopping etc, and my partner comes home from work at about 6.15 when she would normally then be able to add a 30-minute free ticket to take her past the 6.30 cut-off.	30 Mins Free	Bishops Stortford
271	The road in which I live is parking free on Sundays and Bank Holidays. Will this still be the case? Should this charge happen, as we live close to the town, even more people will be parking elsewhere, including this Close, instead of paying. This could pose a problem for carers and the like as we have a number of elderly residents in this Close. I am sure we would not be alone in this respect.	Sunday, BHL Removal	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

272	already try to avoid using my car to drive into Stortford because of congestion problems on a Saturday. I prefer as a pensioner to take advantage of the free parking on a Sunday. My understanding is that the free parking will cease under new legislation being brought in. Which will mean I'll stop going into town on a Sunday as well. Also I understand evening extension charges to 8pm are being considered. I like to go with my local Meetup group on a Tuesday evening to the cinema at the moment we enjoy free parking from 6.30pm. If these charges are approved I will probably stop going to the cinema as it will be too expensive.	Sunday, Evening Charge	Bishops Stortford
273	If parking charges are extended at Grange Paddocks, as reported in Bishop's Stortford Independent, I will almost certainly be forced to cancel my leisure centre membership.	All Elements	Bishops Stortford
274	Our town shops are struggling as it is and people should be encouraged to go into town - by charging for a Sunday, removing the 1/2 hour free parking in some car parks and increasing the charging hours, it's going to put people off popping in to town, to go to the shops / restaurants.	30 Mins Free; Sunday, Evening	Bishops Stortford
275	Surely if you make it harder to park when 'popping' into shops, people will abandon the town and go to the malls locally where parking is free. This in turns leads to shops closing and having more empty premises on the high street.	All Elements	Ware
276	I write to object to proposed additional and extended car park charges in Stortford. The present arrangement with free parking at weekends and from 18:30 weekdays is good for retailers and the night time economy, additional charging will be very bad for both. I am a member of a large Meetup group which regularly socialises in Stortford and your proposed changes, if applied, will undoubtedly curtail our visits.	All Elements	Bishops Stortford
277	I urge you to consider scrapping this proposal, particularly if the inevitable cost of parking wardens at these times means that the income generated for the council is not extensive. It really will hit both families and also business owners hard. I look forward to hearing from you.	Sunday, Evening Charge	Bishops Stortford
278	I believe that this will hurt small businesses such as dry cleaners and convenience shops. People such as myself will cease visiting the town centre for small transactions as the inconvenience and cost of paying for parking will outweigh the benefits of going elsewhere. The town centre has faced decline over recent years and this initiative will hinder any recovery. I would be in favour of increasing the costs of longer stays to compensate for this.	30 Mins Free	Hertford
279	I strongly oppose the proposition to end free thirty minute marking and extend chargeable hours at Apton Road till 8pm. This will surely only bring in limited revenue and yet will put off people who want to access town facilities. Sometimes only 15 minutes is needed to access a pharmacy or GP Surgery, and free parking in the evening encourages use of restaurants and other facilities. Why make it harder and more expensive for citizens to access the facilities in their own town?	30 Mins Free, Evening Charge	Bishops Stortford
280	When considering the changes at Grange Paddocks please bear in mind that the signs indicating " for leisure centre users only" was ignored particularly at weekends when football (both men and boys) was on. On virtually every occasion many spaces were occupied by drivers of football players because the other car parks there were full. Leisure centre users therefore had no where to park. The "leisure centre users only" must be enforced. Maybe entry barriers operated by membership cards?	All Elements	Bishops Stortford
281	I strongly object to these proposed plans. Discriminate against those who are less well off. Free parking, especially on Sundays afforded any families the ability to come into town and be part of the community. They will now be prohibited from doing so. It will discriminate against those with Children, dogs, disabled or who just live too far away and have little choice but to drive in. It will put people off coming into town and reduce footfall on our highstreets at a time when the cost-of-living crisis is likely to hit our shops hardest. This plan makes no sense.	Sunday, Evening Charge, BHL Removal	Bishops Stortford
282	1. Sunday free parking allows those not so well off to browse the town at their leisure without having to worry about getting back in time so as not to get a parking ticket. This of course applies to all other car park users. 2. Churchgoers will be subjected to the new charges which in my view should not be forced upon. And no, I am not one of them. 3. The evening charges will undoubtedly make some not bother to come into town at all, instead make more use of out of town facilities like restaurants or pubs.	Sunday, Evening Charge	Bishops Stortford
283	I wish to put forward a proposal that Blue Badge holders should be exempt from parking charges (subject to the normal 3 hour period) in designated Disabled Spaces, and other normal parking spaces.	All Elements	Non Specific
284	Personally, my children have a chronic condition that causes pain and fatigue. We are not eligible for a blue badge and whilst we try to walk into town as often as possible, this is not always an option for us. By introducing charges at these additional times, we will have to factor in another expense to an early-evening dinner or a trip to cinema/theatre (when it reopens), a factor which may encourage us to go elsewhere or even stay at home. This will remove revenue from local businesses.	All Elements	Non Specific
285	I am writing to object to the raising of car parking charges on a Sunday. The attendances at churches will suffer tremendously as well as other small businesses in town who are struggling to survive. It will inevitably cause people to try to park in residential areas which in itself will cause extra problems. I would strongly urge the council to rethink plans to increase charges.	Sunday	Non Specific
286	Your proposals are counterproductive and will only lead to more parking on road in places that are already overcrowded. My father lives in Cross Street in Ware and parking out side his property is extremely difficult. He is very infirm and trying to get him from car to front door is very difficult. By hunting cash you are pushing the limits of civility towards your voters	All Elements	Ware
287	This would be of significant detriment to the town centre and I urge you to reconsider.	Sunday	Bishops Stortford
288	Since Covid most people are struggling with the rising cost of everything and making changes to charges just seems an act of pure greed. Changes to parking charges will lead to even more obstructive parking on high streets as people will risk being caught by a traffic warden as they quickly stop at the pharmacy/shops etc.	All Elements	Buntingford
289	The impact on coffee shops, restaurants, retailers in general as well as churches will have a profound impact on the town.. I only hope you will rethink this action, and there will be enough residents to oppose this step in the current financial cost of living crisis for the public. It certainly won't serve the interests of the town.	Sunday	Bishops Stortford
290	I strongly oppose the charging changes in Buntingford as this is a small town who's retailers depend on the local community. If a charge was in force I feel the lovely town high street shops would suffer badly. Leading to it being a ghost town as local shops would be forced to close.	All Elements	Buntingford
291	I'm writing to object in the strongest possible terms any proposed charge for parking in bishops stortford on Sundays. I feel that my right to worship is being curtailed through no fault of my own. I am a long standing member of a bishops stortford town centre church. If you charge me to park on a Sunday I will quite simply be unable to afford to attend my church. You will drive customers out of the town, and businesses will follow	Sunday	Bishops Stortford
292	I understand that the council needs to use parking as a source of income, but to stop very short term parking will surely have the effect of preventing people using the independent town centre shops for quick purchases. I am unable to understand why the car park at Wallfields is the exception to these charges and suggest that the charges there should be exactly the same as is decided for all other car parks if you wish to avoid accusations of favouritism for councillors.	All Elements	Hertford
293	I live on the outskirts of town and occasionally visit the town centre at these times when it's much quieter. Surely the free parking is there to encourage use of the town, shops, restaurants etc at those quieter times? Personally I would not visit the town centre as often if you introduce these charges. I can't see how this change can be anything but detrimental for everyone.	Sunday, Evening Charge	Bishops Stortford
294	I have lived in Hertford for 25 years and have never been so annoyed as to make a complaint. The parking situation is already very poor, and this is an outrage. Sundays are family days to go to the park and so on. There are few shops open and few commercial activities. It's shameless and those responsible will never have my vote again in any local election	Sunday	Hertford
295	The proposed changes will drive up costs and reduce footfall in the town centre. I live in Stansted and work in Stortford, these changes would make me drive to Saffron Walden and shop there more. Please don't follow through with this!	All Elements	Bishops Stortford
296	Ware High Street is already struggling to maintain any sense of being a working High Street. Many premises are empty, or have a high churn rate of occupants. Removing the free parking will mean many more people stop attempting to use the businesses in the town altogether. Couple that with the public danger this will create in people 'just stopping quickly' to grab something from a shop on the yellow lines and I think it's an ill-conceived cash-grab.	30 Mins Free	Ware

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

297	You need to be encouraging people to come into town and shop to promote the lively town that Stortford is. The reasonable parking is one of the reasons I nip in and out of Bishop's Stortford Town centre so much and inevitably spend money in the local businesses. This decision feels greedy and short sighted of the council. As a local to Bishop's Stortford I am disappointed in the councils approach to this.	Sunday, Evening Charge, BHL	Bishops Stortford
298	The businesses in Sawbridgeworth will inevitably suffer over time because people from outside won't bother to 'pop in' to our town to meander or buy from the shops if they know it's going to cost them regularly to do so. There has to be more creative intelligent thinking in line WITH the EHDC residents and businesses. Certainly our local Mayor will not be in favour of this proposal - we are trying to look to the needs of the people and regeneration in Sawbridgeworth, not kill the efforts and livelihoods of many.	All Elements	Sawbridgeworth
299	It will move the parking to residential roads that are close to the town centre; creating increased parking issues and add to the traffic problems that East Herts residents especially those in Bishop's Stortford experience. In a time of increased costs this is one that is unnecessary and will discriminate against those who have to drive to shop or who find it difficult to walk but do not possess a blue badge.	30 Mins Free	Bishops Stortford
300	They will cause significant annoyance to those who currently use the empty car parks on Sundays, Bank Holidays and summer evenings but will bring in, at best, negligible net. I, for one, have no intention of paying to park my wife's car: I shall find a parking space elsewhere and walk back as I do during current charged hours. I urge you to reconsider these deleterious proposals.	All Elements	Ware
301	I object on behalf of our members to the following: 1) Introduction of parking charges on Sundays, evenings and Bank Holidays (except Christmas Day) in various car parks in Bishop's Stortford – many of the residents who live in our area are of old age and living on a pension, FREE parking allows them to shop in town which also helps the shops in town earn revenue. We also have limited bus services in the area, the present pathways do not allow access to town in motorised wheelchairs or buggies. 2) Remove all current free parking periods, except in Grange Paddocks B & C, Bishop's Stortford – this will result in people parking in Grange Paddock car park and walking to town to shop – this presently happens 3) Amend the parking charges on Sundays for Link Road and Northgate End car parks to align with the all day tariff. – our members believe that Sunday parking should be free of charge until an improved bus service and pathway improvements are made.	30 Mins Free; Sunday	Bishops Stortford
302	Many parents make avail of the free 30minute parking to enable school drop off and pick up. If a charge were to be implemented in Herts car parks it would force parents to park in surrounding residential roads, causing chaos for local residents. Also by removing free parking, shoppers would opt to park in large supermarket car parks that offer free parking. I urge you to reconsider and to support normal everyday hardworking people.	30 Mins Free	Hertford, Ware
303	It will have an adverse impact on parents/caregivers during the school run, it will be immensely bad for small business located within the town centre. Extending the charges to 8pm will also adversely impact staff of those hospitality businesses. It will adversely impact the elderly who rely on the 30 minutes free parking to make frequent trips for prescriptions, dentist and doctor appointments and convenience shopping. The pandemic has also shown that isolation has a material impact on well-being particularly those that are vulnerable and elderly. Increasing charges and removing the free 30 minutes is very likely to reduce trips for those people that need it the most.	All Elements	Ware
304	How do we maintain the current availability of free town centre parking for 30 mins in most places, in the evenings and on Sundays/Bank holidays - it is a great boon to local shops, restaurants, pubs and social/sports centres. As far as I can tell - all the proposed changes will lead people to think twice before coming to the centre of town and will affect the community spirit and local businesses.	All Elements	Bishops Stortford
305	As both a worshipping member of a church in the town centre and a shopper in the town, I do not want to see the charge imposed. Surely we should be encouraging small businesses, not unfairly discriminating against them and driving the money people spend into the hands of already huge corporations who can afford to build purpose built retail parks on the edge of town or in other towns.	Sunday	Bishops Stortford
306	If the changes were made I would not visit the town centre any where nearly as much as I currently do. as a busy mum and business owner I often need to just 'nip in' to grab something, but if I also needed to pay for parking I would choose to buy online a lot more, which we as a nation are trying to not do as much and to 'shop local'. Also I feel that if the change was made, there would be a lot more dangerous parking	30 Mins Free; Sunday, Evening	Ware
307	To a certain extent, I can except the evening periods being extended to catch the night-time economy, but object most strongly to charges being applied to Sundays. This will be an extra burden on families when attending events. For ourselves, we will continue to use Welwyn Garden City for all our shopping requirements as apart from 4 establishments, we spend nothing in Hertford.	Sunday	Hertford
308	The proposal if adopted would destroy the community and render many services and businesses very existence in doubt. In the alternative, and this does not diminish the above objection, should the proposal go ahead a statement as to how the increased revenue will be spent in Sawbridgeworth (not Hertford) should be made.	All Elements	Sawbridgeworth
309	There are plenty of empty shops in Bishop's Stortford. The proposed abolition of the 30 minute free parking will discourage people from shopping in Bishop's Stortford. They will drive to other towns where there is such free parking or the out of town shopping complexes in Harlow for things which they can collect in half an hour. The car parks are used less in the evenings and on Sundays, so I see no need for hourly rate charges to be introduced. I fear if they were introduced there would be more on street parking by those who go to the restaurants or (on Sundays) church. Having said that a modest fixed charge (£1) would not put people off using the car parks at these times.	All Elements	Bishops Stortford
310	I object to further car parking charges given that the changes will impact on low income families in a time of unprecedented cost of living pressures. It looks to me this just another income stream for the council instead, rather than the council working toward the greater good of the local population. The Sunday charge hits a population attending church which has a focus on supporting the community and this hinders their good will.	All Elements	Sawbridgeworth
311	Many cars already use local roads including Bowling Green instead of the car park to avoid the charges already in place. Removing free periods and extending the charging times and days will just make this problem worse, impacting further local residents, particularly at school pick and drop off times when the coaches already can't get down Bowling Green Road. White Hart Close is already filled with cars who use that as an alternative car park, restricting parking for those who live there and these changes will make this situation worse	Bowling Green Lane	Buntingford
312	Cost of living crisis and the council want to charge people for spending money in town? Mental	Sunday, Evening	Non Specific
313	Please don't make these parking changes, it will kill activity in the town centre. I understand that the new hideous multi storey is not generating enough revenue but why punish the other parking areas, especially on Sunday.	All Elements	Non Specific
314	the free parking encourages people into town to the restaurants, cinema, to shop when it's not so busy, etc. I'm sure you would find if you asked local residents, that most if not all, would object to the proposals. We already have the hideous looking new multi-storey car park, and don't get me started on all the houses that have been/being built that are ruining this town	All Elements	Bishops Stortford
315	I am very concerned about the intended car parking costs that are planned in Bishop's Stortford. I believe this will seriously impact my decision to go into town and I may choose other towns with free parking. As a church attender this is also very significant on a Sunday and I sincerely hope you'll put forward my concern and vote against this.	All Elements	Bishops Stortford
316	I object, as I'm sure everyone will, yet I'm sure you'll implement it anyway. I'm curious as to why these charges are even being considered? It will affect the night life of the town and weekend shoppers.	All Elements	Non specific
317	This is a cynical move to place further burden on ordinary people during a cost of living crisis, which will in turn reduce footfall in the town, leading to economic hardship for businesses. This proposal should be overturned, and emphasis placed instead on helping local people to use the town's facilities.	All Elements	Bishops Stortford
318	- the businesses on Bell St will suffer as they can go free to Tesco or Budgens. more people will park illegally on Bell St making it dangerous- the revenue collected will be very small anyway.	All Elements	Sawbridgeworth
319	The scrapping of the free 30 minute parking is wholly unacceptable and could lead to parents being between £100 and £200 out of pocket to drop off and pick up their children from school. Some parents/children do not live within walking distance and yes some parents split the school run, using 2 different cars so would lose the free parking twice in a day equating to over £200 in parking for the school year at a time when there is a cost of living crisis.	30 Mins Free	Ware
320	Most people who park are residents and pay council tax. They should not have to pay at every nook and turn during the day when parking for a few minutes. Many people are already paying the council for the street parking of their cars.	All Elements	Bishops Stortford
321	Nearly everywhere in this country, Sundays and Bank Holidays are respected and approved as a small benefit to residents. Even in Central London is applicable! I am totally against this parking change measure. This will only put pressure on the nearby roads, will cause congestion by people trying to find alternatives and will prove little if no consideration for Bishop's Stortford's residents.	Sunday, BHL Removal	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

322	Extending the hours to 8:00 pm, will affect Hertford Theatre (when it reopens) and other establishments, such as the two main churches, where an evening performance is occurring. Parking fees will add to the cost of an evening out in Hertford. Under the Statement of Reasons, I can find no reasons, just a statement of the effects. If it is for the council to raise more money, why not say so? If it is to stop people coming into the town, why not say so? If it is to reduce the amount of cars in the town, why not say so? As a retired person in my seventies, I rarely use local car parks as I can walk into Hertford town, but not everyone is as mobile as I am nor has the time. I fear people will choose not to come to our town.	All Elements	Hertford
323	The current hours are adequate. If you are short of cash put up the charges again. The proposal will affect shop holders on Sundays and due to poor (or no) bus services on Sundays people attending church have to have a car to get there. Cost of warden's pay on Sunday? Surely they deserve Sunday off to be with their family. Please don't stop people enjoying Sunday/Bank Holiday leisure time in Stortford and turning it into a ghost town	Sunday, BHL Removal	Bishops Stortford
324	I object particularly to parking charges on holidays and weekends, including Saturdays and Sundays - on the grounds that living costs are already rising and the local authority should be aiding residents, not adding more charges and making our lives more difficult. This also impacts on local shops and cafes that do open on Saturdays, and their income, if people can no longer park for free	All Elements	Non Specific
325	I assume that the reason for the changes is to increase income for EHDC. While I understand that budgets are of great concern to councillors, I also believe that these changes will be counterproductive as, in the long run, it will deter people from coming into the town, from spending money in local shops and businesses. This will impact upon the viability of many commercial premises.	All Elements	Hertford
326	The introduction of parking charges (on Saturday and Sunday) will be detrimental to many town clubs including cricket, tennis, bowls, Guiding and those visiting the doctors and shops. I am certain that the revenue will not be reinvested in Sawbridgeworth.	Bell Street	Sawbridgeworth
327	My family attend church in the town every Sunday (Community Church at the Charis Centre) and whilst we usually cycle, there are many individuals and families for whom this is not an option and who may struggle to pay higher car park charges. I am also concerned for the shops and cafes in the town which are open on Sundays and would no doubt see a reduction in business if people are put off from coming into town by higher car park prices.	Sunday	Bishops Stortford
328	This will have a significant adverse effect on places of worship as worshippers will have to pay a minimum of a 2 hour parking charge every week in order to attend services - and this would often require a 3 hour parking fee if these individuals hope to be able to spend social time over tea & coffee at the end of meetings rather than rushing back to their vehicles. Furthermore - free Sunday parking is an encouragement for shoppers to come into the town centre rather than staying at home and shopping on-line. Retail outlets, restaurants, and cafes will all suffer as the overall cost of a trip into town is squeezed higher through parking charges	Sunday	Bishops Stortford
329	With regard to the above proposal please can you advise whether the permit parking in W2 (including Coronation Road) is going to be amended to reflect these changes? The proposed new public car parking changes in Baldock Street car park are to include charging on Sundays and increasing the hours from 7.30am-6.30pm to 7.30am-8pm. Our permit parking charge has doubled for this year so I would like to think that the permit restrictions would therefore change accordingly from the current Monday-Saturday 8am-6.30pm to reflect the changes in the public car parks?	Sunday, Evening Charge	Ware
330	As you will be aware we have resident parking bays along Windhill as many of the homes do not have off street parking. These bays are resident bays 8-6 Monday to Saturday. On a Sunday and after 6pm on the other days it is open to all. Almost every single Sunday there will be no car parking spaces for residents. This will just get worse in the event the Basbow Lane car park starts to charge on a Sunday.	Sunday	Bishops Stortford
331	Introducing Sunday charges will no doubt reduce the amount of people that come into town and will have an adverse effect on businesses, and the last thing people need at this time is extra expenditure when the cost of living is so high. I do hope you will reconsider these plans and help the residents and community of Bishop's Stortford	Sunday, Evening Charge	Bishops Stortford
332	If Sunday and evening charges are introduced (and I am not against these charges themselves) the residents parking schemes should be extended to run 24 hours, 7 days a week so that those wishing to use the town in the evening or on a Sunday do not simply park in residents spaces preventing residents parking close to their property. The whole point of a residents scheme is to ensure residents have spaces available so town parking and residents schemes should work in tandem.	Sunday, Evening Charge	Bishops Stortford
333	The removal of the 30 minute free parking makes it much less likely people will pop into the town centre to make a purchase and instead go on-line or to an out of town retail park. The extension of parking fees on Sunday and in the evenings and Bank Holidays will have a negative impact on both the retail and hospitality businesses in the town centre and encourage people to travel elsewhere. The extension of parking charges at Grange Paddocks goes counter to the aim of a significant and ongoing investment in the leisure facilities of the park at Grange Paddocks/Sworders Fields.	All Elements	Bishops Stortford
334	Yes, the Council has to get money from somewhere but your suggested plans are going to make it hard for shops and supermarkets, church-goers, visitors to the town, etc. and especially those who are having to save hard to feed themselves in the mad rise of the cost of living.	All Elements	Bishops Stortford
335	Can the council please explain why they are thinking about introducing these charges? What is the thinking behind it other than generating more money for the council? It is hard to object or support anything without knowing reasons behind the planned proposal. Can somebody please provide me with some more information as to why the council think this is a sensible decision?	All Elements	Bishops Stortford
336	I am formally lodging my objection to the absurd idea of raising parking charges and charging at all on Sundays. People are barely able to afford food at the moment, this is absolute insanity and I can only assume a money grabbing exercise from the council.	All Elements	Bishops Stortford
337	I fail to see the benefits to the local community of these measures. I've read the documentation and I cannot find a single benefit stated outside of gouging the community for more money during a trying time for general public when it comes to finances, it feels exploitative and tone deaf. Could the direct benefits of these measures be outlined in a clear and concise manner please?	All Elements	Ware
338	Doing so will negatively impact the local economy, including the South Maltings, as people will choose to visit less and stay for a shorter period of time. Perhaps you agree and that is why it is called a "Darft proposal" on your website! Has any survey been done to understand how many people park in the Kibes Lane car park in order to use the station. If not, specifically relevant to my last point, I would ask that that is done. Can you also let me know how we would go about proposing a parking permit scheme.	All Elements	Ware
339	If you want to destroy a struggling community- go ahead. If you want to quash any charitable Sunday events- go ahead. If you want to charge elderly or infirm people popping in to collect medication for the pharmacy- go ahead. If you want to support a struggling high street and a growing community- STOP and THINK AGAIN.	All Elements	Sawbridgeworth
340	The high street is suffering greatly at the moment and these changes will certainly make me use the high street less, they're too far for a senior citizen like myself to walk to so I will go less and use Amazon more. So for marginal additional car parking revenue you will contribute to the death of the high street and therefore reduction in rates that you collect.	All Elements	Hertford, Ware
341	I am at a loss as to why, at a time when our town High Streets are suffering a general downturn in footfall as a result of financial hardship and the rise of internet shopping practices, EHDC would contemplate knocking a further nail in local businesses' coffins, by increasing the carpark charging periods and eliminating the free 30 minute period??? Do they want to ruin the High Street altogether? I think this is a miserable proposal at a time when a lot of people are miserable as it is, and it is greedy, unnecessary and detrimental to our towns and their businesses. Please reconsider it, and reverse it!	All Elements	Non Specific
342	I would encourage to rethink the changes to the car park charges that are planned to be introduced. I regularly use my free 30 mins to "pop" into town to buy a delicious loaf of bread from our artisan local bakery, go to the last remaining building society, buy a coffee from our wonderful independent coffee brewer or nip into the refill shop. It allows me to support LOCAL in a quick easy and effortless manner. Charging us for this would discourage local residents from supporting our wonderful High Street.	30 Mins Free	Ware
343	The Council will rake in a bit more money initially but it will be to the detriment of small businesses, the hospitality industry and the High Street generally. Businesses are already working on very tight margins in this present time of high inflation and uncertainty and this could be the "last straw" for some of them.	All Elements	Ware
344	It is fairly obvious that if you remove the 30 minutes free parking in Ware car parks, you will end up causing a great deal of harm to all of the retail shops in the High Street. I strongly suggest that you think again about this action.	30 Mins Free	Ware
345	This is pure greed on the councils behalf, and does not help the local community whatsoever. I don't normally write my opinions, but at least wanted to make a small effort, having spoken to a shop owner recently, I fear for those local businesses. The 'statement of reasons' for Ware, does not have any "reasons". It does not provide transparency nor allow those affected to understand the factors taken into account by the decision makers.	All Elements	Ware

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

346	I'm deeply concerned and object to the plans for charging people who are resident or the general public who come to visit Sawbridgeworth for whatever reason. Many people are feeling the pinch at the moment with the standard of living costs and for East Herts council to decide on increasing revenues on parking isn't the solution at this moment in time and I sincerely hope it's not reintroduce for the foreseeable future.	All Elements	Sawbridgeworth
347	Though the Sunday parking charge is small it is still a tax on those attending one of the many churches in the town centre. I therefore kindly request EHDC to implement a scheme that will allow worshippers to continue parking free of charge.	Sunday	Bishops Stortford
348	So now we are all expected to pay more for the privilege of parking in unsuitable, badly designed car parks. Are you really trying to kill the town? It's actually now easier to park and shop in Harlow. These extra charges will do nothing for businesses in the town at a time when many of them are already struggling. A very angry Stortford resident,	All Elements	Bishops Stortford
349	Firstly – Sunday charges – the introduction of charges on Sunday will effectively be charging people to worship at their churches on Sunday. There is insufficient on street parking in Ware, especially around Leaside, Springs and Christchurch, and car parking at Kibes lane has been used by worshippers at these churches for generations. Secondly, the removal of the 30 minutes free drop off for parents dropping children at Christchurch school will increase those parking dangerously / illegally on the streets outside school to avoid paying a charge simply to drop off / pick up a child from school. In addition the extension of charging period to 8 p.m. will have a significant negative impact on the hospitality industry in town at a time when the industry is coming under increasing pressure from increased costs and pressure on discretionary spending and the local council should be supporting local businesses and high streets, not looking to drive customers away from the high street.	30 Mins Free; Sunday, Evening Charge	Ware
350	1. Many customers of the high street shops make use of the free half hour parking to shop locally. This is incredibly important for the ware high street, the local economy and no doubt generate revenue for the council. 2. People may decide to shop somewhere else where FREE parking is available killing the Ware high street. 3. Those who work in the shops already pay a high fee to park in Ware to run their business, which generates revenue for the council. If they have to pay more to be able to run their business and see less customers as free parking is removed, this will lead to shops closing. 4. The same applies to extending charging hours, many people drive to Ware to visit local restaurants. It will be just as easy to drive to a pub out of town with FREE parking. 5. With the increased cost of living and people having less disposable income we want to encourage people to visit and shop in Ware, not discourage amend make them choose to visit another town.	All Elements	Ware
351	Absolutely totally against this short sighted decision to introduce these charges	All Elements	Non Specific
352	Surely a 30 min parking charge will deter people from dropping into any town centre for a quick shop and will force the car driver to out of town superstores with large free car parks. Also like in Ware Library car park there are a stream of parents will be affected by this when they pick their children up from Sacred Heart School. It is rather peculiar that the Wallfields car park is exempt from these Orders. Why is that?	30 Mins Free	Non Specific
353	Have the knock-on effects of adding evening and bank-holiday parking charges been considered or tested? Have other places done this, what effect have they seen? Free bank-holiday and Sunday parking might help influence people to visit Hertford – the charges could have an opposite effect. Is there any type of parking permit or local rates you can provide people who live in the centre of town? I'm not sure if any existing parking permit exists? Perhaps people who live in the town centre could have a permit for evening parking.	All Elements	Hertford
354	This proposal is terrible and will be the last straw for many shops. I am a pensioner and my husband and I have 3 or 4 trips every month to get our regular medication. We go after 18:30 to save money by there being no parking charge. By all means make a slight increase in the over 30 mins stays but please don't charge. I will never vote for anyone who thinks this proposal is a good idea	30 Mins Free	Non Specific
355	Relates to church attendance and Basbow Lane CP as it is the closest car park to two churches and there is very limited on-street car parking.	Sunday	Bishops Stortford
356	The ability to park for 30 minutes free during the week allows individuals to use a shop or two and therefore benefits traders within Ware and Hertford. The removal of this will impact the traders. Parking charges being made on a Sunday will impact attendees to the Health Walks. In addition the charges are proposed to be the same on Sunday and if charges have to be made they should be a lower rate on a Sunday - take for example Welwyn Garden City where all the car parks charge £1 for the whole day on a Sunday.	30 Mins Free; Sunday	Hertford, Ware
357	I object to these charges as it will deter people from using and socialising in the high st, along with penalising families who have to drive for disability issues to school and appointments. I urge the council to reconsider these charges on compassionate grounds.	All Elements	Ware
358	The businesses in Ware High Street are already struggling to survive, due to the move towards online shopping plus high business rates and rents. The abolition of free parking for 30 minutes and on Sundays and Bank Holidays will further contribute to this as it will further discourage people from visiting the town. It will also impact people's access to public services, particularly the Bowling Road clinic and Christchurch school. The roads around Kibes Lane are not big enough and far too congested already for people to park on them in order to do school drop offs and have blood tests etc.	30 Mins Free; Sunday, BHL Removal	Ware
359	This change will place a financial burden on people going to Church on Sunday, which seems fundamentally wrong. With the cost of living going up exponentially, asking parishioners of the many town centre churches to now pay to attend Church is immoral. Furthermore, there are many community groups who hire out these spaces along with town centre schools (such as St Michael's Primary School) who rely on the free parking after 6.30pm in Apton Road and Basbow Lane especially.	Sunday	Bishops Stortford
360	I attend St Andrews Church every Sunday and obviously I have been parking in the above car park but when these charges come into operation I will no longer be able to afford to go to Church every Sunday. The service normally runs for one to one and a half hours and after the service most people stay for a coffee and chat. This means that by the time we have parked the car and walked to Church and after the service etc walked back to collect the car the cost of parking will be too expensive for most people. This is one of the highlights of my week to meet up with my friends in the Church and I do think that once again you are penalising the pensioners.	Sunday	Hertford
361	I am against the new parking fees that are proposed for evenings and weekends because it will discourage people from using the car parks and they will park on the streets which will clog up the already very busy streets which have bottlenecks due to cars parked. This often brings the town to a standstill which is very frustrating. These towns are also having lots of new builds which is increasing the traffic further which adds to the problems.	Sunday, Evening Charge	Non Specific
362	Regarding the proposed parking increases in Stortford, the town is already struggling and to implicate these charges is criminal. In this economic climate nobody's will be able to keep paying parking in Stortford and you will kill the town as people will go to other places where there are better and more shops and pay parking there.	All Elements	Bishops Stortford
363	I would like you to note my objections to removing the free 30 minute parking and extending the paying period from 6.30. Surely the High Street shops are struggling enough to maintain their businesses. This will just harm the footfall to the High Street at a time when you should be encouraging visitors, not driving them away to out of town retail sites.	30 Mins Free, Evening Charge	Non Specific
364	I am writing to object to the removal of the free parking period for ware car parks on the grounds of it having negative impact on local businesses. I object to the fees for Sundays - the car park is used as an overflow for people attending church services (eg at Christ church ware) which is a community event. Sunday fees weren't charged due to religious foundations of this being a day of rest & worship. Introducing the charges goes against both those principles. I believe parking fees should be for the purpose of maintaining the upkeep of car parks for residents and high street users, not as an additional taxation/penalty for those who want to shop local and keep the high street thriving. Long term values should be considered (high street sustainability) against short term gains	All Elements	Ware
365	These charges will have a serious impact on all the town centre churches but will also have an adverse effect on restaurants, coffee shops and all our other traders, who are already struggling. Whilst it was difficult to swallow the £1 parking charge on a Sunday for the new car park we have done so; but news of these further proposals is extremely disappointing. I implore you and East Herts council to please reconsider.	Sunday, Evening Charge	Bishops Stortford
366	To add an extra cost to residents when so many other costs are rising at an unprecedented time is insensitive and crass. It disproportionately affects poorer people. It disproportionately affects people of faith. The town centre should become more and more a place for community and social interaction and charging will discourage this. The removal of the 30-minute free parking will contribute to the town becoming more crowded as having paid a fee, the quick 'in & out' shopper will feel they have to stay longer.	30 Mins Free; Sunday	Bishops Stortford
367	Being one of the trustees of southern Maltings in Kibes lane, these changes will cause a massive issue to our charity. Currently, with charges being stopped at 6:30, we can schedule events knowing people can park for free outside. People drive to our events and this will directly impact our business as they will choose not to come out. On Sundays we run markets to support our charity, our stall holders already find it tight to balance the market fees against sales. If they have to pay 5 hours charges it will affect their decision to support us. Also, school parents from Christchurch school in bowling road currently use the free 30 minutes to drop off and collect their children. The removal of this will move traffic into side streets where there are no restrictions, causing potential issues of road safety in the surrounding areas as they park and block already congested roads.	All Elements	Ware

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Paper ID

368	I am yet again completely dismayed by the proposal to charge for parking in Bishop's Stortford on Sundays. The last time this was proposed we had much fewer spaces available than we do now, in fact it now seems we have more parking lets than shops. Yet here we are again, at a time when the council should be sympathetic to people's personal disposable income dropping to intolerable levels, instead they are proposing to add more burden to them. As you should be aware 6 of the major churches in Bishop's Stortford fall within the shopping district, all have little to no parking of their own due to historical boundaries of the property and all rely on council run parking spaces. This means that by charging for Sunday parking you are effectively taxing people to go to church, how can this be right or responsible?	Sunday	Bishops Stortford
369	I believe that if the new parking charges are implemented they will have a detrimental effect on the local economy as people will stop going into the town centre. They will stop shopping in the area and stop going to restaurants in the evening. The benefits of free parking cannot be overlooked to keeping communities alive and thriving	All Elements	Non Specific
370	I believe that this would have a detrimental affect on the number of visitors that come to the town, and it may be that whilst there would be an increase in parking revenue, it is likely that there would be a significant decrease in revenue taken by local businesses, which would be detrimental to the town and ultimately to the council. There are a number of events organised by Hertford Town Council on a Sunday and these have been well attended. It is likely that the attendance figures would be reduced if people have to pay for parking.	All Elements	Hertford
371	I am writing in order to object to the proposed changes in the parking tariffs in Ware, in particular the removal of the current 30 minute free period. I regularly make use of this in order to collect my child from school and am often only parked for 10-15 minutes. I object to having to pay 70p for such a short time. In addition, the free 30 minute parking is invaluable for the quick visits to the high street shops for particular essential items	30 Mins Free	Ware
372	People are already struggling to make ends meet and this will just makes things even more difficult. Furthermore it will be disadvantageous to businesses as people who have a choice will take their custom at these times to places where free parking is available. It will also mean increased use of Tesco car parks which will become clogged up as people will use those as an alternative.	Sunday, Evening Charge, BHL	Hertford, Ware
373	Your intended removal of free periods, and extension of tariffs to Sundays and evenings is tailor made to dissuade visits to town damaging businesses through reduced trade. The town of Ware is struggling as it is, there are many vacant shop premises and charity shops occupy many of those	All Elements	Ware
374	I am very upset by the introduction of pricing for very short parking times. I frequently use the library car park to return a book which rarely takes more than 5 minutes. I also use this car park to pick up my husbands prescriptions next to the surgery, again this takes less than 5 minutes. This is the main car park for the doctors surgery, many of the visitors are elderly with mobility issues, but do not necessarily qualify for blue badges. If this car park is full it is quite a distance to another car park, causing further anxiety to people visiting the surgery	30 Mins Free	Ware
375	Keeping the town centre alive: I consider that it is important to encourage people to visit Bishop's Stortford town centre in order to keep the town alive. People will shop, dine, socialize and spend money and are far more likely to do that if they know they will get free parking.	All Elements	Bishops Stortford
376	People like me will not use these areas to shop or use service from the businesses in these areas, as the charges would be prohibitive. At a time when our high streets are finding it more and more difficult to compete with online retail, you are going to make it harder for them to survive. I find the fact that the council are looking to make money out of parking at a time when the costs of everything else is increasing so dramatically absolutely despicable.	All Elements	Non Specific
377	Even without rising costs in almost all aspects of life at the moment and a literal cost of living crisis happening as we speak, these charges would still be reprehensible. It is a clear money grabbing scheme by the council that will only push people further into poverty. The new chargeable hours are well outside reasonable charging times and will have no effect on congestion or limiting use as with day time charges. This is an absolutely shameful decision and the council should reconsider their thinking on these draconian charges, that only achieve to harm people and businesses.	All Elements	Non Specific
378	This is a ludicrous decision that will hurt local business and trades people. It will see a reduced footfall in the shops and restaurants when already they are struggling with higher rents, rates and services. If the free half hour slot is removed I will certainly use Hertford shops as the choice is greater - this will then add more car movement around the area. You need to keep the free parking and should not be charging after 6.30pm. The parking charge for Sunday I feel would be less harmful.	30 Mins Free, Evening Charge	Ware
379	I would like to express my concern at the proposal to charge full parking rates for all car parks in Bishop's Stortford every day, including Sunday. The impact of this on, not only businesses, but also churches, as Sunday is to be included, will be considerable. For those who are regular churchgoers, of which there are many in this town, this will add to their cost of living at a time when there is maximum strain on people. If it leads to them going elsewhere this will result in further loss to the town's businesses at a time when recovery is most urgent.	Sunday	Bishops Stortford
380	I would like to record my dissent regarding these proposed changes to parking charges. you will ruin any businesses in the high streets who are having a tough enough time already and just make life more difficult for everyone else - just when everyone is suffering from the fuel crisis and high inflation. What on earth are you thinking ? !!	All Elements	Non Specific
381	I am writing to express my objection to introducing Sunday parking charges in Stortford. How about reviewing senior staff pay and selling off hardly used council buildings instead if the council needs to save money / raise revenue?	All Elements	Bishops Stortford
382	How dare the EHC wait until many are on holiday to put out notice of increased parking charges with very little time until August 5th to reply. Payment was doubled to park outside your own home this spring and now town parking charges are to be drastically increased. Are the parking charges in Hertford to be increased? I have limited mobility and the new multi-storey park means I have to walk further to shop now. Sunday, being free, brings much needed shoppers and church members into the town and gives life to the center and shops. Please keep Sundays free and the half hour free to encourage shoppers into our town.	All Elements	Non Specific
383	This will have a severe negative impact on all businesses within the town as well as on the various church communities and other associations. All these entities are already struggling to generate sufficient support to survive and now the council is threatening to make life that much more difficult for all of them. On top of that everyone is facing significant increases in their day to day outgoings and this will add to those difficulties. This unwelcome and ill conceived proposal should be immediately withdrawn and such a decision should be communicated to local people as soon as possible.	All Elements	Bishops Stortford
384	We drive into Bishop Stortford every Sunday to come to the Community Church Water Lane. Since the recent carpark closures/opening we now pay £1 for parking when we go to church each week. We object to the proposals to increase this payment and ask that the council reconsiders.	Sunday	Bishops Stortford
385	If these proposals are approved and the Residents Permit Holders are not protected they may be obliged to pay for out of hours parking whilst NON PERMIT HOLDERS are parking for free in RPZ areas which will include Windhill Zone B3. As an 80 year old living in the centre of town my parking space on Windhill is essential. The current annual Residents Permit charge of £72 is not excessive but I object to having to pay again for parking out of hours, which will include Sundays, when the Windhill Residents Parking Zone is taken up with NON PERMIT HOLDERS parking for free.	Evening Charge	Bishops Stortford
386	I am unhappy with that new proposed car parking scheme in bishops stortford and STRONGLY object to you removing the 30 minute free parking window across our car parks. This would be disastrous and will stop local shoppers from being able to nip into town. Furthermore, it's catastrophic for disabled and less mobile shoppers who rely on their cars and who do not all have access to a disabled badge such as my mother in law aged 80. Many elderly people do not want the stigma of a disabled badge despite being eligible. So this will keep them in their homes and be further isolating for them. Please DO NOT alter grange paddocks parking. This will kill the leisure centre.	30 Mins Free	Bishops Stortford
387	I strongly object to the proposed change of charging for parking in Bishops Stortford on Sundays.	Sunday	Bishops Stortford
388	With the cost of living crisis, we are seeing a decrease in disposable income that will undoubtedly hit the shops in our town. Therefore, the council should look at ways to make the town centre more appealing to visitors and shoppers, to boost our economy.	All Elements	Non Specific
389	I strongly object to the proposal for new parking charges on Sundays in Bishop's Stortford.	All Elements	Bishops Stortford
390	The proposed parking tariff, particularly the charge for Sunday parking, comes as a further blow to Bishop's Stortford. Not only will this deter people from coming to the town centre and thus impact adversely on businesses in the retail and hospitality sectors which need support not deterrence, but will make things difficult mainly for older members of Church congregations.	Sunday	Bishops Stortford
391	I object to the Sunday fee as this prevents those who are unable to afford to shop for essential items access to shopping at any time within the towns in East Hertfordshire. For those people in a situation of hardship within the wider communities that need to travel for essential items you are effectively taxing them additionally. We can only afford to park on a Sunday in town at present and or outside of parking hours as we are not able to afford parking charges already.	Sunday	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

392	I am writing to ask why these proposals are being put forward and to register my distain for such a proposal. I have run my business in Ware since 2001 and have seen many changes; but the suggested changes to stop free 30 mins parking is lunacy, unless of course you want to kill all trade in Ware. My shop is positioned right opposite Kibes Lane car park and over the past few years I know that the free car parking for 30 mins is the ONLY REASON why a huge proportion of my customers still come into my shop.. To lose the free car parking is basically putting the nail in my coffin.	30 Mins Free	Ware
393	I would like to register our objection to car park charges especially on a Sunday. This will greatly impact trying to attend church, many of whom at elderly and have to use a car the get there.	Sunday	Non Specific
394	As a resident of Sawbridgeworth and a member of the Sports association and past Club captain of the Bowls club, I object most strongly to the proposed extension to the current charges. You proposal would cause considerable disruption to club competitions and impact adversely on their income and reduce potential growth. The Health center together with the Day center for the elderly would also become disadvantaged add to this the already beleaguered shops I see no benefit to Sawbridgeworth or its residents and recommend your proposal is firmly rejected.	All Elements	Sawbridgeworth
395	I strongly object to the proposed changes. Nothing to do with traffic regulation – pure financial greed.	All Elements	Sawbridgeworth
396	This proposal would have a negative impact on traders, in addition to local churches. It seems to us that so many decisions made in recent years by EHDC have just been made to increase income!! Little consideration seems to given to the negative effects on business and the local population.	Sunday	Bishops Stortford
397	I object very strongly to the proposed full car parking charges on a Sunday and the extended hours that fees will apply. Sunday and BankHolidays, at the moment, still feel different from weekdays in that there is a more relaxed feel to the town and I feel this will be eroded by making the days just like any other.	Sunday, BHL Removal	Non Specific
398	the proposal to charge for car parking on Sundays and up till 8-00pm on every day is unjustifiable in my opinion as it is purely a money grab from people who already pay high council tax charges. It would be disastrous for local businesses and churches as they rely on their users being able to Park their cars when they attend services. I hope you will reconsider your proposal.	Sunday	Non Specific
399	Removing all the free half hour slots in Ware's Off-Street Parking will result in an increase in parking in surrounding residential roads and creation of even more hold ups because of drivers zigzagging between parked cars. It will also adversely affect small businesses. Is there a way of allowing certain groups of people to park free or for certain organisations to show a pass (eg church on Sunday mornings)?	All Elements	Ware
400	I am writing in response to the consultation for the car park fees at Kibes Lane in Ware. There should be no removal of the free 30 minutes parking as this will have a negative impact on residents accessing Dolphin House surgery and the pharmacy. There are already fees over half hour which would no doubt apply more to residents shopping in the town or eating out; the free 30 minutes apply more to those accessing the GP, pharmacy or local library. This may also adversely impact on the older population.	30 Mins Free	Ware
401	We feel that such charges will have a detrimental effect upon the traders and restaurants in the town at a time when they are struggling to recover from the pandemic and the current economic situation. From a personal point of view, as regular churchgoers and pensioners, we will also be financially impacted.	All Elements	Bishops Stortford
402	Not only is this likely to have a detrimental effect on residents visiting the town for shopping, it could have a serious impact on churches In the town centre compared with those outside the parking area.	Sunday	Bishops Stortford
403	We object to everything proposed on parking charges, particularly the cancelling of the 30 minutes free parking which meant people could stop to pick up items such as a loaf, a bottle of milk etc from hard pressed local businesses who, let's face it, have a hard enough time surviving. This will also hit struggling families who have to park up several times a day with children attending nursery and schools locally. We find this unfair especially in these challenging times when many households are relying on food banks as it is.	All Elements	Hertford, Ware
404	I am writing to protest against the proposal of introducing Sunday parking charges and extending parking charges. This will significantly affect the already struggling businesses in Bishop's Stortford and Church attendants. The cost of living has nearly doubled in the past couple years and to propose full parking rates is adding insult to injury.	All Elements	Bishops Stortford
405	Recommendations are not charging after 1830 as at present Monday to Saturday On Sunday's give 2 hours free then charge a £1.00 fee	All Elements	Bishops Stortford
406	I would like to object to the amendments to car park charges in Ware, Hertford and Bishops Stortford as I believe these changes are not necessary and will affect trade in these towns to local and small businesses. I regularly use the 30 minute free parking in Ware to enable me to quickly visit the bakers, post office or other businesses. If I have to pay every time then this is not only an extra cost to what it already rising living costs but will reduce the number of times I visit the town or spend money in local businesses. I have also found that many of the machines do not often work well particularly the "green" confirmation buttons in Bishops Stortford car parks and the St Andrews street car park in Hertford. The machines are not maintained properly as it is so do not see why we should pay even more to use them.	All Elements	Non Specific
407	The proposed charges are at the evening and on a Sunday which are times when people use the town for recreation and to shop on a Sunday. This will have a serious impact on the business within the town. It will deter people from using the town at a time when the cost of living is going up will also have an adverse effect on the their business.	Sunday, Evening Charge	Bishops Stortford
408	Objection on the grounds that hertford shops need help, not more reasons to shop elsewhere. What strategy is driving the proposed changes? There needs to be a joined up plan to revitalise towns. This doesn't appear to be anything other than short term money grabbing	All Elements	Hertford
409	For most we accept charges during normal business hours during the working week, however for other hours including Sundays which have equal meaning to public holidays and bank holidays we object most strongly. This affects church goers, volunteers and local business. It also has an impact on parking enforcement.	Sunday, Evening Charge, BHL	non specific
410	This will heavily affect the struggling businesses and church attendances. For you to believe this is acceptable in any way shape or form is immoral and a selfish act. The cost of living has already increased in the past couple years not only as a result of the pandemic but because of inflation we already see in our day to day lives	All Elements	Bishops Stortford
411	This is disgusting and I'm happy you're going to gain money at the expense of other people's livelihoods.	All Elements	Bishops Stortford
412	Not only will this preposterous measure affect all local businesses still grappling with the crippling economic damage of the pandemic, it shall also gravely affect the general public who are in dire need of this resource in order to help sustain economic activity within these businesses alongside using other essential services such as Churches,	All Elements	Bishops Stortford
413	If you hadn't wasted all of our money on the new Northgate End car park and concentrated on what we already have you would not be in this parlous state. I would not wish to use the Northgate End Car Park as it is far too far from the town for somebody of my age to walk. We prefer to use Basbow Lane, which is handy for St Michael's on a Sunday and the shops at other times. Sunday used to be a day for worship, and now you are just confirming its new designation as a day for Mammon. We do not see why we should be penalised for wishing to visit our church on a Sunday.	Sunday	Bishops Stortford
414	In particular the free 30 min period is very valuable for popping to doctors, library, picking up prescription etc. and will cause a great deal of inconvenience and stop footfall to the High Street to the detriment of struggling little shops. Also moving the free period from 6 pm to 8 pm will affect local restaurants, takeaways etc. which are important to keep our town vibrant. Free parking on Sundays is also important in encouraging people to attend events in the town which are very popular	30 Mins Free	Non Specific
415	think this is a bad idea to do this as the high street needs as many people coming to the town as possible with the incentive to have 30 mins free parking as possible. It would put people off from having a little incentive for coming. The town would lose that revenue when it needs it most.	30 Mins Free	Bishops Stortford
416	Please register this email as a protest/objection against the change in parking charges proposed for Ware and surrounding towns.	All Elements	Ware
417	wish to register my objection to the proposed evening and Sunday parking charges. This will discourage people coming into the town and supporting local shops, and restaurants at a time when businesses are already struggling.	Sunday, Evening Charge	Non specific

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Paper 10

418	I am specifically opposed to the proposal to charge for parking on Sundays and evenings in Bishop's Stortford. The proposed charges will have a significant negative impact on the shops, cafes and restaurants in Bishop's Stortford town centre. People do have a choice and they will choose to go elsewhere if these ridiculous Sunday and evening parking charges are imposed.	Sunday, Evening Charge	Bishops Stortford
419	the council has made no attempt to explain or justify the increase in parking charges. To introduce parking charges adds a further burden to the residents of the town and will discourage people using the town in the evening for club and society meetings, plus it will discourage people from visiting the many local restaurants in the town at a time when the hospitality industry is really struggling after the pandemic.	30 Mins Free, Evening Charge	Ware
420	I write today as a resident of 6 years, of this town, in an independent living complex; chosen with great care to be close to all local amenities. As a senior citizen with chronic health issues, our own residential car park has limited space; any visitors aim to come sometimes a distance, especially aiming for Sundays, when not @work, because there is free parking available, nearby. Often these people are of working age. Whilst here, they may well also like to explore our historic town & its SHOPS, & my attached place of worship, situated on Windhill. The Apton Rd car park has served this well, especially for those who worship there, in particular for those of us who have walking challenges. Since Covid struck us & our local businesses & shops, there are now chunks of it which have yet to recover its emptiness--a national problem. And although there are suitable bus services for some to come into town, I believe less run on Sundays, meaning less opportunity/choice.	Sunday	Bishops Stortford
421	By scrapping the free 1.5hrs how many people who only wish to "pop" to the High St for 15-20mins would either be deterred from coming to Buntingford High Street altogether which would detrimentally affect all shops and businesses on the High St. Or they would instead take the risk to park illegally on the High Street, causing issues for pedestrians and other drivers.	Bowling Green Lane	Buntingford
422	One of the key objectives of the council should be to attract people to the centres of our towns. These proposed charges will do the opposite, penalising those who work in the hospitality industry and those who attend or volunteer in the theatre, local clubs and societies etc. Introducing these charges will just heighten the disparity between the free car parking provided by the big supermarkets and the increasingly expensive council run car parks. Employees and volunteers for other small businesses and organisations will bear the brunt of these charges, and people will seek ways to avoid them by parking in the back streets. How does this help our town centres to thrive?	Sunday, Evening Charge, BHL Removal	Bishops Stortford, Hertford, Ware
423	People going to churches on Sundays in the town have to use the public car parks as some church car parking has either been sold or reduced by the council or road restrictions mean car users can no longer park on the roads to attend services. This will put a lot of people off booking restaurants in the Town Centre and given that Covid has already affected their businesses this will also impact badly on them when they are hoping for a recovery. Charges have only recently gone up and extra costs will mean that household budgets will be under further pressure. East Herts wasted taxpayers money when they repurchased the Old River Lane/Causeway site in 2015 for £19.55m making a loss of £13.49m (originally sold to Henderson's for £2.55m in 2009) - are we having to foot the bill for this?	Sunday, Evening Charge	Bishops Stortford
424	As a weekly or fortnightly user of Buntingford car park I feel that the £1.10 for up to 3 hours proposed to replace the free band will deter me and other car users from visiting Buntingford before 1500 hours. Admittedly, I can go by bus but the service for me at Braughing is two-hourly and returns straight away, so is there sufficient to keep me there for 2 hours until the next bus comes along? No, I only need to visit the library and one or two shops	30 Mins Free	Buntingford
425	By having free parking Saturday and Sunday this enable the shops to encourage shoppers to use their businesses , if you impose parking charges this will result in yet more people using online shopping facilities and as a council you should be trying to maintain our local shops not putting yet another nail in their coffins.	30 Mins Free; Sunday, Evening	Sawbridgeworth
426	However, adding Sunday to the charging periods would surely be a step too far. Is it not possible that this might cause unnecessary problem parking elsewhere? Would it not also be detrimental to the Sunday traders which the Council are happy to see open for business.	All Elements	Non Specific
427	. Having the 30 minutes free allows a quick pop in to get something, having free parking in the evenings, Sundays and Bank Holidays means you encourage the use of shops, restaurants and bars. It also encourages the use of social clubs and events held in the town which helps many with their WELL-BEING and skills. Increasing the chargeable hours is such a short sighted view and based purely on money and not for the good of our town! I think parking should be free after 6pm and on Sundays and Bank Holidays in all car parks, including the new Northgate End.	30 Mins Free, Evening Charge	Bishops Stortford
428	These charges are likely to have a serious impact on all the town centre churches but will also have an adverse effect on restaurants, coffee shops and other traders, who are already struggling. Furthermore on churches it would seem this a stealth tax on religion whose attendees are some of the main users of car parking on Sunday morning, many of whom stay in town to shop, eat and enjoy the town park afterward.	Sunday	Bishops Stortford
429	Charging people to park their cars while they go to Church each Sunday is unacceptable and unjustifiable	Sunday	Bishops Stortford
430	patients making prescription requests, dropping off samples, general enquires. The old, disabled and vulnerable will have to pay 30p to drop off prescription requests and 30p to go to the chemist to collect medication. Post Office: collecting pension/benefits. Topping up gas/electric keys. These keys, which are used by the poorest in our community, and, from my own witnessing in the post office, are topped up by £10 (presumably this is for 1/2 weeks). A 30p surcharge will affect these people who are making decisions between keeping warm and eating.The Hailey Centre: The hub of our elderly community. Hugely popular, it serves our community well. It is used as a quick drop in, a 30p tariff will again affect our most vulnerable.	30 Mins Free	Bishops Stortford
431	You will be aware that most of the churches/chapels here are based in and around the town centre where there is no room for them to have their own car parks. There are at least eight of these and all well-attended on Sunday mornings. A number of those who form the congregations come in to the town from villages; quite a few are elderly, and many are families with young children	Sunday	Bishops Stortford
432	I believe this will have a serious impact both on town centre churches and businesses such as restaurants, coffee shops and other traders who are already struggling. Therefore, I wish to raise my strong objection to this proposal and all of its related changes.	Sunday, Evening Charge	Bishops Stortford
433	Sunday is not just any day in the week. There are very many successful and well attended churches in Bishop's Stortford. Those members might be happy to pay a £1 charge for Sundays but it would be excessive to charge more than this. In the wake of Covid, many shops and restaurants are struggling to get back on their feet and the extra charge would be unhelpful in this regard, especially since some other areas like Harlow Queensgate and Braintree Freepport offer extensive shopping and free parking. We need to encourage more people into the town, not drive them away.	Sunday	Bishops Stortford
434	As a resident of Ware I regularly use the car parks there and in Hertford when I want to shop at local retailers. The removal of the free parking period will have a major impact on the small independent retailers in the town. Local residents who live too far to walk will either use out of town facilities or the free parking at the Tesco stores – which will cause additional issues. Introducing charges in the evening will again have a major impact on restaurants and bars in the area.	30 Mins Free, Evening Charge	Ware
435	I would like to strongly object to the up and coming new car park charges, surely you want to encourage people to come into town on an evening to use the restaurant's and to shop in town and eat on a Sunday but all this will do is keep people out of town or they will end up using the Waitrose car park(which is free for customers)in stead which is meant to be for customers only and if the car park is full the Waitrose customers will have to go to the pay car parks which is not right.	Sunday, Evening Charge	Bishops Stortford
436	With the current cost of living situation people are already struggling to pay bills, and this is another step too far.It will also impact adversely on local shops and markets with even more people turning to online shopping.	Sunday, Evening Charge	Bishops Stortford
437	I think it would be outrageous to implement further charges. As someone that lives in Thorley, I enjoy going into town, especially on a Sunday when it's not as busy. If the charges came into force this would stop me coming into town as much, likely the same for others. Especially in light of the cost of living going up.	Sunday, Evening Charge	Bishops Stortford
438	With the cost of living increasing, it is ludicrous that the local authority is looking to remove any free parking and add additional costs, particularly when it's in reference to bank holidays and Sundays. How are businesses going to survive with increased and additional costs? This will deter people from visiting the town, particularly when there's already limited parking as it is.	Sunday, Evening Charge, BHL	Bishops Stortford
439	I belong to the elderly populations living in Bishops Stortford, and please do not take away the little freedom we have on visiting our places of worship on Sundays. It is also the only day available to us without having the anxiety of paying parking charges and attend to our work without the stress.	Sunday	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

440	The proposed evening and Sunday charges will affect Ware's economy and may cause some small business to cease trading. Just as one example there are a number of very small fitness and well-being business in Ware which operate in the middle part of the evening. Extending chargeable hours will increase the costs of people attending these businesses and probably cause some to cease attendance. If numbers fall too low these business cannot continue.	Sunday, Evening Charge	Ware
441	Personally I attend quite a few meetings for various committees in the evening and it already costs me as much as I can afford which I gladly pay, but any extension into the evening will be punishing. By all means increase the tariff but leave the half hour free parking and evening cut off time alone. Otherwise we will have a ghost town .	Evening Charge	Ware
442	I object to the proposed alterations to the current parking charges in Ware. This will kill trade in our town and encourage people to go to large out of town shopping areas where there is free parking. It will also affect the hospitality industry ie people coming into Ware to socialize in pubs and restaurants.	All Elements	Ware
443	During this period where cost of living is escalating greatly and wages are not, this is a further example of unnecessary increases in charges to residents of Bishop's Stortford and the surrounding areas.	All Elements	Bishops Stortford
444	I understand the council propose to scrap free parking in ware, as everyone is struggling with there budgets at present I think it is an unwise move. The town will lose customers, and the town will become a ghost town. Please, please, try and prevent these changes.	30 Mins Free	Ware
445	I do not believe you should get rid of the half an hour parking as that is so handy for people for a quick shop. And to charge in the evening and Sunday will stop people coming to the town as everyone is feeling the pinch and then that will effect the businesses.	30 Mins Free	Ware
446	Personally, this would have an effect on me, as I take my family to church every Sunday at 9am and use the carpark, currently park free, near to my church. As a family currently struggling with the increase in household costs, this would just add additional burden every week	Sunday	Bishops Stortford
447	We are a very small town with only a few shops left and we need an incentive to to encourage shoppers to come here. Our Doctor's surgery is located in the Bell Street carpark so many people appreciate the free parking period to allow them to call in there, along with being able to pop in and pick up a newspaper from the local shops. It is something that helps this community. On Sundays one of the local businesses, who is desperately trying to think of ways to attract people to this town, arranges a local car show with all the vehicles parking in Bell Street and the car park. (The local police are happy to help with traffic movement for these events) This attracts a lot of local people with their children to look at the cars and spend money in the cafes.	Bell Street	Sawbridgeworth
448	The free thirty minute option suited someone like me who doesn't want to spend any more time in BS than I have to.	30 Mins Free	Bishops Stortford
449	I object most strongly to losing the 30 minutes free parking plus the increase on all the charges in Kibes Lane car park. If your aim is to close down the High Street you're going the right way about it. I am 77 and live over a mile from the town. If I fancy a OAP portion of fish and chips which costs £5.20 it will now cost me an extra 70p to park on top. Just picking up a prescription will take more money from my meagre pension.	30 Mins Free	Ware
450	Since joining the Bishop's Stortford Meet Up Cinema Group five years ago, I have thoroughly enjoyed not only the movies but the opportunity to meet up with a friendly group of people of all ages and backgrounds every week. I know that the Town's shops and businesses are crying out for more people to visit and use their services and I am sure this will be a huge blow to them as well	Sunday, Evening Charge	Bishops Stortford
451	I object to the loss of free parking on the grounds that it will encourage nuisance parking in surrounding areas. I object very strongly to the loss of free parking in Ware library car park because of the associated doctors' surgery and pharmacy on the grounds of hardship and inconvenience to patients.	30 Mins Free	Ware
452	With all the very bad publicity around parking over many months and the horrendous congestion that often paralyses the town, it really seems nonsensical to agree to a situation where a large parking area remains empty for months on end. There is then a proposal to change the parking charges. If the Council wishes to make the High Street a success, then does it not need to encourage more people to use it? I, for one, do not intend to bring the car in to town now that the new multi story car park is open, but if parking charges are introduced on a Sunday it will definitely be the case. This ultimately means I will not go in to town as often and I believe others might do the same.	Sunday	Bishops Stortford
453	I personally make use of the free 30 minutes to nip into a shop, as do many other residents. Taking away the free parking and extending chargeable hours is ludicrous. Our towns rely on people being able to easily access the independent shops, but I believe the proposed changes would put yet more pressure on the struggling high street, as residents would shop elsewhere because it would not be financially viable for them. Also how would the additional money be spent? It is obvious to me that very little is currently used to maintain the carparks.	30 Mins Free	Ware
454	We use various parking places in this town, e.g. Grange Paddocks twice a week to exercise, Jackson Square for shopping and food shopping. It's hard to carry bulky things and a weekly shop, so parking is essential. For a household that isn't on a high-income, additional charges make a big impact to the budget and may mean we can no longer exercise at Grange Paddocks nor do our food shopping at the shopping centre.	30 Mins Free; Sunday, Evening	Bishops Stortford
455	I am really concerned that if the Bowling Green Lane car park incurs a charge at weekends the people who live on the High st won't have anywhere to leave their cars. Also I am concerned people won't bother to visit a small independently owned High St for fear of a parking charge. Buntingford doesn't have High St shops like the other East Herts towns, please could you take this into account when making a decision.	Bowling Green Lane	Buntingford
456	As a resident of Hertford we have witnessed the mess laid out by the council in regards to the shopping centre, theatre, leisure centre + park which have all impacted footfall to the county town! At this time you should be encouraging people into the towns instead of focusing on short term revenue targets!	30 Mins Free; Sunday	Hertford
457	Small business in the town's are struggling against online shopping, the draw of out of town shopping centre's and Covid. Hertford centre is struggling and I feel this will be yet again be a reason for people to not use the local shops.	30 Mins Free	Non Specific
458	Email to oppose parking changes planned for Ware to remove the 1/2 free parking and free sundays as it will impact local shops	30 Mins Free;	Ware
459	If you start charging for parking on Sundays we will lose more shops in our small towns, they struggle as it is. I often use the half hour free to nip into a couple of shops but I won't be going into town at all if I have to pay. We won't have our town anymore if you charge.	30 Mins Free; Sunday	Non Specific
460	I am someone who uses the car parks very often due to travelling into London most days and having to do my shopping on the weekends. Adding an extra day of payment, and taking away the free 30 minutes will cause such inconvenience to those who live in the affected areas.	30 Mins Free	Ware
461	I am concerned that removing the free parking periods will have a detrimental impact on our local high streets. I regularly park in the council car park on Ware high street to pop into local shops and cafes. I suspect if the free parking periods are removed, people will instead turn to parking in Tesco's or local residential streets, causing congestion in those areas instead. Whilst the changes may encourage a move away from car use which impact climate change, without things such as proper cycle paths or cheaper bus transport, I suspect it will not	30 Mins Free	Ware
462	Our local high street is on its knees already, is this really helpful? When all you need is to return a parcel, collect a prescription, pop into the Surgery, grab a coffee or invite friends and family of a weekend to enjoy your lovely town we can't have a little free parking? All it's going to do is further block up side streets with people trying to find somewhere to stop. That or just completely avoid our lovely town and spend their money elsewhere - I can imagine local businesses must feel like they are completely unsupported by the local authorities right now.	Bell Street	Sawbridgeworth
463	I feel strongly that the proposed changes to parking charges in East Herts will have a huge negative impact on local businesses in the area.	30 Mins Free;	Non Specific
464	We need to encourage people to visit and in the current climate they will go to alternatives. I feel the proposed parking charges will lead to a reduction in people visiting the town and will eventually lead to more shops closing down.	Sunday, Evening Charge, BHL	Non Specific
465	We want free parking at times because it encourages people into the Center to use businesses and go to dinner and the pubs.	30 Mins Free; Sunday, BHL	Sawbridgeworth

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 104

466	It is a boon to those of us who shop online and choose to collect from a store, which often promotes 'on the spot' purchases for those and other stores Also being able to park for free on a Sunday is good for the food outlets too - who wants to be constrained by a parking time slot when enjoying a meal.	30 Mins Free; Sunday	Bishops Stortford
467	Have you factored in people will choose not to come to the town, the shops will close, the town will slowly die? All for a very small (temporary) increase revenue the council will get. I know the Tories are cutting funds so you have to recoup funds somewhere but this is very short sighted.	Bell Street	Sawbridgeworth
468	I use Bell street car park daily to pick up a few bits of shopping, a coffee and maybe pop in dry cleaning. If I have to go to the trouble of paying for a quick stop then I will take my business to the local supermarket.	Bell Street	Sawbridgeworth
469	Just wanted to add my voice to the objections to the proposed changes to parking charges in Sawbridgeworth. The offensively flimsy 'rationale' that has been disseminated is simply not applicable to the needs of the town – the high street is hardly 'thriving' enough to justify the change. Personally, I rarely need to use Bell Street car park for longer than 30 minutes (picking up coffee, dropping off charity donations, getting up a few essentials from the Tuck Shop), and only do so because free parking is available for such short visits. I would be unlikely to bother if these changes are implemented, and I daresay others feel similarly.	30 Mins Free	Non Specific
470	Whilst here, I often park in the car park & quickly pop into the Hairdressers on London Road outside of the traffic lights for a 20min gents cut. I currently only do this as it is free parking - otherwise I will get my hair cut back in my hometown instead. I would like to see this study you have conducted please?	30 Mins Free	Sawbridgeworth
471	I am writing to oppose the changes to parking in Hertfordshire, specifically in Ware and Hertford. I often pop into Ware and Hertford for dinner but would think twice about doing so with the parking hours extended. I also think taking away the 30 minutes free parking will make people think twice about popping to their local shop also. You will find that car parks such as Tesco will become extremely busy - or that people will stop going to our high streets and they will become ghost towns. Please reconsider.	30 Mins Free; Sunday	Hertford
472	Sunday is a day for families to perhaps spend time in town, gracing the restaurants with their attendance. In this time of inflation & squeezed incomes now is a bad time to add an expense that has not been there for years. Also anything that is a barrier to people attending our towns is a bad idea. People will go elsewhere to pubs outside of town where they don't have to pay for parking.	Sunday	Non Specific
473	I object to the proposal of changing the car park rates and times for the Bishop's Stortford car parks on the basis that we are trying to promote and help the local shops and encourage people to visit the town centre rather than going to other bigger nearby town centres.	30 Mins Free; Sunday	Non Specific
474	I would like to raise objection to the proposed car park charges being introduced on Sundays. At a time of pressure on family budgets and thus more difficult retail trading removal of free car parking on Sundays will further harm our town centre	30 Mins Free; Sunday	Non Specific
475	We already have town centres lacking in choice for outlets- increase in parking charges will dissuade footfall even more sending people like myself to out of town shopping with free parking and on-line shopping.	30 Mins Free;	Non Specific
476	This is a great benefit to residents and I urge you and the council not to change this arrangement.	30 Mins Free	Non Specific
477	This will effect many local businesses, restaurants & people attending places of worship. Some businesses are already struggling after covid & to starting to charge extra will mean people will potentially choose to not go to those places or will add to their daily living costs. Rather than supporting, it feels like you are penalising them for surviving this tough season rather than congratulating them!	30 Mins Free; Sunday	Non Specific
478	Please do not charge those wishing to attend church on a Sunday in Bishop's Stortford or those wishing to support the local traders who are already struggling to maintain their trades.	Sunday	Bishops Stortford
479	a. Hertford has been ruined by the parking restrictions, I personally, no longer shop in Hertford (and know others that don't) as you can just 'nip' in.c. There is not enough adequate parking to restrict Ware like this, the car parks get full and the only option is Tesco parking.d. Sometimes you just want to nip to the local shops, this will not happen if you have to find parking at the end of the town and walk down, unfortunately it's just a fact of lazy life! f. I and many people use the 30 minute free car parking to do banking/post office g. Sunday restrictions have always been favourable for lunch/dinner out for families on Sunday's.	30 Mins Free; Sunday	Ware
480	1. The car park is used for public services - popping into the doctors will be charged, as would picking up a prescription 2. The local nursery drop offs/pick ups use the car park.3. The post office drops off are served by this car park 4. Local businesses will be impacted. With errands integrated into larger out of town schedules	Bell Street	Sawbridgeworth
481	Everyone is struggling, petrol prices, gas prices, food prices all up. Every little penny counts for some people, to introduce this now when people are suffering is really poor judgement, it can only be out of desperation because the council need to raise money from somewhere. To say that brief free parking periods are counterproductive is total and utter nonsense, it will certainly be counterproductive to local business's in the town centre. This will also have another knock on effect, people will now park their cars in residential areas causing disruption to residents. They will park on double yellow lines whilst one person waits in the car and the other nips to the shop	30 Mins Free, Evening Charge	Bishops Stortford
482	The 30 minutes free parking allows people to pop into their local shops to pick up essentials quickly, visit the post office, visit and attend appointments at the doctors and support local business without penalty. The shops and businesses will suffer. The pubs, restaurants and other food outlets will see a drop in customers and the surrounding streets will be under further pressure.	Bell Street	Sawbridgeworth
483	I am a local Buntingford resident and fear that this will without doubt negatively impact our struggling High Street. Residents who live on the High Street already struggle to find adequate parking and this will clearly be exacerbated by introducing weekend charging. Furthermore it is difficult enough to attract people to our High Street's struggling independent shops without compounding the issue.	Bowling Green Lane	Buntingford
484	Town centres and their businesses are struggling to survive and this is just another nail in the coffin. There should continue to be free parking in the towns so people will visit. In fact the whole of the on street short term parking should be reinstated in Hertford. This would encourage people to visit.	30 Mins Free	Non Specific
485	I am surprised that businesses on Bell street have not been consulted in any way on the changes as it will directly effect us on a daily basis. As Co. business owner of File and Forge Jewellery on Bell Street I find the removal of the 30 minutes free short sighted, it enables customers to park safely to pop in and pick up orders or chose gifts. These changes will also impact on our evening classes and Saturday visitors as well as incurring more costs to our businesses.	Bell Street	Sawbridgeworth
486	There is now proposal to charge parking in evenings and Sundays for customers and free parking taken away which will be a huge loss to little independant shops like me that encourage evening collections and am open Sundays.	30 Mins Free; Sunday, Evening	Non Specific
487	I live in Windhill, Bishops Stortford. As you are aware the majority of Windhill residents pay for residents B3 permits as we do not have off street parking due to the historical nature of our houses. We use the residents parking bays on Windhill to park. Between the hours of 6pm and 8am Monday to Saturday, plus all day Sunday anyone is free to park in these bays; Friday and Saturday evenings are particularly busy as people head in to town. At present on Sundays we always have difficulty parking due to the two churches with their Sunday services. The churches both have large congregations who all try and park on Windhill. This often results in us having to park elsewhere, Basbow Lane carpark being our closest. With Sunday shoppers looking to park for free on top of the church congregations this situation is going to worsen for residents. If the town car parks are then chargeable on a Sunday it would then result in residents of Windhill having to pay car park charges on top of their residents permits.	Sunday	Bishops Stortford
488	We want to see Bishops Stortford town centre thrive and feel recent changes to car parking will ultimately mean people go elsewhere to shop. We have so many restaurants in the town and I have noticed Sunday nights are the quietest. For many people who just want to come and worship, go to church on a Sunday, take the children to the park, have a picnic, have something to eat, we now have to go into the multi story car parks and pay. This makes life so much more difficult. I also think it jeopardises the safety of single women going out for a meal, meeting friends Not having an open air car park to park in, especially the new multistorey that is so enclosed and confined.	Sunday	Bishops Stortford
489	Scrapping the 30 minute free period will make people think twice about popping into local shops to purchase something that just takes a few minutes eg a prescription, small items of food/drink, cards, a visit to the Post Office. It will encourage people to use out of town supermarkets and buy more online to the detriment of our local shops. The weekend free parking is a boost to the local economy and encourages people who don't live in Sawbridgeworth to visit the lovely variety of individual shops that we have in the town. We also fear that scrapping free parking periods will lead to more parking in local residential streets; this is already a problem on streets such as Hoestock Road, Sayesbury Avenue, Roseacres and West road to name a few.	30 Mins Free; Sunday	Sawbridgeworth

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

490	These are vital to the small economy. Myself and others I know, regularly decide to visit the shops in Bishop's stortford on a Sunday in order to save money due to high car parking prices the rest of the week and on Saturdays. This is clearly a money making decision. While I understand the revenue this will raise, given the cost of living crisis currently affecting your residents, I feel this is incredibly unfair. It may also have a detrimental affect on town centre trading.	Sunday	Bishops Stortford
491	I currently use the Hertford/Ware car parks when I go walking with the organised Hertfordshire Health Walking group and feel the group will drastically reduce in numbers to a level that will inevitably not be viable to continue. The Hartham children's play area is very popular and allows children to exercise and socialise free of charge of which I am sure the parents would consider a god send during these hard times. Once again, I fear the children will suffer as their parents will stay clear of this area due to the parking charges.	All Elements	Hertford, Ware
492	Charging fees for evening parking will discourage people from using evening venues in town centres leading to business closures and a reduction in business rates. Evening and Sunday charges will discourage social activities to the detriment of WELL-BEING. Evening charges will discourage people from using the soon to be refurbished Hertford Theatre particularly the cinema when they can go to cinemas in Harlow, Stevenage and Hatfield where there are no parking charges.	Sunday, Evening Charge	Hertford, Ware
493	I am writing to lodge my objections to the proposed parking changes in Bishops Stortford. I will definitely be put off coming into town in the evening and on Sundays if I have to pay for parking. It is yet another cost I don't need right now. I think this will adversely affect businesses in the town. I also regularly used the free 30 min parking in the Causeway car park. I do not feel safe parking in the evenings in the new multistorey carpark with little outside visibility and lights only coming on when you move into an area. The evening charge only puts me off further. I recently went for dinner in saffron walden and was pleasantly surprised by the ease of parking and open air car parks, and no charges. I hope you take my views into consideration.	30 Mins Free; Sunday, Evening Charge	Bishops Stortford
494	It is my understanding that you are considering introducing car parking charges. As a council tax payer in Ware, I think we should have free parking (a resident's petmit). How do you think this will affect local businesses etc. To collect a prescription doesn't take longer than half hour. Parking as it is accommodates that. To pick up a loaf of bread, again, not long. So why, as a Ware resident make us pay more, we already pay council tax. Yes, if Visitors want to come to Ware, let them pay. If we chose to go to Hertford, thats our choice. We have lived in Ware for 46 years. I think we are entitled to shop in our own town. Have you considered the elderly, with no IT skills also being asked to pay to park on their phones. My elderly Aunt in Hoddesdon would not cope with it and very likely any elderly in Ware. Its unfair for them to be treated in this way. I strongly object to paying to park in my town. If you haven't got a permit - you pay. Also, Evenings and Sundays, again I totally disagree. Leave it as it is. You are trying to kill our town. Please keep us updated.	All Elements	Ware
495	We have been made aware of a proposal to begin charging for parking in Bishop's Stortford. Charging outside the period of associated single yellow line restrictions, creates increased pressure on town centre and residential roads. It isn't sufficient to monitor the problems and make changes after those problems have occurred. If restrictions are appropriate six days a week and Sunday is being treated like any other day, then those restrictions need to be extended to Sundays. As a resident of Warwick Road, the already feeble parking restrictions would further be exploited by people seeking to avoid these charges. I firmly object to the current proposal.	All Elements	Bishops Stortford
496	Part time workers many who are single parents and work weekends as they have childcare from extended families benefit from Sunday's free parking which allows them to keep a higher % of their wages. The new charges will directly affect the older and vulnerable in the community who drive to town or are given lifts on Sunday to shop and attend churches. The electorate has not been asked about the introduction of Sunday charging. The policy should be delayed until after May 2023 so that the residents can express their support or otherwise through the ballot box. A new administration could reverse the decision to charge on Sundays. I'm informed by a resident that only £70,000 is due to be raised by Sunday charging in 2022/23. There must be better ways of raising this amount. There is a cost-of-living crisis. If workers are made redundant from shops closing because they are losing footfall this would add burden to National Government and East Herts Council, as benefit payments would need to be raised. Community Groups including churches are going to lose revenue as fewer people will attend services and activities. Fewer residents will offer to give lifts to the vulnerable and disabled if they have to pay for parking whilst they are waiting – also potential lose of income for shops as volunteers tend to shop whilst waiting. The town is seeing shops close regularly to be replaced by Barbers, Coffee Shops and Restaurants which is destroying the town centre – additional loss of income on one of the busier days of the week will have a negative impact. There are few Sunday bus services, which traps people whichever their agility as you cannot expect them to walk home with a weeks' worth of shopping. Evening charging will have a negative affect on food and beverage businesses. Charging for short-stay carparks outside the period of Resident Parking Zone restrictions, leads to problems for permit holders finding a space. Permit holders have had a substantial increase in charges which has already resulted in discontent with the service. Some will be reluctant to use their car on Sundays to visit family and friends because of the difficulty of finding a space when they return. Charging outside the period of associated single yellow line restrictions, creates increased pressure on town centre and residential roads. It isn't sufficient to monitor the problems and make changes after those problems have occurred. If restrictions are appropriate six days a week and Sunday is being treated like any other day, then those restrictions need to be extended to Sundays.	All Elements	Bishops Stortford
497	Churchgoer who enjoys a coffee after church.	Sunday	Hertford
498	I object to the proposed introduction of parking charges in Bishop's Stortford in the evenings and on Sundays, on the grounds that this is likely to discourage people from visiting the town at those times, and will thus have a significant impact on retail businesses, restaurants, coffee shops, etc., which are already struggling due to the pandemic. Bishop's Stortford is my nearest town, so I visit it fairly often for shopping and dining, but having to pay for parking in the evenings and on Sundays will make me much more likely to go to another town, or to use out-of-town shopping, where parking is free. It seems wrong to cause further financial stress on shops and restaurants that are already having a hard time. I hope you will reconsider this plan.	Sunday, Evening Charge	Bishops Stortford
499	I write protest against the possibility of the introduction of car park charges on Sundays in Bishop's Stortford. I do so for the following reasons: 1. I am a Roman Catholic and attend the 11am Mass at St. Joseph's & The English Martyrs in Windhill. I usually take an aged and infirm friend with me, and sometimes his wife, who suffers from Cancer and who is extremely frail and infirm. It is usually possible to park in the road near the Church. The space is limited and I sometimes have to park in the Basbow Lane carpark. It seems to me that the introduction of the charges will cause hardship to many who will have to pay for at least 2 hours parking in a carpark (Sunday Mass lasts for an hour or more and if they cannot park in Basbow Lane many Parishioners will need to use ghe new Multi-Storey or Jackson Square park: for elderly people it takes time to walk from either location up High Street and Windhill to the Church). 2. I suspect that many businesses - restaurants and shops - in the town will be adversely impacted by the introduction of parking charges. Some may need to review their continuing presence in the town if customers disappear. I'm sure you will have received representations from them. Please, note my protest and reconsider this proposed change. So many changes in and around the town seem to be made despite the wishes of the people by others who have little or no connection with the town. I am not alone in contemplating removing away from the town AND from Hertfordshire!	All Elements	Bishops Stortford
500	I am concerned that charging for parking on a Sunday in Bishop's Stortford will have a severely detrimental effect on quality of life for residents, visitors and businesses. Motorists will search out free parking on residential streets (such as the one I inhabit) which is inconvenient for residents, particularly on a Sunday. Pollution, noise and disturbances will increase. Our road is not maintained by the local authority but is a magnet for shoppers and commuter parking to the detriment of our environment. Businesses and restaurants will lose custom as they will be competing with out of town locations offering free parking. It seems absolute madness to me in these difficult COVID pandemic times to make it harder for businesses to survive and more difficult for customers to visit to help our town thrive. How many empty shops, or charity shops which pay less rates, will it take to get the local authority to listen to the people who actually live here? I strongly object to the Sunday parking charges.	Sunday	Bishops Stortford
501	1. Address the poor traffic situation, 2. Improve the reliability of public transport ,3. Incentivise the cost of public transport , 4. Hold discussions with vulnerable groups about the changes	All Elements	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 100

502	<p>I am writing to object to the Council's plan to scrap Free Parking. My Wife runs a business within the Town Centre, plus we are both in the Town Centre regularly for Shopping and Leisure activities. Instead of scraping free parking, I would recommend you encourage it, for instance the Town Centre needs more people and more Customers who will keep the Town Centre alive, I would recommend free parking all day on day's where you are trying to encourage more people into the Town Centre. A flourishing Town Centre with plenty of business activity will pay its own way. Particularly in a time when many people shop on line or shop out of town for free parking, at a time when our society is being discouraged from going into the Town Centre resulting in a fall in Foot Fall, the less people in the Town will mean less people to use Banks etc and these will close creating a further decline in the Town Centre. We should do the exact opposite, and encourage more people into the Town Centre, with Free Parking as an incentive. EV Public Charging I recently purchased an Electric Car, and the government is encouraging this trend through tax incentives, I also have two daughters who experienced Asthma in Childhood, so I see personal benefits in following the environmentally green path. Although I am really shocked at the lack of public chargers in this area. Firstly there were 4 x 11 kW Public Chargers at the Causeway Car Park, these are now no longer accessible and are left unusable, as the Car Park is now locked and inaccessible. In addition to this, there are two Chargers at Grange Paddocks, but because the Parking Bays are not identified as EV Charging, this means that the Parking Bays are usually occupied with Petrol Cars, preventing EV Cars from being charged. You'll probably tell me that I am right next to the new Car Park at Northgate where there are plenty of Chargeable EV Chargers, which I recently used, unfortunately the Charger was charging at 3 kW's this means that it would take 15 hours to charge my Car compared with the 7 hours that a 7 kW. In general I have been disappointed at what little the council is doing for EV Car owners in this area. I also noticed that even Tesco's have EV Chargers at nearly every supermarket apart from Bishops Stortford. Many people who buy a EV Charger find like Myself it can take a while to get a Charge point set up at home, so most EV Car owners need public chargers as a back-up. Also having Public Chargers does send a message to EV Car Owners about the Council's Green Credentials and what they really feel about the environment and the current message is not a good one.</p>	30 Mins Free	Bishops Stortford
503	<p>I wish to make some comments regarding the proposed car parking charges across East Herts. Firstly I realise that local authorities are short of funds and motorists are seen as an easy source of income. We understand there is some justification in charges to maintain the car parks but my main concern is the extended times that it is intended for charges to apply. If I understand correctly the free 30 minutes will be discontinued. If this is the case this will be detrimental to the shops in the town centres where people will pop into one or two shops and leave within the 30 minutes. Many may choose to travel elsewhere out of town where parking is free. What is the justification for extending the charges from 6.30pm to 8.00pm? There will be additional costs for wardens to be available for the extra 1.5 hours. I question whether that potential extra income will be cost effective and provide extra profit. Now to Sunday (and Bank Holiday) charging. I am not sure what the changes are going to be but whatever they are a charge will act as a deterrent to use the town car parks. Many people go to church within the towns and with only limited public transport available getting there by car may be the only way possible. I do feel that together these additional charges, will not mean more revenue but less people visiting. People will try finding to park elsewhere or in a street. The changes, in my opinion are very short sighted and will not be helpful to the local businesses. I would be interested to see the anticipated extra income and added expenditure will be. Has a residents pass been considered? I am aware that another council gives all local residents a pass to park free before 11 and after 4 every day. Why not in East Herts? I do hope that you will reconsider the proposals as in the current form they will not be helpful.</p>	All Elements	Ware
504	<p>I am writing to object formally to the possible loss of free Sunday parking in the centre of Bishop's Stortford. I view this as a discriminatory act on the part of the council because I will in effect be charged every single Sunday to attend a religious service. It is a retrograde step which in my mind is punitive for members of the five churches in the centre of the town. I find it especially galling when I think of the council's profligacy with the council tax we have paid in previous financial dealings with developers; this is a cynical way of recouping income. I therefore re-iterate that I am strongly opposed to this proposal by the council</p>	Sunday	Bishops Stortford
505	<p>I am writing to express my strongest objection to the proposal for East Herts Council to introduce parking charges on Sundays, evenings and Bank Holidays in Bishop's Stortford car parks. The electorate has not been consulted about this at all, and if this policy goes ahead I will make it my full intention to vote for any administration that pledges to reverse the decision at all future council elections. The proposal is fundamentally wrong for all sorts of reasons, including the following: Car drivers who need to use the town centre will simply park on residential roads instead. I live on such a road, where parking restrictions are extremely lax, and have no desire to see it used as a free car park on Sundays as it currently is on every other day of the week. It discriminates against church users, in particular the older and more vulnerable of their number, who rely on the church as a means of social contact, have suffered enough from the lack of this during the pandemic and cannot easily get to church on foot it creates an impact on small businesses who rely on Sunday shopping to stay afloat. They will be the ones that suffer when shoppers decide to go to out of town centres where they can park for free. Haven't you driven out enough small businesses out of the town centre already? I am led to understand that Sunday charging is expected to raise an utterly trivial £70,000 a year for the council. If the council needs this money so badly, surely there are better ways to raise it than this?</p>	Sunday, Evening Charge, BHL Removal	Bishops Stortford
506	<p>I am writing about the ending of free parking on a Sunday, and the cost of going to church! I have attended St Joseph's Church since I was a child, 70 odd years ago, but for a few years I lived in West Devon, near to Tavistock. In Tavistock, parking on a Sunday was free up until 12noon, so that people could go to church without additional expense. Once it got to 12 noon, the parking charges came into force, and were the same as for Monday - Friday, so there was no great shortfall in income. I would be pleased if East Herts would consider this as a good compromise towards paid parking on a Sunday. There are 4 churches within the vicinity of the North Street/South Street - St. Michael's, St Joseph's, Holy Trinity, and the Charis Centre - all of whom have Sunday morning services. I would be most grateful if you would put this comment before the relevant Committee so that those who attend church, of whatever persuasion, may continue to attend without additional cost.</p>	Sunday	Bishops Stortford
507	<p>I object on so many grounds - what a stupid idea ! Yet another nail in the the coffin of trade in the town! There must be more imaginative ways to create an income stream, you could even penalise those higher property owners, with an increase in their Council Tax!</p>	Sunday	Bishops Stortford
508	<p>I am writing to register my dismay at the proposal to introduce Sunday parking charges. For the past 45 years I have been a member of St. Michael's Church and regularly attend Sunday morning services; sometimes returning in the afternoon or evening for further services and functions, either at St. Michael's or other churches in the town as a member of Churches Together. I live in Benhooks Avenue, which is approximately a mile and a half from the church, I am in my 70s. and have cardiac issues which make walking up hills a struggle. My return journey involves walking up a hill. I would not be able to manage two round-trips per day on foot. The money which I would pay for parking would deplete the money I would have available for donation to the church and the charities which it supports. Being a pensioner means I have a fixed income. In its turn the church provides not only spiritual benefits, but in its turn adds much to the life of the town and its inhabitants. St. Michael's through its membership of Churches Together supports The Night Shelter, The Food Bank, help for Ukrainian and other refugees, The Portland Contact Centre, Company at Christmas, Stort Valley Schools Trust, Street Pastors, The Easter Egg Hunt, Love Stortford, and the Town Carnival and many other outreach initiatives. All of these organisations contribute to the lives and well being of the citizens of Bishop's Stortford. I am just one individual but I know there are many other people in similar circumstances to myself who attend both St. Michael's and other churches within the town of which there are thirteen of different Christian denominations. Sunday is the one day of the week when Christians like to show witness to their faith, by engaging in inclusive worship within their churches. which in turn benefits the whole community and quality of life within our town. Attendance at church also provides positive benefits in the form of fellowship and company to families and those living alone. This in turn enriches not only the lives and physical and WELL-BEING of individuals but also, through the involvement of church people in the community, the experience of and reputation of the town, both locally and throughout the district. In the light of the above, I would ask you to reconsider the instigation of Sunday parking. I respectfully request that you give my point of view due consideration.</p>	Sunday	Bishops Stortford
509	<p>I hope you are well. I'd like to express my concern and objection to the proposed Sunday parking charges for Bishops Stortford. Many people use the car parks during Sunday morning hours to attend Church and to support the local businesses in the area. Parking charges (especially on a Sunday) will surely put many people off visiting the town and add another nail to the coffin for Sunday Church attendance. Could you add my concern and objection to the final decision, please?</p>	Sunday	Bishops Stortford
510	<p>I wish to express my objection to the proposals to end free parking at your public car parks. This is a very short sighted decision and will ultimately cause a number of additional businesses not already affected to cease trading with the burden of increased business rates and a considerable drop in footfall. Why not not introduce a scheme to encourage shoppers to the town and provide them with concessions with parking from the two super stores whereby the cost is deducted from the final bill upon producing a tear off slip from the parking ticket??? You will recall my own experience with parking made unnecessarily complicated by your desire to raise as much revenue as possible with no consideration to anyone other than yourselves!!! The signage that Hertfordshire is the county of opportunity should be removed with immediate effect. Thank you for your attention to this matter.</p>	30 Mins Free	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

511	I wish to bring to your attention the distress that the imposition of parking charges in Bishop's Stortford on Sundays will cause to the many people of the town who do not go shopping but use the day for the purpose for which it has been reserved for two thousand years, to go to church. The congregations of St Michael's Church at 8:00 am and 1000 am, of St Joseph's Church at 9:00 am and 5:00 pm, of All Saints' Church at 8:00 am, 10:00 am, 11:00 am and 6:00 pm, of Holy Trinity Church at 10:00 am and 11:30 am, of the Baptist Church at 10:30 am, of the Methodist Church at 10:00 am and 4:00 pm, the Community Church in the Charis Centre at 10:30 am, who have all been disrupted to some degree by the steady increase of Sunday trading over the years, will all be further penalised, to a greater of smaller degree, by this additional burden. The churches of Bishop's Stortford are key features of the townscape. There is a common misconception that the state provides these magnificent buildings or that the churches are awash with money and can easily afford their upkeep, but it is, in fact, the congregations who must provide the funds to maintain these expensive structures, under strict guidelines set down by the Government, by English Heritage, by the Victorian Society and by other interested parties. With the secularisation of the state, the multi-cultural tendencies of education and the expansion of shopping, sport and other activities on Sundays, churchgoers find themselves more and more the poor relations of the Lord's Day. Please reconsider the imposition of parking charges in Bishop's Stortford on Sundays!	Sunday	Bishops Stortford
512	I wish to object to the proposed introduction of car parking charges on Sundays. This will adversely affect people attending church services many of whom are unable to walk great distances. Also when many local businesses are struggling it will be bad for Sunday trade and could force some businesses to close with the loss of council tax to the council. People can easily travel to Harlow or Freeport are park for free. Also with all the additional income you are receiving in council tax from 3000 new homes I don't believe that the income from Sunday parking is really necessary. I hope you will reconsider.	Sunday	Bishops Stortford
513	I understand that EHDC are considering introducing car parking charges not only to cover Sundays but to extend the chargeable hour to 8pm daily. I am writing to ask that this proposed step be withdrawn. As we all know the last two years have been desperately difficult for many local small businesses who heavily rely on foot traffic to try and restore some of their lost earnings. The Bishop's Stortford BID have done excellent work in informing the townspeople of the new businesses that have been created since the end of the pandemic. They are working with these companies to enhance the shopping experience not only for the existing population but all those new families who will come to the town due to the new developments currently being built in the area. The high street needs re-invigorating and if the Council carries out the planned parking charges it does the very opposite of what we surely all want- a vibrant town offering facilities, be it coffee shops, restaurants, theatre, and open air events for the entire family. I do hope that you will re-consider and continue to provide individuals and families with the ongoing ability to come into the town at reasonable cost, and particularly retain free parking on Sunday which for many remains the only day in the week when they can enjoy the facilities of our lovely town.	Sunday, Evening Charge	Bishops Stortford
514	I would like to object to the plans which would see the 30-minute free period on Mondays to Saturdays and free parking on Sundays and bank holidays in Bishop's Stortford plus free parking on Saturdays and Sundays in Sawbridgeworth scrapped. We are in the middle of a cost of living crisis. People can not afford to eat. NHS trusts are setting up food banks for their staff... We the people of Hertfordshire are absolutely skint. Removing free parking will mean people stop using the local high street and small businesses will go under thus creating further poverty. It's all ridiculous - please give us a break and stop squeezing us financially at every opportunity.	30 Mins Free; Sunday	Sawbridgeworth
515	I am writing to express my objection to the proposed changes to car parking fees in Sawbridgeworth. I am a local resident, living on Knight Street so only a few minutes walk from Bell Street Car Park. My objection is based on the following points: 1- local businesses rely heavily on customers being able to park quickly and easily for a short time to pop in to Bell St, for amenities such as the post office, local cafes and shops. I know many people who live on the outskirts of Sawbridgeworth who, if the free short parking is not available, will use those same facilities in Edinburgh Way Tesco for example, the same distance for them with free parking. 2- illegal parking on Bell Street and Knight Street is a nuisance and a cause of massive frustration for local residents, even now with the free parking at certain times. Our driveways are regularly blocked during the day and neither the council nor the police have addressed our concerns, raised multiple times. Should free parking be taken away more motorists will illegally park on those roads, blocking our driveways and making maneuvering dangerous (particularly the Bell Street and Knight Street Junction). If it is revenue that the Council require then fining these drivers for parking illegally will be extremely profitable. We are currently spared of this frustration at the weekends with the free parking allowed in Bell Street, if this is taken away I fear the parking nuisance for us residents will become unbearable. 3- free parking at the weekend encourages trade into our beautiful and charismatic town centre. Our local business owners will not survive if this is taken away due to customers going elsewhere. It would be a travesty for this to be taken away and for businesses to have to close down, with people going elsewhere for their shopping needs. Imposing these changes is incredibly short sighted by the council, and the local community economy and its residents will suffer as a result.	Bell Street	Sawbridgeworth
516	I am registering my objections to the above plans. Town Centres are struggling as it is and I believe this will lead to less people using them. At present Stortford is quite busy on a Sunday morning but I cannot see this will continue. As for Sawbridgeworth it has a small selection of shops and the free 30 mins is ideal for just popping in. This will certainly put yet another nail in the coffin of local shops.	30 Mins Free; Sunday, Evening	Sawbridgeworth
517	I write to you with regards to scrapping free parking for the first half hour in Bishop's Stortford. I drive to the town centre and park for the first half hour free, mainly to pick up an order from m & s, or to purchase a couple of items from the shops there, which takes me literally 20 mins maximum. I think, that if you scrapped the free parking, I like many others would take my business elsewhere, and find a retail park with the same shops which has free parking, resulting in the town unfortunately closing down. Alternatively, I would be fazed to shop online, which is the way the future is heading, however, that would definitely lead to the closure of the town, and many people losing their jobs, alongside the town having even more empty unsightly closed down shops. Surely, half an hour's free parking is a small benefit for people who nowadays are up against it, short of money, rising prices in supermarkets, and nipping to the town in less than half hour is trivial to the consequences of people's livelihoods? Looking forward to your reply.	30 Mins Free	Bishops Stortford
518	Hello, I wanted to comment on the proposed evening parking charges. I haven't lived in Bishops Stortford long but have appreciated that people are able to park for free after 6/6.30 to be able to go to restaurants in town, it seems more catering business have opened up in recent times and many have struggled during the pandemic and now the public are able to go out for meals in the evening but if you start charging potential customers to park in the evenings I feel it might deter people from easily going out to eat. Having to book a taxi only adds to the evenings expense and therefore I feel it would be counter effective to make people pay for an evening out when you are trying to encourage the public to support the local business.	Evening Charge	Bishops Stortford
519	I strongly object to the council charging for car parking in Bishop's Stortford on Sundays. Please spare thought and consideration to those people trying to attend church services and all the retail outlets who have already suffered during the pandemic through loss of trade. I'm not overly impressed with Herts district Council and all the blunders over decision-making - mainly by Councillors who do not live in our town. Now is the time to show a caring side by not implementing this Sunday Parking Charge.	Sunday	Bishops Stortford
520	Please accept this as a full objection to your parking charge proposal. As a resident of bell street in Sawbridgeworth the weekends and evenings bring trade into the area that during Covid was not here. It enables people to shop local rather than drive 10 mins up to Tesco and use their free parking! Also as my council tax has increased yet again and services also now have an additional charge like brown bins, I feel this is a step too far in a time when the cost of living is out of control 11.4% inflation and you are adding to the issue. The Conservative government have no plan but to put up taxes and now the conservative council! I think you will see a huge demonstration against this as people have had enough of increases and reductions in pay services. Do you have any surveys to see public opinion? Perhaps stop wasting millions on a new cinema that is not needed especially when the trend is against going to the cinema and there is an existing cinema? Please a part from increasing revenue why on earth the council would even consider this!	Bell Street	Sawbridgeworth
521	Please accept this as a full objection to your parking charge proposal. As a resident of bell street in Sawbridgeworth the weekends and evenings bring trade into the area that during Covid was not here. It enables people to shop local rather than drive 10 mins up to Tesco and use their free parking! Also as my council tax has increased yet again and services also now have an additional charge like brown bins, I feel this is a step too far in a time when the cost of living is out of control 11.4% inflation and you are adding to the issue. The Conservative government have no plan but to put up taxes and now the conservative council! I think you will see a huge demonstration against this as people have had enough of increases and reductions in pay services. Do you have any surveys to see public opinion? Perhaps stop wasting millions on a new cinema that is not needed especially when the trend is against going to the cinema and there is an existing cinema? Please a part from increasing revenue why on earth the council would even consider this!	Bell Street	Sawbridgeworth
522	I object to the changes to Parking Regulations being proposed for Bishops Stortford because: - the 30 minute free parking on North Street is essential for the many occasions we have to click and collect products we buy from the various businesses in the town centre eg from Cook, Boots, M&S etc. Other Hertfordshire towns like Welwyn Garden City have far more generous free car parking times and places. - the new Northgate End car park is not only much further away from shops (say those in South Street) and the amount of space devoted for each car is less than needed for modern cars. So providing free parking here would not be effective - Charging for car parking on Sundays and Bank Holidays is unfortunate, but if it is necessary then a flat £1 or £1.50 for the day would be more reasonable. - If the current proposals are introduced, it will reduce the footfall, be detrimental to the high street businesses and defeat the objective of encouraging residents to shop locally. - with the amount of new housing in Bishops Stortford, already built and occupied and with new homes currently being built, surely it makes far more sense for the council to encourage rather than discourage more people to shop in the High Street. I do hope that the Council reconsiders implementing these changes.	All Elements	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 100

523	<p>I am writing to register my disappointment and despair as regards the imposition of Sunday parking charges. Firstly, whilst I do not live in Bishop's Stortford, I am a church warden at St Michael's, where I worship with my family, who live in Thorpe Road, Stortford Fields. My duties necessitate frequent trips to town. I use the train often, (the bus service between Audley End and Stortford is unreliable, and does not run on Sunday.) I use my car when absolutely necessary. The churchyard, at St Michael's needs to remain clear for emergency vehicles, pedestrians, and drop-off for people with diverse disabilities. Many of our congregation are elderly, living on a fixed income, charging on Sunday is an unwanted financial burden for them. Walking from multi-storeys is stressful for them, especially in inclement weather, and darkness. Many of the elderly feel oppressed and nervous of the multi - storeys and have been expressing this to us. Could we not invest in small electric buses as they do in many countries successfully, and consider more joined - up transport into the area to avoid the need to park at all? During the week, I not only perform my wardens' duties at services, but also undertake outreach and pastoral work, most of which supports the community, Christian or not. I do not complain about weekly parking charges in this respect as I am sure that East Herts needs the revenue post pandemic. I do, however feel that Sunday should be an exception, not just for the sake of the badly impacted hospitality and retail businesses in Stortford, but also for those having to find additional money to come to church. It would appear to exploit the vulnerable, and discourage commerce, Saffron Walden, whilst on a much smaller scale, frees up council parking around their offices at the weekend. This undoubtedly supports the shops, market traders and Sunday worshippers, and helps the town to prosper. I hope you are able to give my protestations some thought.</p>	Sunday	Bishops Stortford
524	<p>We would like to add our voices to the objections to charge for parking in Bishop's Stortford for evening & Sundays in future. Making these charges will have a serious impact on the residents & visitors to Bishop's Stortford and may have a detrimental effect on any evening trade that has begun to improve in B/S since the pandemic. Restaurants, pubs & wine bars have just started to attract customers in the evening and many, especially families may go out of town for restaurants where there are no charges thus causing a decline in town trade, with the BID running now, surely this would be very detrimental to the success of B/S? B/S has so much new development going on, it must be in the town's interest to attract trade into the town rather than push people away to other towns are areas, this will add to the decline of the town. What is the point of building the Old River Lane complex if the parking charges push people away on evenings & Sundays? Charging on Sundays will affect church goers as virtually no church in town has any parking so to charge people to go to their church, especially the elderly, would have a financial effect at the time of financial hardship for everyone. Many B/S organisations hold evening meetings in church & public halls in town so if you make a charge for evening parking many people will just not be able to afford to go to the meetings and consequently may think twice about their membership of such organisations. Please do not implement these charges at this most difficult time for everyone, help the town to get back on its feet after the pandemic by promoting evening & Sunday trade without the addition of a hidden extra expense.</p>	Sunday, Evening Charge	Bishops Stortford
525	<p>Treating Sunday like any other day of the week is wrong. To Christians it is the Sabbath, a day of rest and worship. It is also the day of the week when state and privately educated schoolchildren do not attend school, and thus a family day. There are Sunday restrictions on the opening hours of retail, and most offices are closed. During the pandemic many of our places of worship have struggled. Many church attendees are older and vulnerable and only recently starting to return to in-person worship. To charge people to come to town centre churches on a Sunday would be an added blow for churches that are struggling with fewer volunteers, and in many cases loss of income from community groups, which were unable to meet during the pandemic. Many people have no option but to drive into Stortford as there is no Sunday bus service where they live. Older congregation members are given lifts by volunteers who then park nearby. There is a cost-of-living crisis. East Herts Council is just adding to the burden at a difficult time for the vulnerable and young families.</p>	Sunday	Bishops Stortford
526	<p>I am writing to object to the proposed extension to car parking charges which are proposed for Bishop's Stortford. As a regular church attendee at The Bishop's Stortford Methodist Church I view the proposed introduction of Sunday charges as a tax on Christians. There are several churches in the town and many of the members require a car to attend, as the bus service on a Sunday from the outlying areas is non-existent. No church within the town has parking space allocated to it. Churches are dependent upon their members for contribution to funds and it is likely that imposing car parking charges would reduce church membership and hence the funds which are available for the church use. These funds are not just used to help the attendees at church but to provide vital services for the more vulnerable of the town. The Methodist Church in particular is home to the Food Bank, refugee links, hospice support meetings and coffee mornings. These are not held on Sunday, but contributions from church members enable many of these activities to continue. Secondly as the Bishop's Stortford Methodist Church Safeguarding Officer, I am concerned about young people attending evening activities such as the Girls Brigade. Parents often park in a car park and accompany their child to the church before 8.00 p.m. which is the proposed time for parking fees to end. Many will not have the funds to pay another 90p just to drop their child off and so attendance at these vital organisations may well drop. Many evening meetings are held in the church buildings in Stortford, in addition to concerts and plays. Again as Safeguarding Officer I am concerned that meeting times will be pushed back to 8.00 or 8.15 in order to remove the parking charge from attendees. This will result in a later finish and therefore some people will be reluctant to attend knowing that they will be moving to the car parks at 10.00 p.m. or later, when I'm afraid to say many young people are hanging about car parks. Although many of these young people are friendly and harmless, I have been in Jackson Square after 10.00 p.m. when they are revving engines and appear to be threatening. Thirdly, I am the Bandmaster of the Bishop's Stortford Town Band and we rehearse in the Markwell Pavilion. East Herts Council only allow 2 cars to park outside the hall, so many of our members use Jackson Square or the Causeway Car Park and walk across. Parents dropping their children off will in future have to pay to do that. Members of the band will also have to pay for 2 hours parking to attend from 6.45 until 9.00 p.m. Imposing parking charges appears to me to be the most retrograde step in getting things back to normal after the pandemic. Small businesses, town park, the library, churches, cafes, restaurants, pubs all thrive on Sunday in Bishop's Stortford and part of that is because the parking is free. Families take advantage of this to spend time together, meet friends and enjoy shopping without the worry of if the ticket is running out. It is estimated that this initiative will raise £70,000 in 2022/2023. I'm sure there are better way of raising this sum of money without impacting on so many areas of life. I strongly object to the proposal to introduce evening and Sunday parking charges.</p>	All Elements	Bishops Stortford
527	<p>I am writing in response to the proposed introduction of parking charges on Sundays. With the cost of living crisis and the struggling of small businesses in the area, would this not have an adverse effect on our already fractured High Streets? Sundays are still considered by many, including myself, to be a day of rest and a time to be with family. With many people working longer hours to try and make ends meet, asking people to pay to park so that they might relax with friends and family seems like a very narrow minded, short term idea for hardly any return. Add to this the members of Congregations from the various Churches in the Town Centres who may venture out on Sundays for what could be their only real social interaction all week. I do hope that this decision will not come to fruition and that common sense will prevail to help maintain our Communities. Thank you for your time in reading this.</p>	Sunday	Bishops Stortford
528	<p>I write to lodge an objection to the proposed introduction of car parking charges in Bishop's Stortford on Sundays. A large number of people - families included - go into the town centre on a Sunday to meet up, shop, eat out etc and I believe that if parking charges are introduced, it would induce the majority of people to go elsewhere to spend their leisure time. If this were to happen the shops, salons and restaurants in the town centre would suffer an immediate lack of footfall which would threaten an already fragile high street and cause many of the smaller, independent traders to close down. I have lived in the town all my life and it is a drastically different high street than when I was younger, with far fewer independent businesses. It seems incredibly short sighted to damage the already fragile retail and service sector even further which, if some of the shops and restaurants were to close, would reduce the amount of revenue the council could collect in business rates. At the same time, local churches and places of worship would also be adversely affected if members of their congregation are unable to park nearby for free. If you require any further clarification please do not hesitate to contact me.</p>	Sunday	Bishops Stortford
529	<p>I would like to object to the application for new parking charges that you have put forward. I have seen some of your arguments for these changes and I feel that they're completely wrong. You say that you need to charge for Sunday and bank holidays parking as Sunday is the second busiest day of the week. Have you thought why this is its because at the moment their is free parking and people come to Bishops stortford for this reason if you start to charge them, it will put a lot of shopper's off they will find other shopping centres with free parking. This charge will have a great impact on local business in the town centre with some having to close down .Also you say that the free half hour will not be possible well I have used this service a great deal when I only want to pop to one shop its very handy .but I will now think twice about shopping in Bishops Stortford. Again it feels like the council is going to line their own pockets before they think about the local residents and businesses in these very hard times.</p>	Sunday, BHL Removal	Bishops Stortford
530	<p>I write with regard to the proposed changes and charges for parking. I personally have no objection to removing the 30 min free parking, but do object to the other proposals. Charging in the evening and Sundays over and above existing charges is a bad idea when the aim is to bring footfall into the town. Incidentally I have no intention of using the new multi storey car park as 5 storeys and negotiating this again is a very bad solution.</p>	Sunday, Evening Charge	Bishops Stortford
531	<p>There are simply not enough on road spaces for the number of cars. As a resident living on Port Hill we often have non resident cars parked outside our houses when we return from work. We often wait in our car at the end of our road until 6pm so we can park on the single yellow lines. Extending this to 8pm is not acceptable. Alternatively we would use the 30 minutes of free parking in the car park and wait for people to move their cars. With the current cost of living crisis there is simply no way we can afford to pay £1.80 for two hours parking everyday. This on top of having to pay £9.60 for parking at the weekend. I also question why Port Vale residents have permits allowing them to park in the local car park, whilst residents of Port Hill do not. Often it is Port Vale residents that leave their cars outside our properties for lengthy periods of time. This in my eyes is simply a way to make money from the local residents at a time when living is difficult. This is going to have a significant impact on our financial and mental well-being. A sincerely disappointed and concerned resident.</p>	All Elements	Hertford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

532	Sunday is not a weekday like any other: it is a day of rest when schools, offices and most businesses are closed. It is a day for families to spend time together. Sunday parking charges will make outings and activities more expensive at a time when a cost of living crisis is developing. Parking charges will in particular affect people who (like us) attend Sunday services in the churches of Bishops Stortford, especially the elderly and young families. The town's churches have few or no dedicated parking spaces and charges are likely to have an impact on church attendance and the community benefits associated with it, at a time when churches were already struggling to rebuild their communal life after Covid-19. Parking charges will adversely affect small businesses and the vitality of the town centre, also in a fragile state of recovery after Covid-19. Introducing Sunday parking charges would raise only a small amount of revenue in proportion to the damage done to the town and community. We hope that you will consider these arguments when arriving at a decision on whether to extend parking charges to Sundays.	Sunday	Bishops Stortford
533	I am an avid supporter of our local businesses and therefore I am concerned that the introduction of parking tariffs will deter passers by from popping in briefly for one or two shops as they do now and our high street will become even quieter. I have already noticed this on Sundays with limited investment or encouragement from the local and parish councils to incentivise businesses to open on a Sunday and make more of the potential customer base. Indeed, recently businesses like the Mint Cafe have closed on a Sunday so we are seeing the opposite impact and I am fully opposed to any additional measure which will reduce trade on a weekend as the ability of local business to sustain themselves will be much reduced. Furthermore, we have a lot of elderly residents in Sawbridgeworth who may not be able to walk into town themselves due to their mobility. Making it harder for them to maintain their independence is likely to have a much broader burden on the welfare provisions in East Herts abs the well-being of these individuals. I also worry that drivers will look to avoid paying for parking by clogging up local streets or using Budgens car park which already causes a cacophony of traffic related challenges next to the Shell garage. Overall, I am opposed to weekend tariffs in the Sawbridgeworth public car park, however, I believe a compromise of 60 minutes free parking and then a tariff which is still relatively low (e.g. less than £1 for the 1-2 hour window) might enable some cash collection for the council whilst maintaining the major benefits for the public and local business of the current situation. I look forward to hearing a way forward on this matter and have full confidence that you are taking all of my concerns, and those of my fellow residents, into account.	Bell Street	Sawbridgeworth
534	Please record this as a strong objection to the proposal to start charging for parking at the weekend and removing the free 30 min parking. There appears to be no other justification for this apart from revenue generation. The council's revenue generation will result in yet more financial pain for the businesses of Sawbridgeworth. It will also have an adverse impact on residents and make the town less pleasant as people will seek out the free parking elsewhere, and use residential parking areas. The cricket club for instance gets busy on Saturdays and Sundays, and I suspect some of those drivers will go and park in residential areas. The council needs to reconsider.	Bell Street	Sawbridgeworth
535	I am writing as a member of the St Michael's church congregation to oppose the introduction of Sunday parking charges. For those who need to drive to church the charges are an added expense when many are struggling to pay bills. The new charges will have greater impact on the poorer, older and vulnerable in the congregation, reduce church attendance, and potentially weaken the ability of churches to help those in need. Older congregation members are often given lifts by volunteers who then park nearby. To have the parking charge in addition to the petrol cost will adversely affect these volunteers. Most churches in Bishop's Stortford lack their own parking facilities. St Michael's was built in the 15th Century and has never possessed dedicated parking spaces. Churches are now rebuilding following the pandemic. During the pandemic many people who would benefit from attending church were too scared to attend. Some have only recently started to return to in-person worship. To charge people to come to town centre churches on a Sunday would be an added blow for churches. Churches and their congregations make a key contribution to the Bishops Stortford community supporting Ukrainian refugees, the Foodbank, the Night shelter, Thirst Cafe and also many charities in the town. There will be an impact on small businesses and the vitality of the town centre through reduced footfall and length of stay. Some will use out-of-town shops and services (such as Tesco, Bishop's Park) where there is free parking. Town centre businesses will have greater difficulty in recruiting and retaining staff on Sundays. Charging for short-stay carparks outside the period of Resident Parking Zone restrictions, leads to problems for permit holders finding a space. Those who abandon car parks and park on single yellow line restrictions (not in force on Sundays) will create increased pressure on town centre and residential roads. There is an environmental argument to encourage people to walk to church or town and like most able-bodied people I always walk unless asked to give someone a lift. Churches promote caring for the environment and we know that caring for God's creation is part of our faith. The positive impact churches can have in this area (e.g. encouraging people to walk and be healthy) does not mean that we think charging for car parks on Sunday is the way to solve the problem of too many cars. The rich may well continue to drive and pay and those who are poorer but too far away to walk, will be discouraged from attending church or using the town centre shops. East Herts Council argues that the user should pay but carparks already produce substantial revenues, well in excess of the associated costs, and residents also pay directly through their Council Tax. £70,000 is due to be raised by Sunday charging in 2022/23. There must be better ways of raising this amount.	Sunday	Bishops Stortford
536	I would like to voice the opinion of my wife and I about your suggestion to change the car parking times and fee's at the Bell street public car park. We are both members of the Sawbridgeworth Bowls club which is incorporated in with the local cricket and tennis club facilities there, all of these clubs have a lot of members who play seven days a week using the car park and paying as necessary for several hours at a time during the week. It has been a great help that Saturday and Sunday parking has been free. Also families come to your lovely village, and other events take place on a regular basis such as Vintage Cars meeting etc, and these events attract folk from surrounding areas and are the bread and butter to the local shops, cafe's and the charity shops. They will be running at a loss if these visitors decide they cannot afford the extra expense of parking on top of fuel increases. We will find it extremely difficult to continue using this car park if you go ahead with the changes and charges you intend to make, bearing in mind that everything is rising in price so much already. Most of our bowlers are pensioners and this is an important part of their life to keep healthy and happy by socialising and exercising together. Please look into this again, and take into account the number of protests you get for this rise in parking fees to go further. Your comments would be appreciated.	Bell Street	Sawbridgeworth
537	I am writing to oppose the proposed changes to the parking charges and hours as recently stated. I feel that these proposals will be detrimental to the cost of living of the driving population in the East Herts districts, due to the already high cost of living (i.e. utilities, Council Tax, etc. etc.) I feel that it will also be detrimental to local businesses, as people may now not enter the towns mentioned until after 8.00 p.m. to save them parking fees, which will see a decrease in the amount of money being spent in pubs/restaurants, etc. Free Sunday parking is a good idea to encourage people to visit towns/parks, etc. and I also feel that this will be detrimental to the footfall of the public to these areas. Why the Council have decided to start charging people to park earlier in the day is also a mystery. I hope that this decision will be challenged by enough people so that the Council reconsider.	30 Mins Free; Sunday, Evening Charge	Hertford
538	Having lived in the town for 46 years, I write to express my views, we have lost too many shops in the town already, due to footfall, and parking is the prime reason, the redevelopment of Water lane will. Only turn people away the loss of 1/2 hour free parking will deter even more people from dropping off and picking up passengers and using the banks, GP's, dentists, opticians etc shop and office workers will be worse off the pressure of extra housing in and around the town is going to increase and I feel that a P&R should be given a priority, maybe near the Tesco roundabout Hadham Road, or south of the town, to reduce pollution and traffic in the town.	30 Mins Free	Bishops Stortford
539	Some people can barely afford to eat and pay rent. Food banks are being overwhelmed, yet you want more burdens on them by asking for more money with car parking. Many of these are Sunday church worshippers. They may not be even able to attend a church service if these charges are added to their outgoings. This may also result in the Tories getting kicked out of office by already disgruntled voters. Carry on grabbing more and more money from already struggling people, and the death toll to the Tory party could be imminent.	Sunday	Non Specific
540	I object to the proposed increase in local parking charges. Charging full parking rates every day, including Sundays, and increasing the hours these will apply will have an adverse effect on local churches, restaurants, coffee shops and other retail shops. All of these have struggled during the past three years due to Covid followed by inflation and rising prices. Please do not implement this increase.	All Elements	Non Specific
541	I have lived in Bishops Stortford for the last 28 years and feel the people who live in the town are being squeezed more and more for every last penny. First Residents parking permits, brown bin charged, now car parking charges in the evening, what next! An evening out now will have the added cost of car parking. For older residents it isn't going to impact on them as much as the younger generation who enjoy a night out at the cinema or out for dinner. Give the younger generation a break, life has been tough enough the last few years.	Evening Charge	Bishops Stortford
542	I am writing to object to the council plan to scrap free parking periods in Bishops Stortford car parks. Many people in Bishops Stortford are already struggling with an out of control cost of living crisis in the UK. The free parking periods are essential for those on lower incomes and/or with mobility issues and I hope the council sees sense on this matter.	30 Mins Free	Bishops Stortford
543	Please take this email as an objection to the end of free parking in Sawbridgeworth and Bishops Stortford. As a local resident I think what your doing is disgraceful. Why are the council at east Herts so short sighted ? Its is quite simply baffling. Once again the local councils want to hammer the motorists. In the end it will be to your own demise.	30 Mins Free	Bishops Stortford / Sawbridgeworth

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Paper 110

544	I am sending in my comments on the car park charge proposals - I hope they will be considered as EHDC appears to have wanted to cover every angle of possible dissent with its Orders, Notice of Intention and Stated Reasons etc. So not much of a consultation really, is it? more of a dictat and fait accompli. Nevertheless here goes.....An increase in charges is hardly new - that's life - but the stopping of the 30 minute free parking issue in the Hartham Lane, St.Andrew Street and Gascoyne Way car parks should be seen as another nail in the coffin for local retailers and those people who want to quickly use them. When seen in conjunction with the HCC proposals for street parking in the town centre it leaves seriously reduced opportunity (just 3 spaces in Fore St for example) for quick turn-around users shopping locally. I understand all of the arguments being made on ecological, air quality and accessibility grounds - electric cars, pedestrians, cycling, disability etc - but a balance needs to be struck between that and the economic and commercial future of our town centre. Why are we so intent on blitzing this with a EHDC/HCC scorched earth policy when a more incremental approach would be helpful and sensible to move towards a balanced future for all town centre users. As electric cars become more commonplace that particular argument will subside. And I'm trying to avoid cynical and political points that others are openly making about EHDC grabbing more funds on the back of short-term car parkers, just to keep council tax low. And there may be free parking to some extent in the town's supermarket car parks but I am talking here about what is positive for local and small individual retailers - and local shopping residents - not visitors or those in the town for longer-term reasons - restaurants and more-considered shopping, who would expect to pay for their stays. I propose that the free 30 minute parking element should remain as both a lifeline to local retailers and as assistance to people needing to call into doctors and chemists, for prescriptions, to those just wanting to go to call into a bank, for those needing one-off urgent items or collections..... many of whom will have to reconsider using the town centre as a result. With the free parking reinstated I propose that it is reviewed in, say, 3 years time. This way, progress can be monitored during that period and should basic needs retailing subside in the town still further (let's hope not, we need a vibrant daytime economy), then the parking regime can be realigned accordingly.	All Elements	Hertford
545	I am writing to register my objection to the proposed increases to car parking charges on Sundays. Firstly, there are many people who give their time to serve the community through churches for free. That commitment can necessitate up to 5 hours on a Sunday for some and those people would have to pay the maximum charge going forward and would be unfairly impacted. Secondly, those who come into town on a Sunday to either shop or socialise will have the costs of that greatly increased. They are likely to choose out of town alternatives with free parking or free delivery from online suppliers, impacting local traders who are already struggling in an environment where families are having to severely cut discretionary spending. Finally, the consequent reduction in footfall would make it less likely that the new community facilities planned as part of the Old River Lane scheme would receive sufficient use to turn a profit. This scheme represents a highly significant capital investment involving Council Tax payers' revenue and I would suggest that putting its success at risk in this manner would be irresponsible, to say the least.	Sunday	Bishops Stortford
546	I am writing to confirm my objection to the proposed increase in charging hours. Currently there are hardly any free parking spaces at all in the town. This is a small market town, we aren't living in London, the shops aren't even open past 5/6pm. How do you justify increasing the charges and scrapping free spaces when most of the town are on benefits or struggling to pay for things as it is?	All Elements	Bishops Stortford
547	I would like to protest about the increase in parking charges which are proposed in Bishop's Stortford. These would have a detrimental effect on all the town centre shops and restaurants. As a regular churchgoer it would also make it very hard on a Sunday for those wishing to attend one of the many town centre churches. The government says it wants to revive town centres. The changes would add to its steady demise.	Sunday	Bishops Stortford
548	As a resident in this town I think is totally unfair to start charging for Sunday parking or taking away 30 mins free parking at other times. Why would you do this to the businesses of the town who must find it hard enough to attract trade as it is. I would end up never going there to shop. I am a pensioner but do drive every now and then if I'm having to buy heavy goods. If anything you should have more free parking so it entices people to shop at anytime. You may then be able to get some really good shops move in.	30 Mins Free; Sunday	Non Specific
549	Introducing evening and Sunday charges in town centre car parks in Bishops Stortford will simply push parking into residential streets where restrictions don't apply at those times. No doubt you will then charge residents more for widening the restricted hours to help solve this problem. If the council genuinely acted on behalf of residents, rather than as a money making concern, you would leave the situation as it is currently. I look forward to hearing your arguments about why and how this move helps residents.	Sunday, Evening Charge	Bishops Stortford
550	As regular users of Stortford's car parks, including on Sundays to attend our church's gathering, we need to register our objection to the council's proposals to extend parking charges both into the evening and to include Sundays. This is a seemingly easy way to raise funds, but in reality will only add to Stortford residents' and to visitors' frustrations with parking in the town, effectively giving us reason to choose other places to visit for recreation or shopping. For those of us - and there are more than 250 a week at Community Church on Sundays alone! - who use car parks to attend our worship services, this is effectively a tax on our choice to worship together in the town centre on Sundays, as well as for the numerous other community events hosted at the Charis Centre in Water Lane during the week. Evening events can be visited without parking charges with the current 6.30 deadline, whilst the proposed changes mean this is no longer possible. Please don't put people off our changing Stortford even more! Rethink this quick-fix measure and show how much you value residents and visitors.	Sunday	Bishops Stortford
551	I would like to object to the scrapping of free parking in bishop's Stortford. This will discourage many people including myself from coming into town in the evening using restaurants and pubs etc, and coming on Sunday to shop and again use restaurants. For the high street in bishops Stortford to survive, this free parking cannot be taken away. I would love to always be able to walk into town but I have a newborn baby and therefore need to be able to bring my car and park up. Making people pay for these new periods will mean many people will go elsewhere instead of coming to our town. This will lead to restaurants closing and this is the lifeline of our town.	All Elements	Bishops Stortford
552	I whole heartedly object to the Council's plan to introduce a parking fee in the evenings, Sunday's and Bank Holidays which are currently free in the car parks of Bishop's Stortford. Regular parking charges are high enough (having recently been increased) and the current "free parking periods" encourage people to come into town to shop, use the town park and use the facilities..... I am NOT in favour of the proposed plan.	Sunday, Evening Charge, BHL Removal	Bishops Stortford
553	I am not against the concept of increasing the periods when charges are made for parking in town in principle. However, the knock-on effect on residents parking does not appear to have been considered. It is very likely that people will choose to park in the residents parking zones that don't have restrictions in the weekends and evenings. Hence I am only in favour of this proposal if the effective hours of the residents parking schemes are increased to match.	Sunday, Evening Charge	Bishops Stortford
554	I was extremely concerned to note that East Herts intends to abolish free parking for 30 minutes and free parking on Sundays and Bank Holidays. This is detrimental for people who want to visit the park and get some exercise. I for one take my 85 year old mother to the park every Saturday and she can only manage 30 minutes of walking which is great to get her legs moving and to have to keep paying for this is ridiculous. I regularly shop in Bishop's Stortford town on a Sunday due to no parking fees and less traffic. If it goes ahead to charge on a Sunday this will reduce a lot of footfall in Bishop's Stortford and will cause a loss to many independent retailers who rely on us to attend their shops regularly. Please can you re-think this matter very carefully as it will be a great loss to everybody concerned. We have already had to endure the loss of a car park adjacent to Waitrose in which I used on a regular basis with my elderly mother as she cannot manage a multi storey so I need an open air car park. I am sure there are many elderly people who drive themselves and are also not able to use multi storey car parks. Since this has closed I have to rush to get everything done in 1.5 hours due to the parking restrictions imposed by Waitrose. Bishop's Stortford is becoming a nightmare day by day! I have lived here for 50 years and of course there have been many changes over that period which is understandable but over recent years it has become unbearable with new houses and clogged roads!	30 Mins Free; Sunday, BHL Removal	Bishops Stortford
555	I saw the article in the Bishops Stortford Independent regarding potential rises in car parking cost and unfortunately I have to say that it would hugely reduce the number of times I would visit the town centre. I normally do a big food shop on a Sunday, and visit Sainsburys, have a coffee in town and do the bulk of my shopping. If the charges were to be put in place, my alternative would be to sporadically visit throughout the week and therefore not spending as much time, not visiting for coffee etc (as I'd essentially be visiting mid lunch break). Also, my parents (I'm 24) visit the Bishops Stortford Camera Club and would be much more reluctant to attend if they then had to pay for parking as well as the club membership fee, I think it would be a total shame if social opportunities were to be impacted too! I also think on a wider sense friends etc would visit restaurants less due to the lack of free parking, therefore reducing the variety of outlets that can be visited in Stortford.	30 Mins Free; Sunday	Bishops Stortford
556	I wish to lodge my objection to the proposal to introduce car parking charges in Bishop's Stortford on Sundays, evenings and Bank Holidays. This proposal will cause increased parking on residential streets within the town and will no doubt impact on businesses, restaurants and retailers. I understand that it is expected that the proposed new parking charges will only raise £70,000 in a year and believe there must be better ways to raise this money. No previous consultation with the electorate has to my knowledge been made or proposed. It would be better for councillors to include this proposal (or not!) in their manifestos for the May 2023 Council election and to then see what support this receives from voters.	Sunday, Evening Charge, BHL Removal	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

557	The introduction of parking charges on Sundays, evenings and Bank Holidays (except Christmas Day) in various car parks in Hertford and the removal of all current free parking periods, except in Hertford will surely kill the town for visitors. Equally, having to pay to just pop into a shop and pick something up will drive consumers to online shopping and reduce the money being spent in local shops. This is a very bad idea and a poor deal for Hertford.	Sunday, Evening Charge, BHL Removal	Hertford
558	I am led to believe that the local council are planning to scrap the free parking periods in the town's car parks. I would strongly object to this action having lived in the town for over 24 years it is one of the few free benefits afforded to us the ratepayers. Please reconsider.	All Elements	Bishops Stortford
559	I have read that EHDC are considering introducing car parking charges not only to cover Sundays but to extend the chargeable hour to 8pm daily. I am writing to request that this proposed step is NOT implemented. As we all know the last two years have been desperately difficult for many local small businesses who heavily rely on foot traffic to try and restore some of their lost earnings. The Bishop's Stortford BID have done excellent work in informing the townspeople of the new businesses that have been created since the end of the pandemic. They are working with these companies to enhance the shopping experience not only for the existing population but all those new families who will come to the town due to the new developments currently being built in the area. The local Churches have spent hundreds of thousands of pounds renovating and upgrading their premises specifically to keep their presence an important one in the town. Sunday parking charges will hit parishioners hard. We all know that our high street needs re-invigorating and if the Council carries out the planned parking charges it does the very opposite of what we surely all want - a vibrant town offering facilities, be it coffee shops, restaurants, theatre, places of worship and open air events for the entire family. I do hope that you will re-consider and continue to provide individuals and families with the ongoing ability to come into the town at reasonable cost, and particularly retain free parking on Sunday which for many remains the only day in the week when they can enjoy the facilities of our lovely town.	Sunday, Evening Charge	Bishops Stortford
560	I am not a Bishop's Stortford resident, but as a long-term Stansted resident, BS is my nearest town for shopping and leisure activities. I wish to register a strong protest to the proposal to make evening and Sunday parking payable and the withdrawal of the free 30 minute period of parking. If you wish to kill the town off completely, then you are going the right way about it. People are the key to a town's prosperity and like it or not, most people come to the town by car. If you make it harder or more expensive (or both) for people to park, then they will stop coming, businesses will close and the town will continue its decline. The changes you have made already are bad enough without compounding them further. The closure of the outside car park was a serious blow to the town. The new multi-storey car park is dreadful. I used it on the first day it opened and was deeply unimpressed with it - narrow entrance and aisles, lighting that comes on too slowly (when you are past the point where it would be useful), no ticket machines on each floor plus I damaged a wheel and tyre at the top of the ramp to the first floor where the fence stopped before the curb. (I am considering putting in a separate claim for that damage.) I now refuse to use it. Basically you are ruining the town with these changes.	30 Mins Free; Sunday, Evening Charge	Bishops Stortford
561	I am writing about the parking charges in Bishop's Stortford. Like everything with regard to BS (housing, etc.) it gets ignored but I am objecting to this. I don't go into town very often but when I do only use the 30mins free parking. Changing charges will deter me (and others) going into town. All of this is affecting shops and people will go elsewhere!	30 Mins Free	Bishops Stortford
562	I am writing to object to the proposed car parking charges. It seems a money grabbing idea that will stop families wanting to come into town at weekends and evenings. The free parking encourages people to come and spend money in the town and enjoy the facilities our lovely town has to offer, at least let people have a few perks, or Bishops Stortford will just end up being a dead town, full of expensive housing and very little else	30 Mins Free; Sunday	Bishops Stortford
563	If you want to kill Bishops Stortford off completely then go ahead but this family won't be coming in to spend any money if you do it's almost impossible to get in or out of town in the week so week ends are better for the not so well off, your choice !!!	Sunday, Evening Charge	Bishops Stortford
564	Bishop stortford will become a ghost town if parking fees and put in place. Noone goes anyway as too much trouble after 9pm. The families and generations need to be encouraged to utilise areas in the evening.	30 Mins Free;	Bishops Stortford
565	It's come to my attention there are plans to scrap free parking slots. As a BS resident of over 25 years I think free parking is necessary as locals can access shops and banks easily and quickly. Local businesses will suffer as well as residents. We already pay too much.	30 Mins Free; Sunday	Bishops Stortford
566	Hello I am writing this email to air my concerns about the proposed charges at Sawbridgeworth car park on the weekends. In my view I feel if you put these charges on at weekends it will cause the demise of the bowls and cricket clubs as this is when majority of the revenue is made. I also feel this will stop the general public who would come to shop in the town and therefore decrease sales and presence in the local shops. I would appreciate if you would consider the above concerns before going ahead with these charges.	Bell Street	Sawbridgeworth
567	Dear East Herts Gov, What are you thinking. I often go to town on Sundays for a walk around the park and go to shops whilst there. I also go out in the evening to various restaurants. I will not be paying any extra charges as I think they are unreasonable and not necessary therefore the businesses will suffer as I will simply buy online and go to restaurants outside of the town. I urge you to rethink your decision to keep businesses and the town alive.	Sunday, Evening Charge	Bishops Stortford
568	I write to state my objections to scrapping free parking in BS on Sundays because: 1. This will drive people away from the town on Sundays for shopping and using the cafes. 2. Totally unacceptable for churchgoers. 3. Not acceptable for people wishing to use the cinema/bowling/ leisure facilities in the town on a Sunday. It is also totally unfair to move the evening parking charges from 6.30pm to 8pm. I attend an evening meeting at 7pm and often visit the cinema evenings which will incur me in further expense. You will drive people away from the town centre to the very many eating places there are now in BS. BS town centre is a great disappointment to many people now and with the new parking charges proposed will have a disastrous effect on business and trading. COUNCIL PLEASE THINK AGAIN	Sunday, Evening Charge	Bishops Stortford
569	Dear Sir, I urge you to consider the restaurants that serve the town every evening and the shops that rely on Sunday trade from those residents who work all week and only get a chance to shop in the town on a Sunday. By introducing these proposed charges and changes to the existing times of charge you will negatively impact local businesses as residents are being hit with the ever increasing cost of living. You should be working with the local BID in finding ways to encourage more local shopping not drive people away or online. I hope you will reconsider as I know I am not alone in these views.	Sunday, Evening Charge	Bishops Stortford
570	A request to rethink scrapping the free overnight and Sunday parking. Yet another financial burden for the public at a time when household budgets are already under enormous pressure.	Sunday	Non Specific
571	I am writing to make the same points I assume you have received a thousand times by now. I do not object to the increase in charges. The council has to raise money just like all businesses do. I do object to losing the half-hour free parking if you are just picking something up quickly. I do object to the extended hours/Sunday & Bank Holiday charges as this will impact businesses in the town at a time when they are already struggling to survive. We have so many empty units and yet the council still wants to build more. Trying to make Bishop's Stortford a thriving high street is difficult enough already. This is also being introduced at a time when the impact of the economy on people this autumn/winter remains unclear, so in turn, the effect on the high street is also an unknown. I do hope the council re-thinks this plan and does not threaten the long term future for short-term gains.	All Elements	Bishops Stortford
572	There are a large number of independent shops that we as residents want to support but charging people to park in the evenings will damage and impact people coming to the area for the theatre, restaurants etc. I appreciate the council probably has a budgetary gap but it feels churlish to ask people to pay to park on bank holidays and Sundays especially with the macro environment when living costs are already difficult. I suspect you will find if you push this through, footfall drops as people will go to free out of town shopping centres, businesses are damaged and the whole scheme backfires as you do not generate the anticipated revenue.	Sunday, Evening Charge, BHL Removal	Non Specific
573	I want to raise objection to the increase and introduction of charges for car parking. This is yet another decision from this council, which tries to destroy the town centre usage from council money making. The decisions in this process such as the terrible changes being made to the park area restricting its use are having negative impacts on Bishops Stortford community!	All Elements	Bishops Stortford
574	Please don't increase the hours or costs. Please only increase the fees in line with inflation. Too much tax/fees only inhibits business and revenue...	All Elements	Non Specific
575	Why should you have to pay for parking evenings and Sundays these are times for people to venture out and socialise don't need extra expense on car park fees. Car park fees have already been increased in bishops stortford during the day how much more money does the council need to make. That's my reason. during the day how much more money does the council need to make. That's my reason.	Sunday, Evening Charge	Bishops Stortford
576	I am against removal of free parking, residents wanting to pop in to the shops should not pay, it is at such a bad time, when the cost of living crisis is at its height, bad timing at best. The shops themselves could be adversely hit when internet shopping has already decimated our towns, please reconsider and scrap the proposed charges. I suppose this will fall on deaf ears and the charges will be implemented, but I can only try	30 Mins Free	Non Specific

Page 111

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 12

577	These charges could have a serious impact on all the town centre churches where a lot of older residents of the town attend and need to be able to park to access church. It will also have an adverse effect on restaurants, coffee shops and all our other traders, who are already struggling. I would therefore like to lodge my objections to these proposed Sunday charges and changes in times for charging. With the general cost of living going up in all other areas of our lives, please don't add further to the expenses and misery we are already facing	Sunday	Bishops Stortford
578	Evening/weekend shopping should be encouraged as a way of reducing traffic as should eating out so I think reducing free parking in the town centre would be detrimental	Sunday, Evening	Bishops Stortford
579	Object to the council scrapping the free parking. As a local resident we have faced increased council taxes and increased parking permit costs already. Permit costs rose an unprecedented amount way out of line with inflation. I therefore think it is unfair to also remove this parking and make people pay for that as well. I also fear this will have an impact on people coming to the town to use the bars/ restaurants and amenities which have already been effected by covid.	30 Mins Free	Non Specific
580	Stortford has a high percentage of hospitality venues, restaurants, bars pubs etc, this is because they are one of the few businesses that can survive the punitive business tax and other charges associated with having a shop in our town centre. One of the reasons they can survive is that customers are able to find plenty of free parking of an evening, without which they would not visit. Additionally the hospitality venues employ a lot of people on, or around, the minimum wage and as they work late hours they are reliant on the current free parking and if you introduce a charge it may well mean that they have to give up their job because they cannot afford to come to work.	Sunday, Evening Charge	Bishops Stortford
581	I'm writing to object to the proposed Sunday new car parking charges in Bishop's Stortford. The reasons are: - serious impact on churches in the town, - major affect on local residents and visitors wanting to visit the town who may go elsewhere where there is free or low Sunday parking	Sunday	Bishops Stortford
582	I am writing to oppose car parking charges on a Sunday in Bishop's Stortford's car parks. We are still a small town and many avoid parking in town already due to the cost of parking charges and chose to park on Sunday as it's free then. I oppose the parking charges due to the fact that the cost of living is increasing and that people will avoid parking in town to use the shopping facilities and purchase online or go elsewhere where there are more shops and maybe free parking. Also the parking charges are detrimental to all the town centre churches and to people who want to use the paddling pool area or eat at restaurants in the town.	Sunday	Bishops Stortford
583	Whilst I understand the need to raise revenue, please take steps to ensure that charging in Sawbridgeworth does not have a knock on impact on narrow and busy Bell Street, which is already subject to frequent bad/illegal parking which is dangerous for pedestrians and through vehicles alike. It would also be interesting to know how many of those who are driving to Bell Street are actually local residents who should / could walk or cycle to our town centre. Hopefully EHDC will continue to promote these choices too, as an alternative. A Sunday exemption should also apply - this is a quiet day as it is.	Bell Street	Sawbridgeworth
584	This email is to object to the scrapping of the free parking periods in the Bishops Stortford Town car parks. It will be one more nail in the coffin of our town centre along with congestion caused by over development and the removal of the open air car park (replaced by a poorly designed multi story), and will be another hit to people already struggling with the cost of living crisis.	30 Mins Free	Bishops Stortford
585	I wish to inform you of my objection to the proposed additional parking charges and extension of parking charge hours outlined in your consultation documents. The reason being that businesses will suffer by putting a barrier up impacting people coming into the town. The town centre has already been 'hollowed out' as a result of mismanagement by the council during and post the pandemic and because of planning decisions which are detrimental to the aesthetics and attractiveness of the town for visitors including the reduction of open air car parking. This additional move to impose additional car park fees is yet another detrimental step that will further impact the social and economic benefits of a once vibrant market town.	30 Mins Free, Evening Charge	Non Specific
586	While I think an increase in parking fees in Ware is acceptable, I do think it is wrong to remove the 30 mins, evening and Sunday free parking. I would be much less likely to use the facilities and spend money in the town centre is this were the case.	30 Mins Free; Sunday, Evening	Ware
587	I'm emailing to object to the proposed increasing of parking charges in Bishop's Stortford town centre. I feel very strongly that with everything else rising in cost terms these days this is yet another cost increase that people will feel very discouraged about, and not see any benefit from. (pot holes in and around the town for a start have required attention for ages), and BS is now so often congested with more and more housing being built with no improvement to roadway infrastructure. I doubt if any notice will be taken of these objections, but at the very least people have to make their views known.	30 Mins Free; Sunday, Evening Charge	Bishops Stortford
588	BS BID represents 330 town centre businesses who rely on daily parking and visitors using town centre car parks, some from surrounding villages with limited public transport who rely on cars. Businesses are currently building back after lockdown and limited trading and are struggling to recruit (parking costs a barrier). Cost of living crisis to escalate in Autumn. Decreased footfall re online shopping and increased parking charges will exacerbate effects on the town centre. These changes will undo much of the positive work achieved. Highlighted issues previously with Council re the new Northgate End car park in BS. Urge Council to delay changes at this time until businesses in a stronger position and car park issues resolved.	All Elements	Bishops Stortford
589	Existing system works fine for Bell Street Car Park. Weekend motorists are mainly local ratepayers using what is left of the useful shops (local paper states Council want to swing burden of free parking from ratepayers to motorists) and another nail in the coffin for businesses. Difficult to believe free parking causes operational costs.	Bell Street	Sawbridgeworth
590	Object strongly. Recognise Council's problems with debt but fail to see why motorists should be targeted to help pay for Council's long history of poor financial management. Christian country, charging on Sunday immoral as people may be attending Church. Christmas Day excluded, so should Easter Day, as other businesses. Removing 30 mins free parking will add pressure to 'on street' parking areas and more vehicles circulating town centres will cause traffic congestion, impact air quality and add pressure on non-Council car parks who provide free parking. At least two car parks used by patients visiting GP surgeries and removal of 30 mins free will impact those least able to afford it (vulnerable). Will the additional cost of enforcement on Sundays and B/Hs and evenings erode the cost benefit?	30 Mins Free; Sunday, Evening Charge	Non Specific
591	Changes will seriously impact businesses, which are already struggling as a result of fewer people shopping in town centres and the pandemic. People will shop online and go to leisure facilities and restaurants with free parking. Understands Councils need to increase revenue but it needs to be balanced with failing economy and high cost of living, why discourage spending in the town centre?	All Elements	Bishops Stortford, Hertford, Ware
592	Detrimental to high street and local businesses as it will deter people from visiting and they will go to large stores instead, with free parking, ultimately leading to a loss of revenue to local councils (loss of rent, business rates). Local businesses have suffered enough with Covid over the past few years.	All Elements	Non Specific
593	Negative effect on businesses and eateries, who have already suffered during the pandemic and now face increased living costs, fuel, rent, etc. Residents also face increased cost of living so charging for car parks could result in them going elsewhere to avoid charges.	30 Mins Free; Sunday, Evening Charge	Non Specific
594	Many people use the town centre and shops because of free Sunday parking and introducing parking charges will cause them to go elsewhere. For the sake of show owners and local residents, please scrap Sunday charges.	Sunday	Non Specific
595	Dropping the 30 minute free parking will deter people from popping into town to spend their money. Extending charging times makes things harder for people. Sunday parking charges will deter people from going into Hertford to enjoy the parks and scenery. People will start parking at supermarkets and create traffic jams there - Sainsbury's is already a nightmare at certain times (Old Cross traffic lights).	30 Mins Free; Sunday, Evening	Hertford
596	In bognor Regis (1980s) the town Council did the same, believing they would get money from day trippers and local residents. The opposite happened, the day trippers went to other resorts and residents shopped at retail parks and larger towns, decimating the high street. The Council lost income as there were fewer people left to pay the business rates. Buntingford is smaller and has only one central car park, hence, the Council will lose money and also destroy businesses and people will go to Bishops Stortford which is larger and has more to offer. As with Bognor Regis, once the shoppers leave, they don't return. The proposals are a misguided and short-sighted way to increase revenue.	All Elements	Buntingford
597	Absolutely dispute changes to car parking in Hertford and other East Herts areas. Some people only get to enjoy shopping and leisure time with their families on Sundays because parking is free. It is awful that at times like this the Council are choosing to make it harder for people to manage financially.	Sunday	Non Specific

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

598	Strong objection to changes in parking charges in Sawbridgeworth, death knell for all small businesses. Huge housing developments in Sawbridgeworth and instead of encouraging local shopping the changes will direct people to larger shopping areas as although parking charges may apply, there are more shops to choose from. Parking charges are not the way to pump new blood into the high street, which is what is needed. Urges Council to rethink plans.	All Elements	Sawbridgeworth
599	Added financial burden on individuals and families already hit by cost of living crisis will effect well-being of public, especially elderly who rely on cars for mobility. Reduction of footfall will decimate fragile economy of shops/businesses in the expanding town and could result in loss of livelihood for many. Sunday is a religious day for church goers. Recommends that the Council enquires further re parish, Council and County records as former agreement (50 years ago) re St Michael's, the Bishop's Stortford parish church re car parking in Apton Road and it was confirmed that if parking charges were introduced that the church would be allocated free parking on Sundays and agree Saints Days.	All Elements	Bishops Stortford
600	Formal complaint re proposed charges for car parking evenings and weekends. Charity 'car meets' first Sunday of each month, which brings in welcome trade. Cost of living crisis and Council Tax rises again, Council might want to look at driving trade, not forcing people to go to large supermarkets where parking is free!	Sunday, Evening Charge	Sawbridgeworth
601	Fortunate to be able to park on Folly Island as a resident but visitors (family/friends) won't be able to afford to leave their cars in Hartham Car Park overnight or evenings if they now have to pay. Detrimental effects personally as no other places locally for partner to park free of charge.	Evening Charge	Hertford
602	Increasing charges and removing free parking would be an utter disaster as only just picking up in our town centre following Covid and shops have struggled. Rethink required by EHDC, I don't think this has been thought through.	Bell Street	Sawbridgeworth
603	Proposed amends will have a negative impact on businesses and eateries who have suffered due to pandemic and now face difficulties re increase in living costs, fuel, rent, etc. Residents may have to make cut backs due to increased living costs and may go elsewhere to avoid car parking charges. Thirty minute spaces in Hertford have reduced which has had an impact on local businesses.	30 Mins Free; Sunday, Evening	Non Specific
604	Proposals will seriously affect the number of visitors to the town, impact church congregations and deter people from visiting Bishops Stortford. We hope EHDC will seriously consider dropping the plans.	Sunday, Evening Charge, BHL	Bishops Stortford
605	If you want people to visit towns shops parks you need to give them some free parking. Costs of everything are increasing you need to provide free parking as an incentive to encourage people into local areas.	All Elements	Non Specific
606	Hertford resident, objection to proposed changes in district, especially Hertford. Changes unreasonable. Hertford suffering due to restricted parking in town centre. People won't pop into town during lunchtime if they have to pay to park. Extend chargeable parking to 10pm but don't punish people who decide to have a drink and leave their car overnight, this will encourage people to drink drive rather than pay for overnight parking. Hertford Council trying to promote Hertford (families) but proposed changes will deter them. Hertford has been suffering for a few years due to both Councils making terrible decisions and I believe this is another one that will result in the independent shops closing due to lack of footfall. I hope you reconsider.	All Elements	Non Specific
607	Parking already difficult (Hertford/Ware). Changes will make it more challenging to park. Additional charges will negatively effect local restaurants and pubs, who already struggling after COVID and increasing cost of living crisis. With many residents struggling, surely the Council should be trying to make life easier rather than adding more charges. Thanks for taking this into consideration.	Sunday, Evening Charge, BHL	Hertford, Ware
608	Resident of Ware nearly 20 years, spend considerable amount of income in town. Having to pay for parking when Council Tax already paid feels like an insult. Love the high street, as many locals and this will not encourage others to support local businesses.	All Elements	Ware
609	Hertford resident. Businesses have struggled over the past couple of years. Getting rid of free parking periods deters people from shopping locally, despite shopping in the high street being continually encouraged, as cheaper and less hassle to shop online. It shows a complete lack of joined up thinking by Council to place another barrier in the way of business in local communities.	All Elements	Non Specific
610	Scrapping 30 mins ridiculous, stops people quickly popping to high street to pick up something, making more use of delivery service, killing high street like many other small towns.	30 Mins Free	Non Specific
611	We are desperate to maintain our local high street and save our local shops and we are being encouraged to support our local community and to shop locally. If you remove this benefit, people will drive to Tesco to enjoy their free parking. That will also add to the environmental issues by encouraging people to use their cars. Please stop these plans	All Elements	Buntingford
612	I absolutely dispute the charges to car parking charges in Hertford and Other East Herts Areas. Some of us only get a chance to shop with our Families on Sundays because we can park for free. This also includes Family times spent in local parks and on walks. It is awful at times like this you are choosing to make it even harder to manage what little income we do have.	Sunday	Non Specific
613	Negative effect on local business owners as may reduce footfall. Cost of living rising and financial considerations for those who don't have a choice but to park in East Herts car parks. Local residents who have no choice but to use East Herts car parks due to lack of available parking at properties will be unjustifiably penalised. Lack of affordable parking may impact value of properties and sales. Encourages online shopping over high street, damaging local economy.	All Elements	Non Specific
614	Proposed changes, mistake. Cost of living squeezing household budgets will deter people from using town centres. It doesn't feel like the right time to introduce this. Is it value for money as you will need to pay for more parking enforcement?	30 Mins Free; Sunday, Evening	Non Specific
615	We strongly object to any charges within Bishops stortford what are you trying to do close our town down. What of businesses restaurants supposed to do for there customers. You want votes to retain you jobs think carefully	All Elements	Bishops Stortford
616	Charging for Sundays, Bank Holidays and evenings will have an adverse effect on the town and its residents and visitors. It will be a charge on those who otherwise might not use their vehicle but are doing so because they give lifts to those who would otherwise be unable to access church or other activity. These good Samaritans already bear the cost of using their vehicle and filling their tank with fuel - prices are ever increasing.	All Elements	Ware
617	Please register my objection to the proposed changes to car parking charges. We should be encouraging visitors to the town and not discouraging them.	All Elements	Non Specific
618	I use at some time most of them and as a full time carer it has always been possible to find parking when it is needed. However any increase I feel will affect lots of shops and other market traders as it will be now more beneficial to shop at large stores and park for free.	All Elements	Bishops Stortford
619	This will reduce footfall into the town centres, much needed to support businesses. It will also be another hit to families facing a cost of living crisis - making them unable to afford to make trips into town centres.	Sunday, Evening	Hertford
620	How is this going to get people back to our town? Not everyone can walk in? Not everyone can afford parking charges. Get the bus, oh wait you have to pay for that too	30 Mins Free;	Hertford
621	I object to charging Sundays and evenings. For those on a budget we choose to do activities at these times to help manage costs	Sunday, Evening	Non Specific
622	The parking charges for Hertford are extortionate as it is and the trade in Hertford is already absolutely dead, so why do you feel the need to take away the couple of days free parking from us?	Sunday, Evening Charge, BHL	Hertford, Ware
623	The increase in charges will be yet another cost added to the cost of living crisis, with the real value of pensions reducing. It will also make the decision of meeting friends for a coffee in town, going for a walk in the common etc at weekends or evenings another cost to budget for and probably will reduce the footfall in the town's which are predominantly social centres, rather than serious shopping destinations.	30 Mins Free	Non Specific
624	I live near a primary school and already have issues with parents blocking driveways on double yellow lines while dropping off/picking up and visiting teachers. Most of the parents however park down the road in the Kibes lane car park making use of the free car parking. The removal of this free 30mins is going to cause traffic chaos around local schools and make life hell for local residents	30 Mins Free	Non Specific
625	I would like to register my concern over changing the parking rules in Hertford – charges after 6pm and on Sunday. I think this is wrong as it will stop people using the town's restaurants they will go to pubs that provide free parking	Sunday, Evening Charge	Hertford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 11

626	These changes would no doubt be detrimental to many and prevent people and predominantly families from frequently visiting our town centres and social hubs. It would be a challenge for people to carry a weeks worth of shopping home if they were perhaps unable to drive due to these proposed changes, even more so if they have children with them or are a single parents, elderly or somehow physically impaired temporarily or permanently. Removing free periods of parking at this time will mean that parents simply cannot afford to take children to certain locations or visit certain locations to get essential items.	All Elements	Non Specific
627	We're in a time where life is extremely costly as it is, with businesses and families struggling to pay rates and bills, increasing the hours that carparks charge for would only add to this, with people then avoiding towns for leisure purposes, or having to worry about the added cost of parking for work purposes.	All Elements	Hertford
628	Removal of free 30 minutes. This is a useful approach along with check in and check out, to enable people to collect goods, i.e prescriptions, or heavy items that are not suitable for non motorised transport. Removing this will reduce footfall in town centres as people will use out of town shops. 2. Different charging rates in different towns. Given the charging falls under East Herts, why confuse residents with different rates in different towns? It does not make sense. It will also increase pressure on other parking facilities provided by third parties such as supermarkets	30 Mins Free	Non Specific
629	As a pensioner with an elderly husband with mobility problems a car is often the only way to get near to some points in the town in the evening with a very limited bus service available. The free half hour enables us to collect prescriptions without incurring a fee. Sunday Charges will affect members of Church on Sunday when attending morning and evening services. In a Christian country it seems wrong to charge for attending church.	30 Mins Free; Sunday	Ware
630	The council should not have evening or Sunday charges because they should be doing all they can to encourage people to use the town facilities. Parking charges will encourage people to shop and eat out of town, where independent pubs and restaurants have there own free parking	Sunday, Evening Charge	Hertford, Ware
631	At a time when going out for dinner is an increasing luxury adding car park charges would make this unaffordable for many. A decrease in use in this area would lead to less productive business. Not something we want in Hertford or any of the other mentioned areas.	Evening Charge	Hertford
632	I am school parent governor at Christ Church Primary School and can confirm the Kibes Lane car park is the closest car park to the school, the free 30 minute parking period is vital to allow working parents and those living further than walking distance to safely collect their children. In most cases parents are only parking for 20-30 minutes, the current free parking bays on the road outside the car park are not sufficient to support the parents using Kibes Lane, there is no other alternative parking provision in the area around the school, I'm not sure it's feasible to ask everyone to pay 70p twice a day to park for such short amount of time. Christ Church has a fairly large catchment area, unfortunately it is not practical to ask all parents to walk to school, and with already increasing charges for petrol and energy bills, this is a step too far. Also the parking period length has increased to 07:30-20:00, why is this? it was previously until 18:30, this is deterring people to visit our local restaurants and is significantly past working hours. In addition, the free 30 minute parking period encourages local residents to use the local shops, particularly the independent ones. If this is removed, the local shops will suffer as residents are more likely to travel to further out of town shops where parking is free or use online shopping, we want to encourage visitors to Ware, not deter them. On Sunday's/Bank Holidays the car parks are generally very quiet, having free parking on these days encourages people to visit the town and any shops / restaurants that are open rather than travelling out of town.	All Elements	Ware
633	I object to adding charges to the areas, especially Buntingford. With the cost of living crisis, it would mean less people visit the areas or will park in places that are not safe. This would impact local businesses negatively. Buntingford already has a problem with people parking in the wrong places and this will just increase it.	All Elements	Buntingford, Hertford, Ware
634	I note that you are considering changing the car parking fees for evenings, weekends and bank holidays in the EHDC area. I wish to record my objection to the plan especially In this time of high inflation.	Sunday, Evening	Non Specific
635	This will force even more cars to park on the roads, which are dangerous enough now. When I drive through the town, after having already run the gauntlet of cars parked on both sides of Bengeo Street, as I turn right into St Andrews Street from Old Cross traffic lights, I am nearly always met with someone having parked on double yellow lines and making life difficult and it is the same when I come back through St Andrews Street. This makes my journeys even more frustrating, and yet there is never a traffic warden in sight for these misdemeanors?	All Elements	Hertford
636	There is very little incentive to visit towns and the proposal reduces this incentive to support our local communities to zero.	All Elements	Non Specific
637	Introducing proposed charges in the evening and Sundays will further discourage diners and other patrons of the town who will simply go to other locations with free parking. The town will thus further decline into facilities used only by local residents who walk in, and not by those who could be encouraged to drive in from surrounding areas.	Sunday, Evening Charge	Hertford
638	I live in Bengeo, Hertford and sometimes I like to pop into town for a meal or a drink during the evening or on a Sunday, I don't want to be charged for this, nor will it help the already existing and struggling businesses.	Sunday, Evening	Hertford
639	I'm writing to express my dismay and concern about the proposed new parking charges in Hertford. I cannot see how this will benefit the businesses in the town, many of whom are struggling with soaring energy costs etc. As a parish priest of a town centre church (St Andrew's), this decision will also affect many of our congregation in these times of increasing living costs.	All Elements	Hertford
640	I would like to object to the proposed introduction of car parking charges at weekends and bank holidays. This will discourage people visiting and spending money which will in turn reduce trade for local shop keepers, pubs and restaurants.	Sunday, BHL Removal	Non Specific
641	On the rare occasions that I visit town I do so for short periods of time to avoid paying parking charges. If this facility was lost I would visit other local towns such as Stevenage or Welwyn with shopping areas that do provide free parking. Introducing parking charges in the evenings will affect the night time trade of the town, considering the struggles the pub and restaurant trade has had over the last few years due to covid and even still face now with huge staff shortages in the industry, the council should be doing what they can to support these businesses not driving away their trade due to unnecessary car parking charges.	30 Mins Free; Sunday, Evening Charge	Hertford
642	I do not wish to pay evenings, after 5 or bank holidays. It will stop me from going into town and I would just go else where.	Evening Charge,	Non Specific
643	We are only just picking up in our town centre following covid and our shops have struggled. Increasing charges and removing the free parking would be an utter disaster.	All Elements	Hertford
644	The additional hours of parking will affect local businesses who are struggling to trade as it is. At present 30mins free parking enables people to drop off and run an errand in the towns. Without this the local community will be driven to larger towns to conduct basic tasks.	30 Mins Free, Evening Charge	Non Specific
645	Introducing evening, Sunday, and bank holiday charging to car parks in East Herts is a terrible idea. Already struggling businesses will suffer. Prices will go up to cover loss of revenue feeding into the current inflation situation. The only way this would be of benefit is if there was some kind of joined up thinking regarding the appalling public transport network, you can't price people onto public transport if there is no public transport.	Sunday, Evening Charge, BHL	Non Specific
646	As a resident of Hertford living in the actual centre it is already almost impossible to park anywhere. I live in a restricted zone and I can't get a residents permit because my property was built after the scheme was introduced and my actual address is therefore not mentioned. I can't even get a visitor's permit. We need the situation to remain as is, or actually relaxed to stop the town from dying a quiet death. People shun the town because of parking restrictions and residents can't park either. In the mean time the ridiculous COVID road blocks are still in place, further reducing spaces. They need to go asap.	Sunday, Evening Charge	Hertford
647	I highly object to the proposed price increase and weekend/holidays charges do you not think things are hard enough for people now all that will happen is more people will use the adjacent roads etc the high street in Hertford is bad enough now in the evenings with people parking on blind bends for their take aways	Sunday, Evening Charge	Hertford
648	This will have an impact on already struggling businesses in towns like Buntingford, Bishop Stortford and Sawbridgeworth, for the weekend and evening economy. It will also have an impact on people who are struggling with a cost of living crisis, that may chose to go shopping on a Sunday to have free parking as they cannot afford to pay for parking at other times! If the council goes ahead with these proposals people will chose to go to bigger retail parks where parking is free, many small business in our lovely small towns will close people will lose there jobs!	Sunday, Evening Charge	Non Specific
649	At a time when towns and villagers are dying due to local shops closing because of rent and rates one would have thought local councils and councillors would have done all that is within their grasp to support local communities but no the complete opposite is seeing to be happening by bringing in car parking charges at the weekends ?????	Bell Street	Sawbridgeworth

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

650	Ware has enough to contend with trying to recover from the closure of small high street businesses without EHDC making it harder for members of the public to be able to park for free for a limited time to be able to visit these establishments. For a lot of the older generation being able to park for free for 30 minutes enables them to visit chemists for much needed prescriptions; it allows parents to pick up children from nearby schools without clogging up the already congested roads; it allows locals to use local coffee shops and food establishments to pick up takeaways without having to park on already congested highways.	All Elements	Ware
651	personally our roads are awful and haven't been resurfaced in the 8 years I've lived here- hadam road in particular so I'd rather drive somewhere else and not use our town centre if after all the increases in taxes and addition of brown bin fees, parking charges are going to implemented on Sunday and in the evenings - most others I've spoken with feel the same so local businesses will suffer especially restaurants.	Sunday, Evening Charge	Non Specific
652	I am a local business owner offering yoga classes in Hertford and Ware in the evenings. As a service provider to the local community I am acutely aware of the affects of the rising cost of living that local people are experiencing. Many people that come to my classes are elderly, recovering from the effects of lockdown, or have concerns about their WELL-BEING. Currently access to free parking is helping these people access my classes, many people car pool or give lifts to those in their locality. I believe that the additional costs of parking in the evenings would make it difficult for my customers to drive into Hertford and Ware for evening yoga classes. There is a need to for the local community to connect and to have access to yoga for WELL-BEING and physical wellbeing. The proposed changes would have an impact on my class numbers and make it difficult for me to operate as a business. I hire community halls from the local council and hall hire costs have risen over the last year.	Evening Charge	Hertford, Ware
653	Please keep the free parking 90mins in the Buntingford car parks and re think weekend charges. Local shops are struggling to recover after the pandemic, and this will not help. People will block the high street , trying to park, and on the surrounding roads , leading to chaos It's the one good thing we still have left in Buntingford , as infrastructure , doctors and schools are all overcrowded and struggling to cope , after the hundreds of extra houses the council have allowed to be built. Leave the locals with some reason to stay here .	30 Mins Free	Buntingford
654	Some of us only get a chance to shop with our Families on Sundays because we can park for free. This also includes Family times spent in local parks and on walks.	Sunday	Non Specific
655	Hi, not sure who comes up with these ideas? Obviously nobody who can be bothered to come and actually look at the state of parking in the above towns? Free and discounted parking is a godsend as it keeps people from blocking the high street.	All Elements	Buntingford, Ware
656	I am a Hertford resident and run a small business as a sole trader in Hertford and surrounding counties.I ask that you reconsider these proposed changes of introducing parking charges at evenings, sundays and bank holidays; daytime parking is already expensive and as a resident, I feel we need to be further enticing people to go out and spend money locally and it is more likely to happen when one does not have to pay to park;	All Elements	Hertford
657	There is a thriving business at the weekend and evenings in most places you have mentioned. (In Particular hertford where I live) We have local yoga classes and also charitable activities going on in the evenings around the town. I feel making these changes will change the dynamics of these sort after areas. They will become more like a city and have negative impact on the locals and the community being charged all hours for a quick nip into town.	Sunday, Evening Charge	Hertford
658	I object to the preposed increase in parking charges at this time. You should be looking to decrease or scrap parking charges to encourage commerce otherwise town centres will only consist of charity shops. I would be interested to know where you live and your thoughts of how to revive town centres	All Elements	Non Specific
659	I live in Hertford and the proposed changes are not necessary. If it's a true attempt to reduce congestion then focus on where double yellow restrictions should be implemented. Otherwise this is just an attempt by the local government and parking companies to extradite more cash from already struggling public.	All Elements	Hertford
660	As a pensioner we do not like to go out late in the evenings but would go for a walk and drink earlier.We take our grandchildren to the castle and buy refreshments. Our local towns will be like ghost towns, because of the councils greed. No wonder people are choosing to work from home, with extortionate parking fees which in turn is the death nell for our local shops.	All Elements	Non Specific
661	This will have a knock effect on theatre shows which Hertford will be promoting soon, the new Hertford Town Centre and new businesses and all assets that Hertford has to offer.	All Elements	hertford
662	Buntingford high street and surrounding are doesn't have a good provision of free parking. The parking in the area is atrocious.People to avoid paying end up parking in driveways, sidewalks and even private parking lots (i.e. the parking lot of the Medical Centre). Bringing extra charges will only encourage this behaviour.	All Elements	Buntingford
663	I can understand wanting to jump on the inflation band waggon but really taking away the only attraction for ware parking for quick visits and weekend parking is mind boggling for the economy of the town In fact it would make more sense to scrap parking charges completely to stimulate growth in our depleted town Maybe the shops could give out parking vouchers with purchases Please just don't put these charges into play without getting town inhabitants ideas	30 Mins Free; Sunday	Ware
664	I am writing to say how disgraceful the new proposed parking charges are ! It's bad enough with the increase in the cost of living without having to pay to go and try and earn a living then to be hit again at weekends when you try and relax and having to pay through the nose even more . Rethink this as it's going to hit people really hard , and also force residents to have to put up with people parking in their roads because they don't want to pay .	All Elements	Non Specific
665	This will stop people dropping into shops locally. I also drop my daughter at her nursery using one of the car parks in Hertford as there is no other parking available. 30mins free is ideal for this. My doctor's surgery is also next to an East Herts car park and again 30mins Free means I can drop in and out.	30 Mins Free	Non Specific
666	Residents of Hertford and the villages have to come to Hertford to see their doctors, dentists etc and also to pop into the shops. The free 30mins is a massive help to people who have to just pop into the chemist to pick up prescriptions and to make appointments at the doctors	All Elements	Hertford
667	You will be putting a stop to many of us just popping in to the town to drop something off or pick up a takeaway, having to pay to park for a 5 minute stop is ridiculous, disgraceful and simply money grabbing at a time that people are struggling with finances. Small businesses will suffer for this as it will put people off just popping in to town for half an hour if they have to pay. Some people only get a chance to shop with Families on Sundays because they can park for free. This also includes Family times spent in local parks and on walks.	All Elements	Non Specific
668	I'm writing to object to the proposed car park fee changes in Buntingford. In the current cost of living crisis, I don't think it's the appropriate time to be changing/increasing these costs and think it will be detrimental to the town. A number of local/small businesses have already been forced to close, and less people will be encouraged to come to the town if the proposed charges are enforced which will be detrimental to the high street. It will also cause chaos on the actual high street, which is already a major hazard with the dangerously parked cars, of which there will be even more because nobody will want to/can afford to pay to park. I'm writing to object to the proposed car park fee changes in Buntingford. In the current cost of living crisis, I don't think it's the appropriate time to be changing/increasing these costs and think it will be detrimental to the town.	Bowling Green Lane	Buntingford
669	I'm writing to object to the proposed introduction of parking charges on Sundays and Bank Holidays as well as the removal of the fee half hour parking in some car parks in Ware. For me shopping with local retailers is important to help local businesses and they rely on easy, cheap access for their customers. Increasing/introducing charges in these car parks will keep people away from town centres and push more customers towards the supermarkets out of town.	All Elements	Ware
670	Buntingford has a busy high st, and a wonderful community feel. The changes in parking will more than likely discourage people from shopping locally and be more likely to go elsewhere. This will have a detrimental effect on local business that is crucial to the community spirit and feel of the high st.	All Elements	Buntingford
671	I am a local (ware) resident and Hertford business and these proposals re immensely damaging to business and residents.Westminster council backed down from a similar scheme due to huge opposition. It is sheer greed and will change the tranquil nature of towns off peak and the desire of resident and business to co exist.	All Elements	Ware
672	This will be detrimental to town centre shops and trading and in fact you should be considering free parking on Saturdays to encourage more face to face business. As authority you should be doing everything you can to keep high streets alive and imposing more car parking charges will not assist with achieving this.	All Elements	Non Specific

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 11 of 11

673	Good evening, I would like to express my opinion on the new car parking charges. I live in ware on bowling road just along from the car parks . As a resident parking is a nightmare as it stands right now, people park down the road instead of using the car parks. This is only going to be made worse by these new changes, I appreciate that some things need to be done but I would like you to consider the knock-on effects, and potentially think about making bowling road residential parking/permits only	All Elements	Ware
674	This is a crazy idea, particularly at this time when town centres are struggling and people have less money to spend: it is a double whammy and shouldn't even be considered. Surely we want as many people to come into Hertford as possible, daytime, evenings, weekends and even for a quick half-hour visit, whatever, not drive them away.	All Elements	Hertford
675	I feel that extending the chargeable period, including the introduction of payment on Sundays, would likely cause an increase in parking in our adjacent residential road: Coronation Road in which I am a permanent resident. At present, those visiting the town for dinner of an evening can freely park in Baldock street car park at a reasonable time of 6pm. By extending the chargeable period, it is likely you will force people to park in nearby residential roads or take their evening custom elsewhere. Also, by implementing charging on a Sunday, those that have left their vehicles overnight in the car park (having not driven home on a Saturday because of drinking alcohol) will move their cars earlier than they otherwise would have in order to avoid charges. This may increase the risk of people driving under the influence.	All Elements	Ware
676	I want to register my objection to the proposed extension of parking charges. Many elderly people and non drivers have to rely on fellow churchgoers on a Sunday to get to church because there are no buses operating and those drivers will be penalised for their service. There are five large churches in the centre of Bishops Stortford where attendees would be penalised.	Sunday	Non Specific
677	I think at a time when cost of living is increasing and when families are finding it harder to make ends meet, introducing new charges is going to be another cost a lot of families have tried to avoid. It will also have a negative impact on local, small businesses as customers will opt to shop at larger retail parks where there are no car park charges.	All Elements	non Specific
678	The introduction of parking charges here in Sawbridgeworth can only be seen as a short sighted money making scheme by EHDC, which goes against the support it should instead be offering local businesses at a period of immense residential growth across the town, to ensure their businesses remain viable and supports the local economy at a time when everyone's pockets are being hit hardest.	All Elements	Sawbridgeworth
679	As a ex retailer, I believe this will have a detrimental effect on local businesses. As a regular visitor to North and South Street, I would not shop or visit the town parks so often if this were to be removed and I am sure this would be the case for many people.	All Elements	Non Specific
680	High street stores were affected enormously during the pandemic and we are just getting back on our feet. To introduce charges on Sundays, bank holidays, evenings and removing the free 30 minutes currently in place will have a huge impact on our businesses and on the high street in general.	All Elements	Sawbridgeworth
681	Hertford car parks are always busy on evenings and weekends. The risks is put to off these visitors from coming to our town and going elsewhere and this having an impact on our businesses.	Sunday, Evening	Non Specific
682	With the change in the current financial climate people who have to just pop into town to quickly pick up a prescription or a quick visit of less than 30 minutes should not have to pay for that visit.	30 Mins Free	Hertford
683	We have just moved to Sawbridgeworth and now find the car parking charges are likely to be introduced, I don't object to paying for parking but think it's unfair the free 30 mins to be removed This is such a nuisance if you need to nip to the post office or the pharmacy or just collect some food, this was one of the reasons that we moved to this area as everything convenient .	30 Mins Free	Sawbridgeworth
684	Life is going already expensive and extra charges for parking is already to much. There is no reason to add charge for parking as road are not overloaded with cars.	All Elements	Non Specific
685	I am utterly shocked by these changes. People are struggling like never before and parking has always been difficult. This will stop people visiting the town and be detrimental to all the small businesses.	All Elements	Non Specific
686	The impact this would have in Buntingford would be terrible ! The High Street would be so busy with everyone trying to park to shop . The parents on school pick ups would have to pay to use the car park to take the kids to and from the schools all situated within walking distance of the car park . There would be total traffic gridlock at school start and end times. How many people could afford to use the Carpark every time they need to go into town ?	All Elements	Buntingford
687	I wanted to raise my objection to the plans to start charging for parking on Sunday's/ Bank Holidays and free 30 minutes in Bishop's Stortford. We already pay a premium to park in our town on other days, compared to other areas. Sunday is often a day where families get together to socialise and relax over lunch. This brings extra revenue into local businesses without having to watch the clock. I know many people also go into Stortford on Sundays for adhoc shopping for busy lives where time is short to fit this in during the week.	All Elements	Bishops Stortford
688	Having free parking in the evenings and Sundays is vitally important to the evening economy of the towns, encouraging many people to visit restaurants, theatre and other activities at these times. It is especially important in helping local businesses to recover after the pandemic and encouraging the town to rejuvenate.	Sunday, Evening Charge	Non Specific
689	I would like to object to increased parking charge times in Buntingford. Businesses and the public are struggling enough because of the cost of living crises, this is just making it worse.	All Elements	Buntingford
690	Free parking for 30 minutes is helpful when only a short stay is needed. Such as, attending GP appointments (the surgery is situated adjacent to the car park), collecting prescriptions, popping to the Post Office or dropping/picking up children attending adjacent nursery school. Implementing charges is likely to encourage more drivers to park in Bell Street making it dangerous for pedestrians crossing the road between parked . Under the rationale for proposals quoting Sunday as the second busiest shopping day of the week. Sunday is not a busy day in Bell Street, it's the quietest as the majority of shops and business are closed. So implementing charges on a Sunday under this rationale does not hold water. Free Sunday parking encourages people to drive into Sawbridgeworth and use the cafes, restaurants and public houses which are open. These businesses have struggled to keep afloat post Lockdown and implementing charges may prove to be detrimental to their trade.	All Elements	Sawbridgeworth
691	I bring my elderly mum out on a sunday and couple evenings for a walk using her walker. Seems very unfair to charge us to park	Sunday	Non Specific
692	Local businesses (already struggling because of covid and Brexit) • Education and the use of the local library • WELL-BEING, we are in a cost-of-living crisis and beginning to charge for periods that would otherwise be free will stop some families and individuals using the beautiful parks and facilities available in Bishop's Stortford and East Herts	All Elements	Bishops Stortford
693	I am writing to object to the proposals to introduce charges to evening and Sunday parking in Hertford. I live in Port Vale and there is an small carpark opposite my house. When I am unable to find a space outside my house which is quite frequently, when I return home from work in the evenings, I normally park in the Port Vale Car Park, like other neighbours do, this would mean I would now have to paid charges for evening parking and Sundays too. Car parking is free in our road but parking space is always limited and it is also very expensive for one of the designated resident bays at £300 per year and also I have been told spaces for these bays are very limited. Also we tend to get visitors on Sundays and in the evenings and it seems unfair that they would have to pay charges as well.	Sunday, Evening Charge	Hertford
694	impact businesses in the High Street cause more parking problems in the High Street (people parking illegally while they quickly pop into a shop) cause major inconvenience to the residents of Buntingford and surrounding areas.	All Elements	Buntingford
695	High streets are already suffering and its been shown in other towns that this method of extra charging has only further killed off revenue.	All Elements	Non Specific
696	I oppose council introducing withdrawing free parking times. Many families depend on the benefits of free parking for shopping and attending church services. These people keep the town alive at such times.	All Elements	Non Specific
697	My family and i sometimes pay on a Saturday for parking and visit church on Sunday with coffee and shopping normally following the 9am mass at the catholic church. We are not alone in doing this. By introducing car parking charges, it forces us and all others to think twice about visiting the town centre.	Sunday, Evening Charge	Bishops Stortford
698	The reason for the uproar should be easy to figure out, especially for all of us who go to Stortford on Sundays, to go to church, to take people to church, to give lifts, to do shopping, take children to parties, have a coffee in town, etc. With the causeway car park rotting away, in the middle of town, and the northgate development that no one wants, nevermind the new arts cinema which is the biggest joke we have ever heard: stortford and the community is more than irked. Add the Sunday parking charges and you can pretty much complete the end of what's left of the lovely Stortford community that once was.	All Elements	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

699	I was astounded to read of the proposed changes to the car parking in Ware. Do you want a ghost town as that is what would happen. People would shop elsewhere and the few new shops would end up closing down. The car parking at the moment is fair and the half hour free is a godsend if I want to put a prescription into my doctor's surgery or collect one from the chemist. If I had to pay I would find it very difficult with all the extra charges on my household bills and petrol prices.	All Elements	ware
700	Sent on behalf of Sawbridgeworth Bowling Association. Majority of members elderly, concerned re COVID and only recently returned to bowling, which helps their health and WELL-BEING. Introduction of charges will have a negative effect financially as most on fixed pensions and huge increase in cost of living, hence may stop exercise. Clubs may be deterred from playing at weekends, which will effect club's funds as it relies on weekend matches for income. Car park generally not full at weekends so how cost effective will it be to employ parking officers? Has a study been undertaken re no. of vehicles and duration of stay at weekends? Also other sports facilities at weekends (cricket, tennis, walkers) hence penalising families who are partaking in healthy activities. Removing the 30 mins free during week will also penalise bowls club as used to drop off goods/supplies to club. Shop keepers will suffer as many people use local shops for a few extras and it will deter them and they will wait until they do their shopping at large supermarkets. Is the extra income the council will get from half an hour free parking worth the detrimental effect on town? Smaller shops likely to close and Council will not receive rates from shops. I hope you will consider these points.	All Elements	Sawbridgeworth
701	Do not understand why proposed changes being proposed apart from a money making scheme for Council. Citizens asked to pay during peak times and also pay through Council Tax, please don't include non-peak times also. It will bring in less revenue as not many people park at these times. People need a break from constant charges. Are you expecting to gain more money through fines? It's penny pinching and there doesn't appear to be any other reason to do this. We are all struggling with the cost of living, do not add to this burden.	Sunday, Evening Charge, BHL Removal	Hertford
702	Cost of living crisis, increase is another expense for residents who are already struggling and it will put people off visiting/spending money in town where shops and business owners already struggling to encourage shoppers back after COVID. It will put a strain on already struggling economy. Resident for 30 years and Folly Island scheme only allows two parking permits (not enough for a family) and not permitted to purchase annual permit for child who can't afford hike in prices to park, esp as other hikes also. Current parking scheme fraudulent (further info provided in email re specific examples - long email). In short the council are looking at raising charges for residents who are in permit parking areas and for residents of Hertford to park to shop at a time when people are struggling with everyday expenses the charge increase will kill the town and put extra burden on residents who have no choice when some are already having to choose to pay bills or eat, i think the council should seriously consider this move carefully as it seems like a greedy move from the council who already run a fraudulent permit parking scheme and if you know who i should contact regarding this i would be most grateful as do not see how i should pay into a scheme that is not being run properly according to the councils own rules when implementing the scheme in the first place.	All Elements	Non Specific
703	My primary concern is that we drop off and pick up our daughter off at Busy Bees nursery (Hartham.) daily. Removing the 30 minute free parking for this drop off will add even more cost to our significant child care costs. This is really unacceptable in the midst of a cost of living crisis. Additionally, removing Sunday & bank holiday free parking could only affect the already declining Hertford town centre footfall. This scheme will only reduce peoples ability to venture into town, who rely on their car (Small children, babies and all the prams etc, that accompany).	30 Mins Free; Sunday, BHL Removal	Hertford
704	I am writing to oppose the proposed parking charges. We have a problem with parking on the High Street in Buntingford at the present time and the argument has always been that there is ample free parking in the Bowling Lane car park behind the High street. The proposal to get rid of the free parking in favour of a three hour or all day charge is ludicrous. All that will happen is that parents dropping their children off for school, or waiting to pick them up from school, will be forced out onto Bowling Green Lane. People popping to the cash point or to pick up a few items from the shops will think twice about using the car park. They will either dump their car on the road side or use shops where the parking is free. I use the shops on the High street every day and do not want to see them close due to a lack of custom. The bread shop is already under threat from the new Greggs at the garage at the top of Baldock Road. Children coming for their dance classes in the URC at the weekend are more likely to be dropped off in the road rather than the parents parking in the car park in safety and then patronising our local coffee shops whilst the lessons are in progress. At a time when everyone is feeling the pinch financially it is a very unfair decision to make and it is one which is likely to backfire on you because your proposed increase in charges will force more people out of the car park. Please will you think again.	All Elements	Buntingford
705	I am writing to object to the proposed charges to be made for parking in Bell Street car-park, Sawbridgeworth. The land was given to the town for the use of a car park with the covenant that there will be no charge for parking. Even your current charges are in contravention of the covenant. Our local shops rely on people being able to park and do their shopping. We have several elderly and disabled people who use the car park for the visiting the Post Office. Not only that, the doctor's surgery is adjacent to the car park with the two pharmacies close at hand. Anyone wanting to renew a prescription or collect a prescription is now going to have to pay for the privilege of parking for less than half an hour. Many patients are on life saving drugs, why should they have to pay parking fees for the privilege of being kept alive? If you need more income then you will just have to put the Rates up on each household. As we have been dumped with new developments in the town (without the infrastructure to support it) you should be able to cover the cost of maintaining the car park whilst adhering to the covenant in the transfer of the land to the local authority.	Bell Street	Sawbridgeworth
706	I object to the changes very much.....they would have a negative impact in every situation apart from lining the pockets of the council, the high street would suffer, the schools rely on the carpark being free after 3pm for parents to collect children and reduce traffic congestion on bowling green lane, do the council think that we don't pay enough council tax to cover this already? Surely it's not in their best interests to kill the high street trade by putting people off popping into town. I really do hope you reconsider on behalf of the residents and visitors of Buntingford.	All Elements	Buntingford
707	I'd like to strongly object to the removal on free 30 min parking and introducing parking charges on Sunday and public holidays. Council tax charges have gone up, together with the spike in the cost of living. Some sort of respite is necessary in order for the public to make short trips into towns or to enjoy some of the recreational facilities for longer periods on Sundays or public holidays. This suggestion seems particularly punitive at what is an extremely difficult time for many.	30 Mins Free; Sunday, BHL Removal	Hertford
708	I am a shop owner in sawbridgeworth and have been for the last 5 1/2 years. I understand the Carpark has been very reasonable and we have only had a very slight increase in charges which I completely understand. However I personally feel that introducing payment for a Saturday and bank holidays is not encouraging people to come to the town/ village. As a small town we struggle to get people to stop as it is and losing the free parking on a Saturday is not going to help. I already feel that shop owners should get a reduced rate as I myself pay £3.80 5 days a week and now it will be 6 if you include Saturdays. It will also encourage terrible parking down the side roads where the residents already have trouble parking as it is. My husband is a member of the cricket club and has to use the Carpark on a Saturday as does every other member of the team and the opposition. That will make sawbridgeworth the only club that you have to pay to park when you play cricket. This will stop the supporters coming as they won't want to pay either. Please think twice about ruining our town!	Bell Street	Sawbridgeworth
709	I do not agree with changing existing parking regulations in Ware- it will negatively affect our local shops and cultural life in town.	All Elements	Ware
710	I would like to object to the proposals to extend the car parking days and times. I regularly park in Ware and Hertford for a short period of time to shop locally such as prescription collections, takeaway from coffee shops, deli shopping etc all of which individually can be done in less than 30 minutes. These proposals will have a seriously detrimental effect on local independent shops. On Sundays especially families visit the open spaces and parks, in my opinion, parking should be free for these important family outings. These again support many local independent businesses. These proposals will force people to use supermarket car parks, buying some items to get free parking and again having a detrimental effect on independent businesses.	All Elements	Hertford, Ware
711	I object to the proposal of charging for parking in Ware and Hertford in the evenings, on a Sunday and Bank Holidays. The reason I object is because it will take away custom from the towns that have been struggling to attract business and footfall for a while now, people who want to come to the parks, leisure centres, visit pubs and restaurants, or meet friends will be more inclined to go somewhere else with free parking. It will kill the buzz of the towns and the businesses, which are only just starting to thrive again after covid. Please do not take away this simple thing that brings so much to our lovely towns.	Sunday, Evening Charge, BHL Removal	Hertford
712	I feel that the carpark charges will have a dramatic effect on Sawbridgeworth because people will not come to the three charity shops there if they have to pay at weekends, and for the retail staff who will now face being charged seven days a week without a wage increase. I would think a nominal 50p per day would more than suffice.	Bell Street	Sawbridgeworth
713	I am writing to object to the proposed changes to Parking charges in Hertford. Business' have suffered greatly and making our town more user unfriendly seems a retrograde move. The new theatre will not add any parking and too add that the snow at an evening will potentially affect it's viability in the future - why come to the cinema in Hertford and have to lay for parking when you can go to Stevenage a have free parking plus restaurants to go to. The free parking will help the Hertford economy.	All Elements	Hertford
714	I find the new charges totally unacceptable we should be encouraging people into sawbridgeworth this will drive them away.Its bad enough charging on a Saturday but on a Sunday when the only shops we have open are two newsagents and two coffee shops is beyond a joke.This will also hit the cricket club, tennis and bowls club plus pubs and restaurants.Lets hope these charges are dropped	Sunday	Sawbridgeworth

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

715	Could you please not start charging fees in the local car parks. I fear the local shops will suffer as a result. At the moment with all the cost of living increases, this is totally unjustified	All Elements	Non Specific
716	I am writing to appeal the changes to parking charges in East Herts. I think the charges would be detrimental to towns such as Sawbridgeworth especially at a time when prices are increasing drastically. I feel charges to local parking would drive business away from small towns into areas where there are no parking charges such as business parks.	All Elements	Sawbridgeworth
717	I am writing this email to voice my strong opposition to the proposals to the changes to the Parking Traffic Regulation Orders in East Herts. Given that we are facing an ever increasing cost of living, this is just another kick in the teeth when we are all feeling the pinch. Especially for those of us who use these car parks on a daily basis. Furthermore, during Covid, it is clear that our high streets have struggled. The 30 free minutes parking have greatly encouraged me to pop down to Ware to run a few errands and to support the local economy as opposed to going to Royston or Stevenage and taking advantage of the large supermarkets. Moreover, it has to be noted that other towns and District Councils have tried this and found they found actually get less revenue because shops close and they collect less tax revenue through businesses paying less money in business rates. This is, I'm sure you will agree, extremely short-sighted and will only be harmful in the long term. The new proposals are nothing more than a money grab, attempting to make a profit on a public service which is supposed to be for the good of everyone. How long will it be before the parking charges are increased again? Finally, I find it laughable that the parking charges that were increased at the start of April were not mentioned at the time of the last election. I also find it ridiculous that these extensions are even being considered not even 4 months after we were forced to pay more to use EHDC car parks. If these changes are to be made (which they will as the Council will pay lip service to acknowledging our complaints, saying they'll act on them, will fail to do so and hope we forget my the time of the next election) then they should be made only once the cost of living crisis has stabilised or once inflation has significantly decreased.	All Elements	Non Specific
718	I object to the proposal of charging for parking in Ware and Hertford in the evening and on a Sunday. The reason I object is because it will take away custom from the town. People who want to come to the parks, the lido, visit pubs and restaurants, or meet friends will be more inclined to go somewhere else with free parking. It will kill the buzz of the towns and the businesses, which are only just starting to thrive again after covid. Please do not take away this simple thing that brings so much to our lovely towns.	Sunday, Evening Charge	Hertford, Ware
719	I read with dismay that parking charges are to be implemented throughout the area every day except Christmas Day. It is widely accepted that the cost of living is putting tremendous pressure on everyone. I know that I rarely travel very far now as the cost of petrol is prohibitive and rely on local amenities and services and I'm sure others are in the same position. Whilst I understand that parking charges are necessary to contain irresponsible parking, I feel that to impose these on Sundays is very hard on people who want to, for example, take their children to the park in Bishop's Stortford or meet friends in town. Cafes in Sawbridgeworth, already struggling, will find that people just won't visit at weekends. I find it very ironic that these charges are explained on the the same website that states that it offers advice on the rising cost of living! Surely these charges are just contributing to this. The cynics among us might say that these charges are just an excuse to make money for the council. Surely the council should be encouraging people to go to local shops and towns to support businesses, not discourage them by imposing more charges. I sincerely hope this policy will be rescinded for the benefit of local residents.	Sunday, BHL Removal	Bishops Stortford
720	I am writing to express my opposition to the new parking charges proposed in Hertford (and surrounding areas). My children attend various clubs in the evenings in Ware and Hertford (cubs, beavers, football etc.) part of what makes this affordable to us as a family is the peace of mind that we can park for free whilst dropping off and picking up. It also gives us the flexibility to park the car and run errands whilst they're there. My husband and I also have our own fitness classes we attend in town for which we rely on free parking. Hertford is so vibrant in the evening, at a time when small towns are struggling to attract trade, why would you risk affecting its popularity? During this time of costly living, councils should be finding ways to save people money and support local trade not slapping them in the face with more costs. Please reconsider these proposals.	30 Mins Free	Hertford, Ware
721	Please note my objection to changing the charges for parking in sawbridgeworth on bank holidays and Sundays. There isn't enough free parking for residents so we use the parking spaces. I have a young family and need central parking for my children's safety. With cost of living increases this makes myself having to reconsider my family transportation altogether or not not have heating.	Sunday, BHL Removal	Sawbridgeworth
722	I am writing to lodge my objection and concerns about the proposals for parking changes to East Herts car parks. I live in Buntingford but also shop and use car parks in the other proposed sites. My first objection is that it is a very difficult time for businesses, particularly retail and anything which makes it more difficult for people to access or afford to go to the shops is really unacceptable at this time when we are heading into a recession – does the Council not care about local shops? We need more free parking to encourage people to visit our shops, especially in smaller places like Buntingford, we are already seeing shops having to close – one just last week. Secondly, we all know that people are really struggling financially at the moment and it is forecast to get much worse. We pay an awful lot of Council Tax in Buntingford, as much as Hertford, but we get far fewer facilities. We only have a part time police support for a start. But there are many other facilities that other places get that we don't – bins on the layby's on the A10 spring to mind – local people have to pick litter if we don't want the place drowning in litter dropped from traffic on the A10. In many other areas we are poorly served compared to the rest of the County – yet the Council want to charge more for parking on more days. My third objection is that we have big issues in Buntingford as we have a very old and narrow high street. We already have big problems with cars parking on the pavement and blocking the road – that is only going to get worse if people are avoiding paying car parking costs. This is a real safety issue for pedestrians. My fourth objection in Buntingford is that currently there is no charge after 3pm which ensures that parents are able to use the car park to pick students up from Edwinstree and Freman schools. If charges were made it would encourage more parking on Bowling Green Lane which is already a hazard for children crossing the road. This is the wrong time for the Council to increase parking charges and particularly in Buntingford would lead to chaos on the high street and roads surrounding the schools and dissuade people from using the car park at a time when we want to encourage more people to use the car park not less. I am totally opposed to these changes, particularly in Buntingford, for the reasons I list above.	All Elements	Buntingford
723	This is to register my dismay and disagreement with the proposals to change car park charging arrangements in Sawbridgeworth. The affect on local businesses, doctors surgery, community focused events and community organisations, especially at weekends, will be nothing but detrimental, reducing footfall, social engagement, community cohesion and general well-being of residents. Vehicles will just move to side streets, creating congestion and danger to pedestrians and school children. The paltry additional income that will be raised is likely to be far outweighed by additional administration costs and would be dwarfed by the cost of just one resulting traffic incident/accident. I look forward to the day the council works to support local communities rather than the constant schemes that do anything but improve residents lives.	All Elements	Sawbridgeworth
724	In respect of the statutory consultation currently being conducted by East Herts District Council on its proposed changes to parking charges in its car parks in Hertford, please find my objections to these set out below. I am strongly opposed to East Herts District Council's plans to abolish the 30 minutes of free parking in Hertford's car parks, and introduce charges for the first time on Sundays and in the evenings, for the following reasons: This action will undoubtedly have a detrimental impact on town centre businesses. There are many businesses which are heavily supported by people doing quick trips into the town centre, but many people are likely to be reluctant to pay a minimum of 90p a time to pay for parking. They will inevitably look for alternative ways to carry out activities, and avoid going into the town centre. This will most likely include going to out-of-town shopping centres and supermarkets where parking is free, and moving to online ordering of goods and services. I have heard the argument that abolishing free parking will encourage people to spend more time and money in the town centre, by lengthening visits. This may be the case in some instances, but people make different types of trips for different reasons, and significant numbers of visits will be to make a single transaction at a single business that does not require more than 30 minutes, but which still means money is contributed to the local economy. Hertfordshire County Council, with the support of East Herts District Council, recently implemented their decision not to reinstate over 20 free short-stay parking bays in Fore Street which were available before the pandemic, making the timing of this action particularly poor by largely eradicating general short-stay free parking provision from the town centre. Whilst people who are registered disabled have a blue badge and are able to park for free, there are many people who don't reach the disability threshold, but are not mobile enough to walk or cycle into the town centre, and rely on their car for short trips to carry out quick errands. This requirement will now come at an additional cost, which may not be viable for them. Hertford has several churches in the town centre without their own car parks. Many of those who visit the churches are older, and the option of using public transport is less likely to be available on Sundays or weekday evenings. It is likely that this will require them to pay a minimum of £1.80 for 2 hours' parking. The work of churches and other religious bodies goes way beyond offering places for people to worship together, often carrying out voluntary activities for the wider community, or providing a venue for community activities. Similarly, those involved in leisure or voluntary activities such as art groups and choirs will find themselves caught up with parking charges for the first time. Inflation levels are making life challenging for a large section of the population. Whilst the parking charges may seem relatively small sums to some people, to others they will make a fundamental difference at an already challenging time. The idealistic view that everyone should stop using cars and instead walk, cycle or use public transport is simply not realistic. If people are time-poor, less mobile, or live in the villages that surround Hertford for which it serves as their main business centre, driving may be the only practical option. I appreciate that East Herts District Council will have its own financial pressures, but the Council has a duty to support both the local economy and the wellbeing of its residents, and it will fail to do so in implementing the planned changes to the car park charging regime at this time.	30 Mins Free; Sunday, Evening Charge	Hertford
725	Hi I'm a delivery driver for yodel and the half hour free parking for me is great as I have a small van and can not park in the streets without a traffic warden giving me a ticket I get 85p a parcel and it will cost me 90p to park	30 Mins Free	Non Specific

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

726	I would like to object in writing to the proposed parking changes in Bishop's Stortford. Sundays have always been free. It is great for the church-goer to the many churches in Bishops Stortford as well as for the customers and workers of shops and restaurants. The cost of living is so high at the moment and life is tough enough to then include Sundays to be charged the same as any other day and to increase your chargeable hours. Have a heart. I thought Bishop's Stortford was a friendly town and supportive of its community. Please listen to your community. If you must charge, then charge £1 like the new car park building does and not in the ridiculous hours from 7.30am to 8pm. Inevitably it will not be good for the town to include Sunday parking rates. People will think twice about visiting Bishop's Stortford on a Sunday and shop and restaurant owners have it hard enough after the two years of covid. Allow Stortford to be the friendly town it has always been and keep Sundays free!	Sunday, Evening Charge	Bishops Stortford
727	Sunday parking charged til 8 pm is a good way to shut Bishops Stortford town centre down. Idiiotic!	Sunday, Evening	Bishops Stortford
728	I massively oppose the proposed changes to parking charges in East Herts car parks. I live in George St SG14 3AD where there is little off street parking. Free evening and Sunday parking in this car park is essential, as well as the free 30 minutes for the school parents who drop to Mill Mead school. I already pay an extortionate fee (in comparison with residents parking in other counties and London Boroughs) to park there. We cover the costs of visitors and parking when they come to see us via the app. Most if not all are in the evening and on Sundays and this will cost us even more than it already does. The free parking periods are essential For quick pick up and drop offs all over Hertford, especially for the car parks close to schools which makes the school sites safer and reduces traffic for residents close by. It's so short-sighted to take away the 30 mins free parking. I'd imagine it's pretty essential for retail and restaurants in the town too. It's a short-sighted plan that targets car owners who are constantly trying to do the right thing - use car parks rather than off street parking! Port Vale in particular is constantly used for short pick up and drop offs to residents.	Sunday, Evening Charge	Hertford
729	I am writing to object to the introduction of Sunday, Bank Holiday and evening charges in Hertford's car parks. I see this as making profit unnecessarily. I live on Port Vale, Hertford where it is very difficult to park. When I cannot park on the road, I am happy to pay to park in the Port Vale car park. This is affordable for me and helps residents park helpfully and obligingly. If this should become unaffordable then parking will become harder and people may become angry or upset. This would cause upset in our happy community and is something that it is very upsetting to contemplate. The half-an-hour free parking opportunity is used by many of the parents collecting from Mill Mead School. Should they be charged for parking in future this will lead to people risking yellow lines and the school zone zig zags - the worst case scenario is children being hurt by this. Hertford attracts people on Sundays and Bank Holidays because it is an attractive town with the Castle grounds, the canal side walks and, of course, Hartham. These people spend a lot of money in the town, particularly in the restaurants and cafes. If parking charges are introduced than this will discourage people from visiting and the businesses that serve them will lose out. It will also encourage visitors to park in residential areas, thus creating more inconvenience for residents and causing tension between locals and visitors. Are you also thinking of charging Blue Badge holders as they (disgracefully in my opinion) do at Hertford County Hospital? Please reconsider this decision - I think it makes no sense and will not improve Hertford in any way either for residents or visitors.	Sunday, Evening Charge, BHL Removal	Hertford
730	This should not be happening with the cost of living.	All Elements	Non Specific
731	I hope you are well. I would like to object to the parking proposals to remove the first half hour of free parking. As we all know, the high street, which plays a crucial role in the health of our communities, is struggling more than ever. Shops are closing faster than we've ever seen before. East Herts has always prided itself on the range of independent shops in our main towns. The free half hour is crucial to them and for this reason, I would like it to remain. I know that the council is under great financial pressure and needs to make major savings but empty high streets will benefit no one. Thank you for considering my response.	30 Mins Free	Non Specific
732	Having seen the proposals for parking fees in this district I can only assume that the Council no longer require revenue from shops, restaurants etc as they will all be going out of business if these proposals come to fruition. Bringing in parking charges in the evening will deter people from coming into town centres especially for Hertford and Ware. They both have a fairly lively restaurant and pub evening trade which will be affected by these charges. Trade will move elsewhere to country pubs or restaurants with parking available. As Ware has already lost its market to provide parking it will just be another nail in the coffin to this small town's trading. I am sure others will have other reasons but please give my thoughts some consideration. Sunday parking fees will also affect churchgoers. There is a decline in parishioners going to church so this will also affect church revenue.	Sunday, Evening Charge	Hertford, Ware
733	We need to encourage footfall in local areas. Out of town parking is generally free, this is one reason these venues are so successful. Parking charges mean many do not bother to stop and visit local areas wether this is for shopping or other activities including Leisure. Encourage local shopping and other activities and the revenues will come from this. Parking charges are a very short term revenue collector, if people don't come, the shops and other facilities will fade away. This is happening to some degree in any case, so think very carefully what you ask for. You can't turn the clock back later.	All Elements	Non Specific
734	I am writing to express my concern regarding proposed changes to parking charges in Sawbridgeworth's Bell Street car park. I understand the intention is to remove the 30minute free parking period and to add charges on Sundays, bank holidays and later in the day than currently. I live on the edge of Sawbridgeworth and walk in to the town centre when I can so this will not impact me too much. I assume the changes are intended to increase revenue by charging the public on occasions they currently park. I fear it will have the opposite effect by discouraging people from visiting the town centre on Sundays, bank holidays, evenings and for quick stops when they otherwise would. This could both reduce the parking charge revenue and have a big effect on businesses. At times Sundays can be busy with a steady flow of people parking in Bell Street car park. I fear that is partly due to the free parking and charges will put people off. I regularly stop in Bell Street Car Park if I am on my way somewhere and use the 30min free parking to visit the post office, Green Room, grab a coffee, drop off or pick-up dry cleaning etc. I'll definitely do that less often and instead go to other places in Harlow, Bishop's Stortford etc where parking is free. I doubt I'll be the only one changing my habits. My daughter used to attend the nursery on the edge of Bell Street car park but is older now. I assume these changes will mean parents needing to pay for parking each time they drop off and collect their children. Some will pay and be annoyed by this others I suspect will park in streets around rather than pay each time. Twice a day 4-5 days a week, the cost will really add up. In my view the council would be better off simply increasing existing parking charges but leaving the structure of when there are charges alone. As I said my experience relates to Sawbridgeworth but I suspect changes will have similar negative impacts elsewhere.	All Elements	Sawbridgeworth
735	I am writing to object to all proposals to introduce more car parking charges in Hertfordshire, particularly Bishops Stortford and Sawbridgeworth. At a time when families are struggling financially and businesses will be too as a result these increase charges are not fair or helpful; they are likely to discourage shoppers at a time when we need to be doing things to support the economy.	All Elements	Bishops Stortford / Sawbridgeworth
736	I wish to object to the proposed implementation of parking charges on Sundays in Bishop's Stortford. Parking charges would have a serious impact on not only the town centre churches - with Sunday being our main day of worship - but also restaurants, cafes and traders, who are in the midst of trying to recover from the impact of Covid restrictions. The imposition of parking charges would have an adverse effect on all churchgoers who use these car parks, particularly the elderly and vulnerable members of church congregations, many of whom will be struggling financially going into winter with the current cost of living crisis. Many people are forced to drive to church due to the absence of public transport services in their area. Car park charges would no doubt end up reducing church attendance and weaken churches in general. East Herts is already profiting handsomely from these car parks. This proposal is not a wise approach to take in attempting to raise more funds. I strongly urge the council to reconsider and withdraw this proposal to charge for parking on Sundays, and avoid putting the residents and businesses of Bishop's Stortford under further unsustainable pressure.	Sunday	Bishops Stortford
737	Why on earth are you planning to charge us for parking on Sundays and Bank Holidays? Aren't you making enough money from the charges already in place? Thankfully I can walk into Bishops Stortford as no way will I be trying to drive into the new car park in Northgate End. To do so would be to damage the alloys on my car due to the access being far too narrow - whoever the idiot was that designed the entrance to this car park should be shot. And no doubt, despite the fact that cars are larger than they were 20+ years ago, I bet the car spaces are still far too small to accommodate the width of 21st century vehicles. How come America and the Middle East for example have, for many many years, have ensured that their vehicles can easily be parked in reasonably sized car parking spaces. Why on earth in this day and age has this not been addressed in our country????? Bishops Stortford is not the town I came to 50 yrs ago as a child.....how sad that poor parking and high rents have made the town a charity and coffee house town.	Sunday, BHL Removal	Bishops Stortford
738	Sunday & bank holidays. Should still be for leisure purposes. Hertford is the county town and must be accessible to all new and existing visitors. I for one pop down to do my shopping after the charged hrs as it's a lot more convenient. With out the risk of a ticket.	Sunday, BHL Removal	Hertford
739	I was very disappointed to learn that EHDC is considering introducing Sunday charges to the Bishops Stortford car parks as well as extending the charge period in the evenings. We frequently come into Stortford on a Sunday because of the convenience of free parking, and similarly we often eat in the restaurants in the evenings and also go to the cinema. Whilst I appreciate that there is a financial implication for the council, I think this is short-sightedness and that it would adversely affect footfall and revenue in the shops and restaurants. I live in Little Canfield and therefore if I had to pay to park on these occasions, I would be more likely to travel to Braintree, Chelmsford, Harlow, Cambridge or Lakeside where there is a greater selection. I hope that EHDC will reconsider this.	Sunday, Evening Charge	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 20

740	<p>do not believe that the proposed changes to the parking charges in Bishop' Stortford and other towns in East Herts will ultimately benefit the people who live in them. - Increasing the cost and the length of time the charges are in operation will have an impact on the night-time economy, which has struggled to recover from the pandemic. Public transport in the evening is woefully inadequate, so people can't get home from later events. Not everyone can afford taxis. - The availability of public transport is limited and of little use to the working population due to its operating hours. - Whilst some people are able to walk or cycle into the town others cannot, but they may not qualify for a blue badge. They may have small children who cannot walk far enough but are too big for pushchairs. - If you are fortunate enough to be able to walk or cycle into Bishop's Stortford, there is a limit to what you can carry home. all routes out of the town centre are uphill and it takes the majority of residents 20-30 minutes to walk into or out of the town. - The increase in charges and charging hours will dissuade people from visiting towns so parking revenue will be reduced and the revenue from business rates could also go down if businesses shut due to lack of trade. Shoppers will go elsewhere, use out of town shops with free parking or shop online and visitors will stay away. I have already reduced my visits to shop in the town centre from an average of once a week to once every two weeks, do more online shopping and eat more often at pubs/restaurants that do not charge for parking. With inflation running so high people will make any cuts to their discretionary spending that they can. - The change to charges on a Sunday is particularly drastic and will affect people in all the ways described above. It will probably affect the hospitality industry particularly badly as this is often a day when friends and family can get together. In addition, people attending the eight churches that meet in the town will now have to pay a lot more to do so and again it will be the elderly and families who will be most affected. There are also people who need to come into Bishop's Stortford by car from surrounding villages that do not have churches. Some of them then visit shops and eating places, but may not if it will further increase the cost of parking. In addition, the churches are manned by volunteers (many of them pensioners) who have to be there some time before the service starts and remain after it has ended to clear up. The Community Church in Water Lane, Bishop's Stortford is about to return to two Sunday morning services in September and approximately 20 members will be serving at both services, so they will be there for about 5 hours in total. If they use a short stay car park, they will be under pressure to leave before their parking runs out or will have to use the long stay car parks. The long stay car parks are all situated in the north of the town, but the churches are spread throughout the town, ending with the Methodist Church in South Street. Churches in the area have supported the local community in many ways both before, during and after the pandemic but their members may not be able to continue to play such an active part in this if it is going to cost them a lot more to volunteer. A flat fee for the whole of Sunday would be more reasonable. £2 would be an increase of 100% but would probably not affect people's behaviour as much as having to pay £4 - £5 pounds as proposed (depending on where the parking is). I appeal to the Council to give this proposal further consideration and try to find a better balance between raising revenue and supporting local businesses and services.</p>	All Elements	Bishops Stortford
741	<p>Dear Sir/Madam. Re the new parking charges. The revenue gained from parking charges on Sunday and Bank Holiday would nowhere near cover the wages of someone to do the ticketing . Double time on Sunday and triple time on Bank Holidays. You could justify removing the free time but extending the time to 8p.m. ? Why, whats the thinking behind this. IS THERE A PROBLEM THAT CAN BE RESOLVED by extending to 8p.m</p>	Sunday, Evening Charge, BHL	Non Specific
742	<p>I am writing as a resident of Sawbridgeworth and Chairman of the Sports Association. The Association's secretary Steve Hyam has advised you of the adverse impact that weekend charges will have on the various sports clubs in the town, particularly as opposition teams will be deterred visiting the town and incurring significant charges during a weekend of sport activities. The association has a car park at Townfields but this would be insufficient to accommodate all the vehicles displaced from the Bell Street car park by your action. As a resident I also have concerns about the impact on businesses of weekend charges at a time when they are already struggling to attract customers affected by the cost of living. Surely the District Council has a responsibility to ensure that town centres are viable and not to introduce weekend parking charges that would act as a deterrent to shoppers. Finally my plea to the authorities responsible for traffic matters is to address the frequent tailbacks that occur on the main road through Sawbridgeworth, due primarily to temporary traffic lights and road closures. Not only is this a huge inconvenience to road users and residents but it must have an adverse effect on air quality (which is no longer measured on the road). Please restore my faith in local democracy and decide not to implement these weekend charges in Sawbridgeworth.</p>	Bell Street	Sawbridgeworth
743	<p>May I open your eyes to the failings of the new Northgate car park. I can honestly say that I could not believe my first visit to this car park. Here are MAJOR points. 1. There is no way of knowing that the car park IS a car park. Why not a vertical, easy to see by road traffic CAR PARK sign. 2. Secondly, the EXIT space is much larger than the ENTRANCE. It IS TOO EASY TO DRIVE INTO THE exit space IF YOU DON'T ALREADY KNOW. 3. My first visit took me to LEVEL B via the (rather narrow) curvy driveway. A notice asks me if I have paid. There is no sign to direct you to WHERE you pay. 4. I joined 3 people who were also searching for WHERE TO PAY. There NEEDS to be SIGNS OF DIRECTION. I have never seen such a lack of help in any other car park. Because YOU know doesn't mean the public does. I was amazed at this lack of thought. AND THEN we have the new Car Parking Charges, etc. Yes, the Council has to get money from somewhere but your suggested plans are going to make it hard for shops and supermarkets, church-goers, visitors to the town, etc. and especially those who are having to save hard to feed themselves in the mad rise of the cost of living. I may be able to (reluctantly) afford it but what about those who now have to visit FOOD BANKS for example, and those who are stressed by the thought that, come the Winter, will they be unable to cook and keep warm through rising prices. I ask you to look at your present plans. Car Parks are mainly for those who come into town to shop and have some interest in the town. Do you really think your plans are helping?</p>	All Elements	Bishops Stortford
744	<p>Having recently become aware of your proposal to charge for evening, weekend and for the first half hour of parking in Sawbridgeworth, Bishop's Stortford and other areas within the district. I find it beyond belief that anyone could come up with such a proposal to drive out what little trade is left in these town centres. Businesses are already struggling with vastly increased costs and your proposal will only reduce their customer base. Your proposal is supposedly being introduced on the grounds of costs, I suspect that the loss of business rates from the empty shops has not been factored into your calculations. What cost is allowed or the vibrancy of a busy community, people come to the town for the outlying villages to meet in a cafe, or perhaps bring their children to sports clubs (as I did with my sons). As someone who lives outside Sawbridgeworth, I will no doubt become a less frequent visitor. Why not try to enhance people's experience of Sawbridgeworth and other towns and boost trade by adopting the disc parking system allowing say 2 hours of free parking and it seems to have minimal enforcement costs. It seems to work very well in North Yorkshire in most towns and villages, that are full of independent shops in vibrant communities.</p>	All Elements	Bishops Stortford / Sawbridgeworth
745	<p>I am writing in response to the outlined proposals for changes to parking in Bishop's Stortford. Namely; Charge on Sundays and bank holidays Our shop on North Street has a good following on Sundays but this is mainly due to easier parking restrictions. If this is taken away, I believe we will see a dramatic loss in trade as our customers will look elsewhere for somewhere with more accessible/ easier parking. Charge in the evenings up to 8pm. I can only see this as 'greed' I'm afraid. Where else would you ever see this? We open 2 late evenings a week and I'm sure that our customers take advantage of the cut off point for parking charges. I also believe that you will affect the local restaurants as people will have to pay to park when going out for an earlier evening meal. I don't understand this at all,... all High Street businesses have had it hard enough for the last 2 years! Remove the 30 minute free spaces. This is a very handy thing for a barber shop in particular as customers can book a 30 minute appointment and take advantage of 30 minutes free parking. Why on earth would you take this away when many other councils are trying to help with this type of issue? This will not go down well with shoppers or shop owners alike. On another parking issue; The Causeway car park This has been a 'go to' car park for so many people for so many years. Why is it closed? A big open waste of a good facility. I understand that you now have to recoup the cost of the multi-storey but to close The Causeway is a joke. I used it at least 3 days a week when going to the office for a few hours and then picking up some shopping from Waitrose on my way back to the car before heading home. Now if I have a few bags I have to pick the car up from wherever I have had to park to then drive to Waitrose to do the shopping. Not a very 'green' thing to do. The new car park is fine, as long as you have an electric car as it looks as though there are more electric spaces than normal ones. Basically, I wish you to rethink the strategy on parking. It is not just people who live in/ can walk into the town who shop here. Many customers travel in from villages and towns outside and the High Street has had enough of a tough time without making it tougher for traders.</p>	All Elements	Bishops Stortford
746	<p>I write to oppose car parking charges in town on Sundays. This will be to the detriment of the many churchgoers who attend the various churches in our town. Please don't inflict this on people, especially when the cost of living is rising</p>	Sunday	Bishops Stortford
747	<p>I am writing to object to the proposed changes to parking charges in Hertford. I have lived in Hertford some 40+ years and really noticed how our town has suffered immensely over the past 4 years, its a shadow of its former self. Removing the free parking periods means we cannot pop to the shop quickly. People will soon shop elsewhere where it would seem there is more on offer for shoppers, or we will simply shop online. The town cannot suffer the loss of more businesses. Introducing parking charges on Sunday, evening and Bank Holidays is very upsetting. We are all struggling enough financially in this current climate. It will lead to more street parking after hours as people will park on yellow lines. This is already becoming a problem on the B158/Mill Bridge and St Andrew Street. It feels very much like Hertford town doesn't need any more set backs. We need to be encouraging people to visit our town, not push people away. Please consider the impact this will have.</p>	All Elements	Hertford
748	<p>I realise everyone would ideally like free parking all of the time & that's not possible. The proposal to introduce Sunday & evening charges whilst in the midst of a cost of living crisis is unreasonable. The evening economy especially in Ware needs all the support it can get & with limited free parking available this will deter footfall in the town. This doesn't mean existing fees should be increased to compensate should your cu proposal be dropped.</p>	Sunday, Evening Charge	Ware
749	<p>The Kibes lane car parks in Ware are used heavily for drop off and pick up for children at Christ church school. Removing the free 30 minutes will create grid lock in the surrounding roads which already have insufficient parking as parents try to find additional places to park rather than pay since living costs are going up. Children with additional needs often, for their own safety, require driving to school. Furthermore since the school is associated to a church people often travel slightly further to get to the school. I believe this change is short sighted in these regards both in terms of burdening additional costs on families and creating potential safety issues by adding more traffic and congestion in the area surrounding the school.</p>	30 Mins Free	Ware

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

750	I am writing to express my objection to the suggested removal of 30 minutes free parking in Ware. This 30 minutes parking is invaluable to parents on school runs but also as a way of encouraging people to use the high street. I would ask that this suggestion is reconsidered.	30 Mins Free	Ware
751	Please do not scrap the 30 mins free parking in Kibes Lane. This is vital to so many parents who drop their kids off at Christ Church School, and many patients who visit bowling road clinic. If you were to get rid of this, an already congested bowling road would be even worse in the mornings as people would have nowhere to park for free, and would most likely pull up on the road.	30 Mins Free	Ware
752	Please accept this email in protest of the proposal to stop free car parking for thirty minute. This will add to road congestion as people will park on roads for school drop off etc to avoid charges, which will be dangerous.	30 Mins Free	Non Specific
753	I would like to object to the proposed increase in parking charges, particularly the introduction of a Sunday charge. The extra revenue you will get will be minimal and you will completely mess up the informal classic car meet up which takes place the second Sunday of each month. This event brings life, vitality and trade to the town. Why not stick with the status quo and increase the existing charges slightly. This I suspect will be more palatable to the people of Sawbridgeworth.	Sunday	Sawbridgeworth
754	I am emailing regarding the proposed parking regulations. I have objections due to the following reasons: 1) It will have a detrimental and negative impact on local businesses which are already struggling post covid and with the increase in the cost of living. 2) It will encourage individuals to shop in other locations such as Lakeside where they can get free parking. 3) It will have a negative impact on families accessing the green space around Grange Paddocks. 4) The above in turn will have a negative impact on individuals WELL-BEING and physical well-being, which contradicts the county's "never too late" campaign. So, although the proposal will raise revenue it will have a negative impact on health, well-being which will put greater pressure on GPs, WELL-BEING services. And it will change people's spending behaviour, which will have a damaging and harmful impact on the high street.	All Elements	Bishops Stortford
755	I am a resident of Hertford and I am appalled at the proposal to introduce parking charges on the days and times that are usually free. This email lays out the reasons I object to this decision. - This is another unnecessary burden of cost at a time when living costs are increasing across the board. - It is also going to discourage me and many others from visiting the centre of Hertford for leisure on these off peak days. Which will in turn hurt the businesses that rely on footfall to survive. - I find the fact they're even being proposed an absolute disgrace, are the people in charge of these decisions tone deaf when it comes to local peoples wellbeing and the unavoidable pressures of rising costs elsewhere?	All Elements	Hertford
756	I would like to strongly object to the ending of free parking in the evening and weekends. Given the cost of living crisis it cannot be the right time to do this. Also as car parks are normally empty in the evenings it cannot be justified from a capacity standpoint. At a time when everyone is under pressure and the wider economy is heading for a recession you should show leadership and make the case for keeping charging periods as they are.	Sunday, Evening Charge	Non Specific
757	I am writing to yourself to object to the new car parking charges being installed in Sawbridgeworth car park. This is an absolute disgrace right now, not what the town needs. After a really difficult period of covid, shops and customers are trying to repair the financial burden on themselves and these small shops. We need the 30 mins free, to pop in and collect prescriptions for ourselves, elderly relatives / neighbours etc. You stop this, just popping to get medication makes this really painful. Popping to the post office to get something sent off, quick birthday card you've forgotten. Pint of milk. Flowers from local florist to help cheer someone up in need. all these little things we need or little gestures to help our neighbours and friends, will STOP, because who wants to help when in these current times of financial hardship everyone is already struggling. You will be amazed how much revenue this 30 mins free parking brings our local shops and keeps them ticking over. You might think it's only a small charge, but when it's a pop in pop out situation this will STOP and all those small pit stops will reduce the shops overall income and one by one you will kill off all the local shops. What's the point of charging for parking if there are not going to be any shops to visit in the long term? You might not think this will have an impact but I promise you it will. I for one will go elsewhere to do the small gesture / prescription shops and go to the supermarkets instead where there is free parking. You will kill off our local town without a doubt. What a ludicrous idea this is to raise extra money, when this will strip the town's shops and residents financially overall? Sawbridgeworth is small and united, where its residents help each other and our vulnerable Take this 30 mins free parking away and you cause hurt to not only the local businesses but to those residents who receive help from neighbours and friends. There won't be I'll pop and get that for you attitude any more, this attitude will be killed off as who wants to find more money in these current times. You may think a small charge but to some this is the end of using the town's shops and services for sure. Please think seriously about the impact this will have on shops and the vulnerable before following this increase of charges for 30 mins free parking. This 30 min free service helps more people than you realise. Take it away and there will be no more Sawbridgeworth town. People will just go elsewhere and one by one the shops will close. What an absolute awful thing to do to a small town's trading, especially after only just surviving the pandemic. Shame on you East Herts.	All Elements	Sawbridgeworth
758	Treating Sunday like any other day of the week as far as charging for car parks is concerning. Many church attendees are older and vulnerable and new charges are likely to deter them.	Sunday	Bishops Stortford
759	I object to the car park charges in the evenings and at the weekends. I live on fair green and it is very hard to park as it is. Even more so when friends come to visit. Please don't put these charges in place parking is already a nightmare in the village, this will make this so much worse. If you are going to do can you issue some local residents permits or something so at least the people who live here (and pay there taxes) can park.	Sunday, Evening Charge	Sawbridgeworth
760	I'm a resident on bell street and have no other place to park my car. I'm also a self employed single mum and with all the food, gas and electricity cost which are essential going up this is another unnecessary expense. Also friends visiting makes it awkward asking them to pay for the car park. I really hope it won't come to this.	Bell Street	Sawbridgeworth
761	I would like to object to the proposed parking charges. It comes at a time when we are all feeling the extra financial strain from the cost of living, high fuel prices, double the cost of household energy bills, expensive food bills & increased in national insurance!! Putting in the proposed parking charges will also affect visitors/customers coming into town to shop & eat out etc....causing businesses to suffer. The only benefit to these proposed parking charges is filling the council's coffers! I HIGHLY OBJECT THE PARKING CHARGES!	All Elements	Bishops Stortford
762	A both a Town Centre resident and business owner we would like to object to the following proposed changes: Introduce parking charges on Sundays, evenings and Bank Holidays (except Christmas Day) in various car parks in Bishop's Stortford. Remove all current free parking periods, except in Grange Paddocks B & C, Bishop's Stortford. Amend the parking charges on Sundays for Link Road and Northgate End car parks to align with the all day tariff. We object to these proposed changes at this time when town centre businesses really are experiencing incredibly tough trading conditions. We have never known trade to be so precarious. Our shop and most businesses are currently: Building back up after two years of lockdowns and limited trading • Are struggling to recruit staff and parking cost are a significant barrier to recruiting and retaining staff. In the midst of a cost of living crisis, which will only get worse in the Autumn when these proposed changes come into effect. Seeing an increasing change in shopping habits towards online shopping post pandemic. Increased parking charges will exacerbate this and deter town centre visits even further, therefore resulting in a decrease in footfall and the decline of an already fragile local high street landscape	Sunday, Evening Charge, BHL Removal	Bishops Stortford
763	Due to the severe cost of living crisis that is currently gripping the entire United Kingdom, I believe the plans to increase the hours in which people are charged to park their cars is a quite frankly immoral decision to take. Evenings are when people come off work and Sundays are some individuals only day to get out to enjoy leisure activities. These parking charges would deter many members of the community from going out to village and town centres to spend any of the little disposable income they have left, which is essential in supporting the wealth of small business that rely on this trade. The knock on impact of implementing these changes on small business are unquantifiable and not to mention it wouldn't reflect well on the council in the eyes of the public it serves. I thank you for taking the time to read this correspondence and I hope it has found you well.	Sunday, Evening Charge	Non Specific
764	Hello I am registering my objection to the proposed car parking charges for Sat sun and Bank Holidays in Sawbridgeworth. In my opinion the small businesses need as much support as they can get and this expansion of car parking charges is totally contrary to this it is difficult for many people at the moment which is widely known and this proposal helps no one.	Bell Street	Sawbridgeworth
765	My objections and questions are as follows : 1. Regular visits to 97 year old mother for shopping care and support . Just another increase in expenses involved in this task . Is this really necessary ? Your suggestions about being better for climate control by discouraging motorists doesn't work when it is necessary to travel by car . Mum falls over or feels unwell - get a bus not possible ! 2. East Herts must consider that the costs of everything is increasing so why on earth increase the parking expenditure for residents at weekends and evenings . Is this just part of the plan to reduce car travel . We would ask how we are to travel from remote locations ? To provide care and go about our daily business. 3. Has this been advised via the Hertfordshire weekly news network ? Feels as this is being sneaked in via the back door . 4.How much additional income do you anticipate achieving by introducing this change? Is it really that significant ? 5. We would have thought greater attention should be paid to all of the local roadworks (obviously necessary) but awful management in terms of advance information, awfully misleading signage , traffic lights phasing - operating when no work going on and not required . 6. Will introducing these charges effect businesses in Stortford and Sawbridgeworth ? 7. There are safety issues for young people walking in Sawbridgeworth during the evening . Really is this necessary at this time when the cost of everything is increasing!	All Elements	Non Specific
766	We pay quite high parking prices already and I also think it will stop people coming in to town - yet another reason - and could potentially impede businesses, eg restaurants, in the evening.	All Elements	Non Specific
767	There is currently a cost of living crisis and an additional cost of parking in the local area is another unnecessary cost for people to contend with. The local towns are already quiet on weekends and evenings and local businesses and shops are already struggling. As for charging on bank holidays, this again feels of detriment to local people, shops and small businesses for the above reasons.	All Elements	Non Specific

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 12

768	I feel that increasing the timespan of parking charges can only result in an increasingly negative effect on the retail and restaurant businesses in the town. The decision to start charging on Sundays will surely also have significant effects on the churches and places of worship.	Sunday, Evening Charge, BHL	Bishops Stortford
769	At a time when we are facing the greatest cost of living crisis in most people's lifetime, it seems absurd to increase parking charges and therefore reduce even further the number of people who will visit the town centre. This will clearly impact retail hospitality and entertainment venues and will also make it more difficult to attend Sunday Service at the town centre Churches.	Sunday	Non Specific
770	There are many Sunday worshippers that the only social life and company they can get is their church visits. Many pensioners who do not have big pockets, like to drive to church, as they are not capable of even walking from the bus stop, and even in some cases live in villages with no Sunday transport	Sunday, Evening Charge	Non Specific
771	The current free half hour is critical for the doctors surgery, the nursery school and the local shops for drop offs and pick ups Free weekend parking is important for the adjacent sports clubs and visiting opposition teams Additionally the proposed measures would cause chaos to local residents with the consequential random parking Sawbridgeworth is regarded by many as the forgotten town when we read of the monies spent on Stortford and other East Herts areas To impose these new charges would bring nothing but despair and cause damage to our existing facilities	30 Mins Free	Sawbridgeworth
772	My main concern is the proposal to extend charging hours to 8 p.m. At this time those working in town/commuting are returning or have returned home and the car parks are empty. However, those of us attending evening meetings will now have to pay for the first hour or so. This seems unreasonable as most of us are volunteers. Although I always walk to town during the day time, I drive in the evenings as I usually have paperwork and files to carry. b. Sunday charging - I do not often drive into town on Sundays as I am retired and can shop etc during the week. However this does not apply to younger people who are working, and it is these who are more likely to have to shop then. At the present time when the cost of living is increasing frighteningly, it seems unfair to add another burden to families. If they are Churchgoers, it would make life even more difficult.	Sunday, Evening Charge	Bishops Stortford
773	I write as a member of Hertford St Andrews church because I believe the changes would be detrimental to our ventures as a faith community and for the wider community. The extension of chargeable hours to include Sundays would add complexity and cost to people attending Sunday services.	30 Mins Free; Sunday	Hertford
774	As a member of St Andrew Church, I consider this totally wrong.	All Elements	Hertford
775	As a Stortford resident (CM23 4QF) I would like to lodge my objection on the grounds it will make it harder for local businesses and churches. Also it will disadvantage the less physically able who do not qualify for disabled parking.	All Elements	Bishops Stortford
776	I've lived in the district for 60 years and have watched the car parking charges having a detrimental effect, especially on the shopping area. The new proposals will do nothing but harm to the surviving retailers who are still reeling from the Covid lockdown and will badly affect the sports clubs who rely on the town's parking for their existence.	All Elements	Sawbridgeworth
777	It is criminal in these difficult times that the council is even considering this. The council is killing our local towns. Absolutely not to increased charges, it hurts local businesses and discourages local residents and it penalises older people needing to drive to town and young families. I can't state enough how objectionable this proposal is.	All Elements	Non Specific
778	I understand that you are proposing to charge full parking rates at all town center car parks every day including Sunday and extending the charged time to 7.30am to 8pm. This could have a serious impact on all town center Churches, but it could also have an adverse affect on restaurants, coffee shops and all other traders who are struggling to keep afloat. It could have the affect of putting off those casual visitors who like to browse on a Sunday and who spend money in the small independent shops and tea shops. Bishop's Stortford cannot afford to lose any more businesses. It will simply become a ghost town and you will lose even more revenue.	Sunday, Evening Charge, BHL Removal	Bishops Stortford
779	Sundays within the town this will massively impact the workers and the shoppers on a Sunday, especially given the economic climate with increased cost of living, the levy of a £1 charge on Sunday was considered maybe quite acceptable should it be actioned.	Sunday	Bishops Stortford
780	30 minutes free parking is especially important for school parents dropping off and collecting their children from Millmead School. It is also enormously important for keeping the actual school site safe. All of the above are important for reducing parking congestion for local residents and their visitors.	30 Mins Free; Sunday, Evening	Hertford
781	As a church goer and Sunday user of Hert Hartham, I feel that it is a really bad idea to remove free parking times. Already, because of parking charges, people are driven to avoid the town centre and to park in Tescos. This in my opinion, is contributing to the decline in town centre use and has an adverse effect on business.	Sunday	Hertford
782	As residents of Warwick Road we object strongly to the charging for Sunday parking in the Town. This will inevitably lead to an increase in parking in residential areas such Warwick Road and lead to the same congestion we have in weekdays.	Sunday	Bishops Stortford
783	It has the potential to restrict the freedom of access to religious worship - many churches in the towns affected do not have car parks and so people use the town car parks (and may stay in the town to spend money in the area for lunch/coffee so local businesses/hospitality industry could miss out - Sunday charging - this directly affects me for Ware Kibes Lane (north and south)) 2. Local businesses could lose out if the 30 minute grace period is removed as people pop to use them 3. Local amenities like public libraries could lose out if the 30 minute grace period is removed 4. The hospitality industry has been badly hit by covid, removing free evening parking could have an affect in all towns mentioned - this also directly affects me for all towns mentioned	30 Mins Free; Sunday, Evening Charge	Ware
784	In addition to my previous complaint I wish to submit an additional different complaint based on new facts that have come to my attention. As a resident of Windhill and the B3 parking zone, I have been made aware that the proposed changes to free parking in the town would not come with any protection for resident parking zones and that these would remain free for out of hours parking despite the free parking being removed from public car parks in the town. This makes no sense. Visitors to the town will simply park in the resident zones for free which will mean residents will find it very difficult to get parking in their own resident zones despite paying for annual permits. This is of particular concern to use in zone B3 being in the middle of the town.	All Elements	Bishops Stortford
785	Hertford should be encouraging people to visit the town not put them off - as the option of using the inadequate/expensive bus service is not an option for most of us - people will simply stop coming to Hertford from outside the town (which already happens). I strongly disagree with the charging on a Sunday as many local people use the free car parking on Sunday to attend their place of worship and link up with friends Charging on bank holidays will also be counterproductive; there are often events + festivals on BHs - usually visitors don't know how long they will be there - this new arrangement will ensure visitors only stay a limited time to avoid parking costs- reducing the amount of money they spend in the town.	Sunday, Evening Charge, BHL Removal	Hertford
786	We are only just picking up in our town centre following covid and our shops have struggled. Increasing charges and removing the free parking would be an utter disaster.	Bell Street	Sawbridgeworth
787	Do you really want to kill the town centres off completely. Surely the council makes enough money from the charges it all ready makes!!!	All Elements	Non Specific
788	When I was a Councillor for EHDC we took off and gave free parking at all off-peak times to encourage custom including Sundays to our dying towns. Suggest a blanket (ONE POUND) for Evenings/Sunday all day and all Bank Holidays if you are desperate for cash flow and do it right across the county's car parks.	Sunday, Evening Charge, BHL	Bishops Stortford, Hertford
789	As a business owner on bell street itself, this will damage my Business. My business works on a drop off/collection basis and the half hour free makes a huge difference	Bell Street	Sawbridgeworth
790	There are many small businesses in the town that have already been adversely affected by the pandemic and removal of 30 minute parking on Fore Street. There is a chronic shortage of retail parking in Hertford especially with the loss of Bircherley Green spaces. These proposals will further impact these businesses which are really struggling with the current arrangements. I have been told many will have to consider whether to remain in the town. I have also been approached by many elderly and less mobile individuals who are horrified at the prospect of finding parking fees out of their pension or benefit income when visiting the town to collect prescriptions, attend appointments, use local services or to meet friends. These social interactions are essential to maintain the wellbeing of our more vulnerable communities. Cllr, Hertford Town Council	30 Mins Free	Hertford
791	I wish to complain strongly about the start of car parking charges on Sunday's and extending the hours. Bishops Stortford is changing fast and not for the better Many people that attend church do so not only on religious grounds but also social, so sometimes you have to think of other implications. There are many voluntary organisations that meet in an evening and by extending the hours you are targeting these lovely people that give up their time to run charities and churches but that probably would not cross your mind, as they give up their time to provide these things for the people of Bishops Stortford.	Sunday, Evening Charge	Non Specific

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

792	People are struggling enough as it is financially. How many more new charges are people going to face! This will impact small businesses as many people choose to go in to town on Sundays, evenings and bank holidays as the parking is free. Give everyone a break and leave it as it is.	Sunday, Evening Charge, BHL	Non Specific
793	This directly impacts Sunday Worship. I have attended the 8am Service at St Michael's Church for over 50 years. I travel from Stansted Mountfitchet and use private transport, because I can't rely on public transport on Sunday's when quite often there are few or no trains running due to maintenance work. As a pensioner I'm already struggling to make ends meet with inflation approaching 11% and the massive increase in energy prices. Everywhere prices are going up, and to now add a parking charge for my Sunday worship is a step too far.	Sunday	Non Specific
794	We do not have an issue with parking at weekends so why change it? I would not be surprised if the monies raised would not cover any additional salaries needed to enforce the parking and in addition if there is not an issue, then why change it? I would be very keen to understand why this should take place and also why it should be an East Herts wide policy. Isn't local decision making a better way forward? Finally in the car park off Bell Street the machine does not/work properly as the letter "E" does not work due to the majority of cars having an Essex registration, another issue I'm afraid.	All Elements	Non Specific
795	Such increases in charging will decrease footfall as people seek alternative venues with cheaper / free parking and mean that the intended revenue increase will not be realised. The charge increase will cause people to seek alternative shopping venues with free / cheaper parking and shun the town centre causing shop closure, loss of jobs and loss of business rate revenue through shop closure Bishop's Stortford is already challenged by its inadequate infrastructure and these measures will serve to further discourage visitors to the town Increased parking charges will lead to more people seeking road parking causing more congestion and misery within residential areas.	All Elements	Bishops Stortford
796	While I am generally in favour of anything that may deter unnecessary car use, I am concerned that the effects of the proposal will unduly impact the churches and worshippers in the town as the proposal seeks to extend charges on Sundays. Many people travel to churches from outlying villages to attend worship at a time when the town is generally quiet. They do not in the main add to congestion at these times nor take up space for a prolonged period. Many have no other alternative means of transport. For these reasons I think a Sunday exemption is appropriate.	Sunday	Bishops Stortford
797	1. The shop keepers are suffering enough already, this will just discourage people from visiting the town centre and therefore have an adverse impact on the retailers. 2. Evening charges will restrict people coming into town to visit restaurants as timing how long you are likely to be in a restaurant or pub is an unknown. This will kill the restaurant trade. 3. Generally this is a very bad idea and can only result in a total decline of the town and its community. Hardly forward thinking when all the retail and food outlets all already trying to recover from the devastation of the past two years.	Sunday, Evening Charge	Bishops Stortford
798	In response to your proposal to take away the 30 minute free parking this is an utter travesty. At the moment the 30 minute free parking is ample time for people that just want to collect prescriptions, make doctor/dentist appointments, visit post office drop donations to charity shops, visit library collect take away food orders. We pay enough in road tax to use our cars on the road.	30 Mins Free	Non Specific
799	I think it should be made as easy and cheap or free to park so that more people would visit the town. Then the empty shops might get occupied with retailers other than charity shops, coffee shops and restaurants. It is unrealistic to walk, cycle or take public transport and bring home any quantity of shopping, especially if the weather is unfavourable	All Elements	Bishops Stortford
800	As a regular worshipper at St Michael's church I am concerned that it will put a barrier in the way of people being able to attend the many town centre churches (2 Anglican, 2 independent, Roman Catholic, Methodist, United Reformed, Salvation Army), none of which have private parking facilities.	Sunday	Bishops Stortford
801	I have been unable to view detailed exposition of the reasons behind the proposals to increase days, times and costs of parking in Bishop's Stortford from the EHC website but from the limited information in the public domain I wish to register a number of objections: It has been indicated that EHC is facing general financial challenges and consequently needs to review its revenue streams. However, specifically on parking charges, (and changing the days and times of their application to increase revenue), I'm sure both yourself and the Executive Member are aware EHC must comply with the Road Traffic Regulations Act and that as tested in case law eg Atfield vs London Borough of Barnet et al, it is unlawful to set charges for a surplus and that parking revenue must be applied to 'traffic management purposes' only. Many of the specified traffic management purposes in the legislation do not fall under the purview of EHC but are functions of HCC and therefore EHCs revenue needs are limited for such purposes. It has been established that charges should not exceed costs over a three year forecast and so would kindly direct me to EHCs statutory forecast of income and expenditure for providing its parking service and how as required by the RTA this is ring-fenced? In the meantime, please also note my objection to proposed changes on the grounds that it is inappropriate and unreasonable to implement such major changes less than a year from elections given that there may be a new administration and for the following reasons: Businesses and residents in Stortford as elsewhere are facing the highest taxes in decades, a cost of living crisis of inflation and rising road fuel and energy bills; Town centre residence is increasing as vacant units are converted and many of these tenants own cars and need to park, (contrary to assumptions by EHC Planning as public transport is poor and east - west journeys impractical by public transport); Out of centre and catchment village residents have limited bus transport and none on Sundays; Avoidance of charging will add pressure on residential streets, particularly those outside of an RPZ, (already subject to some avoidance and growing Airport parking and EHC has no plans to add to RPZs); Extending charging periods could impact the developing night-time economy, (has this been assessed?). Personally, we currently use Jackson Sq free parking on Sundays. Implementing the EHC proposals will result in our taking our major supermarket and associated other shopping out of Bishop's Stortford. Walking would not be a viable option. I doubt we'd be alone in that action. I also currently make several weekly trips into town to take advantage of the half and one hour free parking spaces. These would be curtailed.	All Elements	Bishops Stortford
802	I wish to object to the car parking charges. As this will kill the town as the shops are already struggling. Also will block other side roads up as people will park there cars in other roads and then add to congestion.	All Elements	Non Specific
803	We think these are unfair as these include the Drs surgery and chemist, which often only involves a few minutes stop.	All Elements	Non Specific
804	I believe that these changes to car parking in Ware will have a devastating effect on the Town Centre as below: 1. If residents and visitors can no longer have the free 30 mins (albeit with a ticket) then they will merely go to other locations reducing the trade in the town. 2. It will increase parking in surrounding streets of the town impacting on residents and the ability to park near their properties. 3. It will increase parking in both Tesco and Asda car parks, potentially leading to car park charges being introduced yet again decreasing the footfall in the town. 4. I fail to understand the logic of charging on Sundays. Sundays increase the footfall in the town allowing many businesses and places such as Ware Priory to benefit. The cost of living is already having a major impact and people will be thinking twice about driving to our town - drastically reducing footfall.	30 Mins Free; Sunday	Ware
805	At a time when we're encouraged to 'shop local' and keep our high street shops going, this is a terrible idea. Our lovely old High Street has predominantly independent shops. They need all the support they can get to keep going and keep the High Street 'alive'. Especially while still recovering from lockdown. This proposal is also going to lead to more illegal parking in the High Street which is narrow enough as it is. As a High Street resident I appeal for this proposal to be scrapped and for Buntingford to retain its free periods of parking in our public car park.	Bowling Green Lane	Buntingford
806	In particular, the removal of all free parking is of concern, as I believe it has the potential to result in adverse impact on the towns High Street, both in terms of maintaining the free flow of vehicles and to the retail economy. In today's challenging retail environment, such local enterprise struggles to survive and remain sustainable. As a result, any intervention which may impact upon daily footfall, even to minimal levels can result in severe consequences for local business. Where I believe adverse impact will be most prevalent is in those situations where high street users are only intent on very short stay activity. For example, buying lunch from our popular bakers, or the adjacent supermarket. Maybe a one stop visit to our hardware store for that urgent unforeseen DIY repair or to other retailers for specific item collections. These are the situations which, I fear, will result in persons seeking the abandonment of their vehicles elsewhere other than in the car park.	Bowling Green Lane	Buntingford
807	I feel very strongly that the Council are making a backward move in increasing the car park charges in Bishop's Stortford at a time when all businesses, especially small independent ones, are still trying to recover from the Covid lockdown period. Surely we should be concentrating on supporting town businesses and kick starting the local and national economy. Equally I am appalled at the plan to introduce parking charges on Sundays. Sunday worship in Bishop's Stortford is alive and kicking and every effort should be made to make it easy for everyone to come to the various services in the town. This measure would particularly hit the elderly who probably make up the majority of Sunday worshippers.	All Elements	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Paper 24

808	The Bowling Green Lane Car Park in Buntingford serves as a vital lifeline for all those that utilise the High Street in Buntingford, which is already struggling in the wake of recovering from the pandemic and the recent higher cost of living and if the proposed changes go ahead, is only going to make things tougher still. Removing the free parking periods and introducing charges at weekends (which as you know are currently free of charge and always have been) will have significant negative repercussions for the town, business owners and it's residents. Not only will it discourage shoppers from visiting High Street outlets, those who reside on the High Street and do not have designated parking facilities with their home (of which they are several and rely on the car park) are highly unlikely to sign up for season tickets, but simply park their vehicles at the nearest convenient place where there are no restrictions thereby cluttering up otherwise normal and regular streets.	Bowling Green Lane	Buntingford
809	object to the proposed changes in car parking charges . They are detrimental to the use of town facilities for churches, leisure , social needs and businesses, and short term shopping businesses	All Elements	Non Specific
810	As a small "independent business this will have a massive effect on people coming into the town. It will just encourage more and more people to shop online. We need support to get people back into he hight street...not turn them away.	All Elements	Bishops Stortford
811	Prices have already increased recently and as someone who works in the town centre, I have no choice but to pay for parking 5 days a week already. If I want to shop or eat out to support local businesses I would be penalised and made to pay again. I truly believe this will make people think twice about visiting the town and choose to spend money in other towns, where parking is free outside of working hours.	Sunday, Evening Charge	Bishops Stortford
812	I object to the proposal to remove free parking for half-an-hour which will make purchasing a single item such as a newspaper, bottle of milk or loaf of bread, an expensive luxury! I also object to charges for Sunday parking which can only drive even more people away from Bishop's Stortford and are likely to be an ill-judged decision, contributing even more to the need for Car Park subsidies.	30 Mins Free; Sunday	Bishops Stortford
813	I wish to express my dismay that car parking charges are being considered to be introduced in Bell Street car park, Sawbridgeworth on a Saturday and Sunday. Our lovely town welcomes visitors and for those who work Monday - Friday the weekend is their only opportunity to enjoy visiting our heritage and shops, so this would be a great deterrent and detract from the vibrancy of the town. It is a lovely gesture that we can currently park for free on these two days and we surely need this incentive so that we can enjoy ourselves without the added expense of parking charges	Bell Street	Sawbridgeworth
814	I can't understand what the reason for these changes has been. Certainly it won't support the town and its high street. I'm also surprised that no one has consulted with our Chamber of Commerce in advance. Certainly our membership will feel this is extremely detrimental to supporting the high street it's businesses.	Bowling Green Lane	Buntingford
815	less cheap/free parking will impact business on our high street a lot. An empty high street is just depressing and obviously will hit your business rates income	30 Mins Free	Non Specific
816	The changes being planned will impact surrounding businesses, especially the smaller ones, at a time when they are already struggling. Potential customers will be driven to other towns and in general will think twice before coming to Hertford.	All Elements	Hertford, Ware
817	This will have a huge impact on business in the town...stopping to drop off laundry or run a quick errand or pick up an item ordered in town will become a thing of the past. Everything will go online	30 Mins Free	Bishops Stortford
818	I think that to extend chargeable hours into the evening is to damage Stortford's evening economy. I live in Broxted near the airport and often come into Stortford in the evening to go to the cinema or out for dinner with friends.I have many alternative places to go (Braintree to to the cinema or its many eateries with free parking attached, numerous pubs and restaurants in and around Dunmow and Saffron Walden with their free evening parking) and frankly will no longer be coming into Stortford in the evening if chargeable hours are extended	Evening Charge	Bishops Stortford
819	It's hard enough to attract customers into town without the council making it even more difficult. I survived the pandemic and working harder to attract customers into the store and online and these new initiatives in parking and charges are just beyond unfair. As an independent I will struggle if you are insistent to continue with these proposals	All Elements	Bishops Stortford
820	I feel it will definitely affect the footfall coming to town. These changes would have a detrimental affect on us that work there.	Sunday, BHL	Bishops Stortford
821	At a time where many town centre businesses are trying to recover following the loss of trade throughout the pandemic coupled with high rents in town centres, a disincentive to use the car parks by increasing both the days and hours of operation is the last thing these traders need. We need to encourage trade to begin the revitalisation of both the local and national economy therefore making it more costly to park at a time of a cost of living crisis will drive shoppers elsewhere. I fear this loss of trade will lead to more shop closures with Bishop's Stortford and Ware in particular becoming ghost towns.	All Elements	Bishop's Stortford, Ware
822	Charging for Sundays and evenings is abhorrent. The state of the town now is a joke, taking Station Rd down to 1 lane and allowing all the extra building works is nothing short of ridiculous. Station parking on top of the new multi-storey and the new and existing residential property's has brought the town to a daily standstill. Seems like you are just trying to rip more money out of the town's residence at a time when money is extremely short and any chance of spending what little spare money available on keeping our high street shops alive will be seriously damaged.	30 Mins Free; Sunday	Bishops Stortford
823	I object based on accessibility for local residents, I object that this impacts at a time of cost of living crisis - where do you think residents find extra money from??? - and I object based on the fact that life is now returning to normal since the pandemic, businesses are starting to open up and thrive again and this will have a significant impact directly on local business	Sunday, Evening Charge	Non Specific
824	So I live in a part of Stortford, Hockerill Street, and do not have any parking space so I am forced to use Crown Terrace car park every day. To add evenings and Sundays would be extortionate for me. It seems unjust and discriminatory that other residents have permits but I am not allowed one	Sunday, Evening Charge	Bishops Stortford
825	1 Sunday church goers who worship weekly will have to pay for parking and may not be able to afford the additional regular expense. Myself included. 2 The high Street as we know it has been changing over time with shops closing due to the pandemic and various pressures. Those very pressures will now be magnified with their own bills to pay (which will also be skyrocketing I imagine) Compounded by less shoppers on a Sunday. Who currently take the opportunity to park and get Sunday coffee. 3 The council already takes additional money from residents for the pleasure of parking outside their own homes. (Which I think should be free)	Sunday	Non Specific
826	The extended chargeable hours are penalising evening visitors to restaurants after The shops are closed. Hertford has become an evening destination since Bircherley Green has been out of action. - Parking charges on a Sunday will mean families and dog walkers will pay more for a visit to Hartham Common to use The open Green space. This will penalise people wishing to undertake health walks too. - It is very unfair that people who are making a living in Hertford (employers and employees) have extra charges on parking. - People will be put off going into the County town. It is already struggling to attract visitors because of the poorly managed Birchley Green development. Free parking periods allowed quick access to the shops and services.	30 Mins Free; Sunday, Evening Charge	Hertford
827	Introducing charges will adversely affect the businesses in the town centre on a Sunday: businesses which are still struggling to bounce back after the pandemic.	All Elements	Non Specific
828	Sawbridgeworth needs to keep its current parking charges as we are paying more than enough in council tax charges to retain this service. Furthermore, I will not be using the dreadful new car park in Bishops Stortford or shopping in the town centre. The closure of the two car parks and the threat of taking the Waitrose car park has forced me to shop elsewhere.You are not acting in the best interests of both communities.	All Elements	Bishops Stortford / Sawbridgeworth
829	I can only see these new parking charges as being detrimental to the high streets. Particularly by charging on Sundays & evenings. I can actually walk into Stortford town from where I live but I wouldn't be able to carry much home. I'm going to find going out to dinner a strong consideration come the autumn/winter but having parking charges for evenings would certainly put me off. These sorts of charges are penalising the disabled/less able & elderly also.	Sunday, Evening Charge	Bishop's Stortford, Buntingford, Sawbridgeworth
830	Not only will small businesses be impacted by this proposal but also the use of the library - a valuable resource for all of the community. What will happen with regards to school drop off and school pick up time - if parents/carers are expected to pay in order to use the car park as a safe pickup/collection point this will not happen causing even greater traffic issues along Bowling Green Lane and other residential roads off of it and it will create safety issues for the school children navigating their way to their school transport. . It will undoubtedly add to more parking in the High Street where people want to 'pop in' to shops/services without having to pay the parking fee which will result in a congested High Street and potentially dangerous situation with cars parked up on the pavements as we continue to see even now. People employed in the town will be impacted if they are working at the Weekends & on Public Holidays which myself & my employees do.	Bowling Green Lane	Buntingford
831	I feel these changes would have a negative impact on residents and discourage shoppers from visiting our town.	All Elements	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

832	I go to church most Sundays and often go early and stay late to serve this community. I therefore use the car park for at least half a day, this cost will add up significantly over the year and add to a year where costs have increased significantly. There are many religious organisations this will effect in the town. Please can you reconsider as many won't be able to afford this and will not be able to go to church any more. It will also effect businesses as many go to cafes, restaurants, shops or supermarkets around this trip into town. I feel it will be detrimental to the town and religious community and urge you to reconsider.	Sunday	Bishops Stortford
833	I can tell you Saturday charges in Sawbridgeworth and Sunday charges are far from a sensible idea. The town is like a ghost town anyway. I really worry this will stop people visiting the area and will wffect so many of our small Retailers. Bishops Stortford and Sawbridgeworth has many many people who rely on these free periods to do their visits to the towns. There are many homes locally in Sawbridgeworth who rely on free evening parking. This will effect many their values and saleability.	Bell Street	Bishops Stortford / Sawbridgeworth
834	As Sunday and Bank holiday is important family day, raise of the car park fee will impose more burden on families.	Sunday, BHL	Non Specific
835	This will further effect businesses in Bishops Stortford, but more importantly it will effect community activities such as attending church and support groups that operate in church premises during the week. For example I run an important charity support group on a Monday Evening in one of the churches and if attendees need to pay for parking they may not be able to attend which will put further strain on local and social services.	Sunday, Evening Charge	Bishops Stortford
836	The after-hours charges will have a major effect on the stores and retailers will see a drop in revenues and footfall if the Sunday plans get the go ahead. The Country and families are struggling with the cost of living this will make matters even worse. BS Community Football Club -The club pay the County a lot of money for Children to play for their local football team. The teams across the County are aware of Bishops Stortford Car parking issues and campaigns have started to the Leagues about not playing our teams	Sunday, Evening Charge	Bishops Stortford
837	For us the main carpark would be grange paddocks swimming pool. My three children attend there twice a week and I would not be prepared to pay this parking. I would leave and go to the collage which is the same price for swimming and no parking charges. Also Sunday parking and evenings would stop me taking the children for dinner in town. We normally come on Sundays or after the charges stop during the week. All this will do is encourage people parking on private property which their is no laws that can stop this. As I found out recently when Airport holiday makers parked in our estate for free for two weeks.	Sunday, Evening Charge	Bishops Stortford
838	1. Introducing Sunday parking charges will disproportionately affect Christian worshippers in Ware and is therefore discriminatory on religious grounds. Car parking should therefore remain free until at least 12.30pm on Sunday. Free parking should be retained for 30 minutes in the library car park in Ware to allow access to the pharmacy adjacent to The Dolphin House surgery in the library car park. People who have regular prescriptions are usually elderly or have some chronic illness or disability, and removal of this free parking in the library car park is therefore discriminatory. Not all who are elderly and /or chronically sick are able to qualify for a blue badge.	30 Mins Free; Sunday	Ware
839	Applying charges to park, just stops shoppers from wanting to use the high street. With cost of living, inflation and increased fuel prices atm too, it is ridiculous applying these charges. With businesses already struggling after the effects that COVID had on them, surely your local business owners need customers to visit them to stop them going bust? Customers should be encouraged to visit not charged to park, as this only prevents people wanting to go into town!	30 Mins Free; Sunday, BHL Removal	Bishops Stortford
840	At a time when the finances of every person and household in the country are being stretched further, with negligible attempts by the Government to mitigate this happening, this increase will add further pressure. I must, therefore, object strongly. This change would prevent many people coming into the town, especially those on a fixed income, such as pensions or benefits. So adding bigger strains on the businesses, churches and social amenities. This will result in failures of such places.	All Elements	Bishops Stortford
841	I would like to object to the parking situation of paying for Sundays. Already the inflation rate is up for the cost of living and pay for many people is not in line with this. So people are already struggling. A lot of business in town will suffer as less people will visit the town on Sunday	Sunday	Non Specific
842	This will affect trade for the town and for town workers add expense to already expensive parking. I work in the leisure industry and as a General Manager are concerned that the young people who work for me are unable to afford the parking. Our venue closes at midnight and so does the Jackson Square car park, where are these young girls supposed to safely park, you will end up pushing more people to park illegally or in residential streets.	Sunday	Bishops Stortford
843	I'm emailing to voice my concern at the proposal to increase parking charges to Sundays and out of hours in Bishops Stortford. I know it's an easy way for the council to make more money but the people of Stortford are already feeling the squeeze from every direction with bills increasing. I strongly disagree with your proposal and hope you'll take into consideration that many people are struggling and reconsider.	Sunday, Evening Charge	Bishops Stortford
844	Bishop's Stortford is already suffering. Shops are closing faster than they can be counted.. this will surely discourage people from visiting the town even more. In addition, people have ever increasing rises in their daily costs, with no rise in wages.. please don't make things harder than they already are.	All Elements	Bishops Stortford
845	Hello, I am writing on behalf of Snap Fitness in Bishop's Stortford to address the new parking regulation that is getting put into place in Jackson Sqaure Car Park, A lot of possible members always get put off from signing to the gym due to the lack of parking. Our only saving grace is that we can reinsure them that parking is free after 18:30 and on Sundays. We lose this opportunity if you raise the parking charge time to 20:00. Not to mention our staff have nowhere to park if they're working over 5 hours. This is going to damage not only our business but all of towns business and completely put people off from wanting to come into the town. This appears to be nothing but greed.	Sunday, Evening Charge	Bishops Stortford
846	East Herts Proposed Parking Changes - I am writing to state my objections to the proposed changes to parking charges in East Herts. 1.The town centres of East Herts are currently attempting to recover/adapt from the lockdowns and to the changes that were already occurring in retail sales, due to people shopping more on-line. 2. Current rising inflation is now beginning to affect people's abilities to purchase goods and is forcing many to have to cut down on leisure activities such as going out to eat, socialise, go the Theatre etc. 3. Retailers have already suffered in the towns where many short stay on street parking spaces have disappeared and have been replaced by planters (I was in Bull Plain Hertford yesterday (Aug1st) and 2 of the planters there simply contained dead plants, hardly an environmental improvement!). 4. The current 30 minute free parking is very useful for when one has to run errands, go to the post office etc. I am a 70 year-old pensioner and make use of the 30 minute slot when I have to collect prescriptions from my pharmacy in St Andrew Street. 5. To charge for parking on Sundays and Bank Holidays seems rather misguided when local Councils are trying to increase/encourage the footfall of visitors, of local residents and tourists to visit the towns and in the case of Hertford use Leisure facilities such as Hertford Theatre (when it reopens) and Hartham Pool and Common. 6. I think I read somewhere that the price rise would lead to an increase of revenue of £70,000, if this is correct it does not seem to be much of a revenue generator given the good will that will be lost due to the price rise and loss of free parking. Would not a small increase on the Council Tax precept be a preferable solution. 7. What are the Environmental benefits of such a price change, it seems to me to be solely driven by the need to revenue raise. Bus services are virtually non-existent on Sundays, so how will the elderly for example, be able to get easily to their places of worship etc. It is unrealistic to expect everyone to walk! 8. The change will also of course encourage motorists to stay away from the town centres and make them increasingly use out of town stores/facilities/retail parks, so putting another nail into the retail offer of East Herts town centres. Given regeneration schemes such as Bircherly Green will be reopening shortly, it seems rather short-sighted in this context. Finally, if the Council do go ahead with the price rise, I hope they intend to remunerate the Parking Enforcement Officers appropriately, for them having to work on Sundays and later in the evenings!	All Elements	Hertford
847	Hi there, I object to these parking changes on Sundays, Evenings and Bank Holidays. It is just a ploy to get more money out of the general public coming to visit our great little town. It won't affect me personally because I have a residents permit for my vehicle, but for family and friends that come to visit us on Sundays, Evenings and Bank Holidays it will deter them from coming which is really sad. Hope this has been taken on board.	Sunday, Evening Charge, BHL	Bishops Stortford
848	Hi I am emailing to object to the proposal to end the free parking for half an hour and on Sundays and Bank Holidays in Bishop's Stortford town centre car parks.The local car park charges are already high and many businesses in the town centre are struggling to survive as they are competing with online shopping as well as out of town shopping centres that provide free parking. The car parks are also sometimes used by local residents, who, although they have already paid for their residents permits, can find nowhere to park on the street so they have to park in the public car parks. Please reconsider this as our town centre needs to encourage visitors for it to survive.	30 Mins Free; Sunday, BHL Removal	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 20

849	I am writing to voice my objection to the proposal to charge car parking fees 7 days a week in Bishops Stortford and in addition to the possible increase in the chargeable hours from 7.30 to 8pm. This will, without doubt have a negative impact on the shops and restaurants in the town - and in the years that I have lived in the area I have already seen many businesses close to be replaced by charity shops - something that the town does not need more of. With the increased cost of living this will also have a negative impact on low income families who will have to find the additional money to pay for parking - not just a one off, but 52 weeks a year. This will also impact on churchgoers, the elderly in particular who may combine a Sunday visit to church with an opportunity to use the town shops and cafes. Pubs and restaurants are gradually starting to recover from the massive financial impact of lockdown - they add to the vibrancy and life of the town. Shops across the board are suffering competition from on-line retailers, a trend likely to continue and increase in the future. There have been news reports on how other town centres have become ghost towns, full of empty shops so people shop be encouraged to shop locally. Whilst plans to redevelop Causeway for example are admirable, the reality is that there are empty retail spaces on the main high street and Jackson Square has never used its full capacity of retail units. The council has other options available - including increasing the charges for the current chargeable period up to 6.30pm but still leaving the hours the same and Sundays free of charge. I believe that the council should be encouraging people to use town shops and facilities but charges 7 days a week will discourage this, potentially harm local businesses and impact low income members of the community.	Sunday, Evening Charge	Bishops Stortford
850	Thank you for the opportunity to comment on the proposed changes to car parking charges in Hertford car parks. We live at 5, Goldings Lane Waterford, SG14 2PT, and are frequent visitors to Hertford. In your statement of reasons for the changes no reason is stated, it is simply a statement of where the charges will apply. I can only assume that the proposal is simply to increase revenue! We worship at St Andrew's Hertford and are dismayed at the proposal to charge for parking on Sundays, a significant number of the congregation are elderly and on fixed incomes and these proposed charges may well prevent a number of people from attending as walking may not be an option for them. Usually, on a Sunday morning, (and especially during the winter) the car park is not busy and I would question whether the cost of supervising the car parking will be covered by additional revenue. Generally, I consider the proposal will have a negative impact on the town and either discourage people from visiting or increase usage of the supermarket car parks which are free to customers using the stores and then users are unlikely to visit the town. The proposal is also likely to increase on-street parking on Sundays and evenings which the current regulations permit. I think there will be a knock on cost to the council of another consultation in a few months, if these proposals go ahead, as the street parking regulations on St Andrews Street may have to be reconsidered. All this will mean that the increase in revenue from the changes will be minimal if anything at all. I do believe that the poor parking provision in Hertford has caused irreparable harm to the town center during the thirty years we have lived in the area and this latest proposal is likely to have a similarly negative impact on Hertford nightlife and the many community events which are staged around the town, particularly on Sundays. We would request that you reconsider the introduction of charging on Sundays.	Sunday, Evening Charge	Hertford
851	Why are you increasing parking charges now, when we need all the people we can get to come and shop in Stortford and support our restaurants and pubs. Stortford is slowly dying at the moment and needs some help in returning to pre pandemic levels. Sunday charges could have a serious impact on all the town centre churches - we at Holy Trinity have no parking at all, so people rely on town centre parking. This will also have an adverse effect on restaurants, coffee shops and all our other traders, who are already struggling. If people have to pay in town centre car parks, they are most likely going to find a side road to park in. This could have an adverse effect on permit parking zones and even lead to parking restrictions on a Sunday, when we in Zone B5 are only between Monday and Saturday. Parking costs should not be increased at this time, when most people are struggling financially and this will get even worse in the coming winter months. So I say NO to increasing parking charges.	30 Mins Free; Sunday, Evening Charge	Bishops Stortford
852	I am writing to object to the changes proposed to parking restrictions, in particular with regard to Hertford. I am a Hertford resident and I worship and work at St Andrew's Church, Hertford. Charging for parking on Sundays will directly impact those who use their car to travel to worship at church, and the same will apply for those attending Sunday afternoon or evening services if the chargeable hours are extended. The loss of the free parking period is also a worrying thought for many of our congregation and community; that short window of free parking is so helpful and practical for those who need to pop into town briefly by car. Many cannot walk or cycle and catching a bus isn't always quick and easy. I am also concerned about the detrimental impact on businesses in the town if these changes come into force. Thank you for considering my objections.	Sunday, Evening Charge	Hertford
853	I am writing to you in response to the East Hertfordshire District Council (Bishop's Stortford) (off-street parking places) Order 2014 (Amendment) (No 2) Order 2022 consultation. I object to the following proposed changes: Introduce parking charges on Sundays, evenings and Bank Holidays (except Christmas Day) in various car parks in Bishop's Stortford. Remove all current free parking periods, except in Grange Paddocks B & C, Bishop's Stortford. Amend the parking charges on Sundays for Link Road and Northgate End car parks to align with the all-day tariff. In proposing these changes the council shows no regard to the fact that businesses in Bishop's Stortford town centre are already struggling. The changes would cause many of them to close altogether. It is a short sighted way of trying to increase council revenue, when in the long term it could actually REDUCE the revenue obtained from car parking. It would create a spiral as fewer and fewer people come into the town centre, more and more businesses close, meaning there is even less reason to come here. Perhaps the council sees the Sunday parking as a way to get money from visitors to the churches around the town centre. But one of the larger churches has planned for some years to move to larger premises as the congregation keeps growing. No doubt the charges will be an incentive to speed up those plans, so again, the council will lose out in the long term. (Community Church, Bishop's Stortford, currently meeting in The Charis Centre, near Waitrose).	30 Mins Free; Sunday, BHL Removal	Bishops Stortford
854	I'd like to email for formally lodge a complaint over the proposed changes to parking tariffs in Bishop's Stortford. In light of the recent cost of living crisis gripping our country and county it seems out of touch to propose changing the current parking tariffs when costs of maintaining the car parking in Bishop's Stortford are clearly met by the current charges. The risk to business's and families that rely on the current system is huge. When taking into consideration the local supermarket, the gym in the centre of town and the multiple independent businesses and their current costs of rent and supplies the addition of extra charging will mean a decrease in the custom that these businesses require to stay afloat. For example, to have a membership at snap or Nuffield gym in Bishop's Stortford you're looking at spending £40/60. For a gym goer to now afford to go three times a week, they need to now find an additional £10 a month. To go shopping in their local supermarket once a week, an additional £4 a month. To go to your church on a Sunday, £4 a month. With the above in mind, you're asking normal, working class people to find an additional £18 per month for no additional benefit to the people. The council have pledged to build an art centre in the middle of town? We need road surfaces fixed, not a gallery. The council are also changing the roundabout by the m11 roundabout when there was nothing wrong with the existing system. We need Hockerill crossroads sorting, not a through road. The priorities of this council are not for the people, they are there for the pompous prats that sit in an office and think an art gallery at a time where families are on the brink is a good idea, and to fund it? Get those families on the brink, the ones that can barely afford the cost of gas, let alone their shopping (which now they'll have to pay to go and do) This is disgraceful, get your priorities right, for the people.	30 Mins Free; Sunday, Evening Charge	Bishops Stortford
855	Q01 would like to raise my objections to the current parking consultation. Removing the free parking periods in Bishop's stortford and Sawbridgeworth on Sundays and Bank Holidays plus extending the hours will certainly mean that I will choose to shop elsewhere. Currently most Sundays we travel into stortford, go to the cinema, eat lunch in an independent cafe, plus shop in other shops in town. I personally spend between £100-200 every visit. I live in Takeley, the public transport is not reliable and frequent enough for me us risk using it. Plus I have two children still needing car seats so a taxi is not a safe transit option. If you are going to bring in full aligned charging I will instead opt to go the Saffron Walden where it has excellent independent shops and cafes and where I can park for free or Harlow where I can park for free and charge my car for free at the Queens gate centre. Or park in the Water Gardens for a nominal charge. By extending the charging period from 6 to 7.30pm you will also put off myself and others with young children from choosing to have a meal out in Bishop's stortford or Sawbridgeworth. I can drive to Great dunmow or Braintree and park for free. All this is doing is punishing hard working retailers who pay in business rates. The public will just choose to take their business elsewhere. Councils need to be supporting their high-street not punishing them with pseudo green cash grabs. Mayor Khan tried this in London with the widening of the ULEZ. There was a predicted income from it, but people and businesses chose to stretch already thin budgets to buy compliant vehicles so therefore this backfired as it produced significantly less income. Whilst I am all for being green, people like myself who live in the surrounding villages will choose to spend our hard earned money elsewhere.	All Elements	Bishops Stortford / Sawbridgeworth
856	As a resident of Bishops Stortford I wish to register my objection to increased car parking charges, in particular for Sunday charges. I feel this would be very detrimental for the town, especially as many local businesses are still struggling after the Covid period and for local places of worship.	Sunday	Bishops Stortford
857	I would also like to add my concerns. Whilst I agree the charges need to increase to help meet the shortfall in the budget I cant agree with all the charges. In Sawbridgeworth the shops and businesses are open Monday to Saturday and therefore parking charges should be applied. The shops are not open on Sundays. At this time the car park is used once a month on a Sunday for a Men's WELL-BEING Charity. What would happen to this? Are you saying this should stop, or do you propose to charge a charity? The Sunday worshipers will all just park in the local streets adding to the angry and disgruntled residents over this issue. Why not increase the all day rate that are mainly the commuters to London to cover any shortfall. I sincerely hope that you look at all the comments you have received from residents and change the proposal. If not it makes a mockery of the consultation.	Sunday	Sawbridgeworth
859	I am horrified to learn of E.H.D.C. proposals to do away with the remainder of the free parking at the above car park. This initiative will further reduce footfall into Buntingford High Street and lead to additional parking problems in neighbouring residential streets. Customers with opt to shop and socialize in neighbouring towns such as Baldock, Royston and Stevenage. Perhaps this is what the County Council want!	Bowling Green Lane	Buntingford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

860	I would like to express my concern and objection to the proposed new parking charges . This will adversely affect residents who will have to pay for parking near their homes, and also reduce the number of potential Sunday shoppers to Stortford . They are more likely to go to Harlow retail parks or Sainsbury's Harlow car park- where parking is free for 3 hours . As most Stortford central churches have no car parking , Sunday worshippers will also be adversely affected by the proposed Sunday charges .	Sunday, Evening Charge	Bishops Stortford
861	I object to the Sunday charges because it will inhibit people visiting their place of worship and there are many visitors on Sunday, including tourists who prefer not to pay to park. Charges will impact on the attractiveness of Ware as a location and impact on local businesses such as cafes. I object to the Evenings, a lot of people who visit during the evenings currently are volunteering their time for the good of charities and of the town in many ways. The charges will impact on the volunteers and organisations. I object to the removal of the 30 mins free parking. This is very useful for people collecting prescriptions or stopping briefly to post letters and other activities that are possible within 30 mins. I object to the removal of free bank holiday parking as this will deter people from visiting the small market town of Ware. This will adversely affect the retail trade also.	All Elements	Ware
862	May I re-iterate my objections to the proposed changes in parking as outlined to you in my email of 1/2/2022 below. In addition to my objections from a Christian point of view of making Sunday a day like any other and the impact this will have on church attendance, I would like to make the following points in regard to the extension of parking charges to 8pm: 1. This will have a severe impact on the hospitality sector within our town, many of which have only just started to recover from the pandemic 2. This also severely impacts charitable activities within the town, for example young people being taking to BS Brass band practice, young people attending chess and other clubs and not least for our own Girls Brigade whose hours are 6.30 to 8pm. For all these examples parents would have to pay twice, once for drop off and once for pick up. These proposals may well kill off youth work that takes place within the town centre. 3. The extended hours will also impact charitable concerts - these normally start at the Methodist Church at 7pm because the demographic of the audience is elderly and a 7pm or even a 7.30pm start time means that concerts finish at a reasonable hour. 4. Most church evening meetings start at either 7 or 7.30 pm these vary from social inclusion like our Thursday Friendship club to committee meetings such as Church Councils. It is already difficult enough post pandemic to get the required number of volunteers and trustees, charging them for parking would be another nail in the coffin. Finally I would like to take issue with the lack of information posted in our car parks regarding the change in charitable hours. Not everyone in BS takes the Indie where it has been covered, and I would have expected far better notice to have been posted in the car parks. Last week I counted only 5 notices telling people of the proposed changes, some of which were posted on the back of paymachines and others on pillars which were difficult to see. Out of the 15 or so pay points only 4 had notices easily visible. Indeed the most used pay points by the pedestrian exits had no notices. I feel that the council has failed in its duty to draw the attention of users of car parks to the proposed changes and are therefore trying to introduce this by stealth.	Sunday, Evening Charge	Bishops Stortford
863	I am a member of Christ Church (Ware) PCC. I hope I am not too late to respond, as an individual, to the issue of introducing car parking charges in Ware, particularly, Kibes Lane Car Park. Please note that if charges are introduced on a Sunday, I anticipate that this may have an adverse effect on people parking to attend the church services and therefore an adverse effect on attendance, at these services.	Sunday	Ware
864	As a local resident I would like to add my total objection to the proposals. The free 30 minutes enables people to access chemists etc. to pick up goods and vacate the car park quickly, enabling efficient usage, and subsequent access for other vehicles that provide income via longer stays. This avoids the potential for people to park anywhere, causing nuisance and blocking traffic, with all the negatives this brings. Current system encourages people into the town, which boosts trade all round, and helps alleviate the need to go to large retail parks that do nothing for the local shops/trade. I find it hard to believe the projected income benefits received from the proposed changes are sufficiently rewarding compared to the negatives they introduce.	30 Mins Free	Non Specific
865	I write to object to the Council's proposals to scrap the free 30 minute period at car parks in Ware, and to introduce full charges on Sundays, Bank Holidays and evenings, on the following grounds: Scrapping the free 30 minute period will harm businesses in the town, by denying potential shoppers "quick stop" access to independent local traders, forcing them to resort to "big business" options such as Tesco, who can offer free parking. At a time of strained budgets and imminent recession this can only be harmful to the local economy and High Street life and variety. At the end of the school day, it will also deprive parents picking up children from Sacred Heart Primary School across the river bridge of a no-cost option, and force them to wait for their children in potentially more disruptive on-street locations. Charging for Sunday parking will also be harmful to local community life, hitting church-goers (at St Mary's, Leaside, Christ Church, Sacred Heart and the Full Gospel chapel), as well as visitors to frequent events at the Southern Maltings Arts Centre. It will also impact on potential supporters of Council-run events at Ware Priory. As for the proposed evening parking charges, these might be considered reasonable if there were alternative public transport methods of getting to and from the town centre, which would be a commendable aim. But as things stand, public transport routes only conveniently serve a very small proportion of Ware's population, and barely at all in the evenings. Just one 395 service from Fanham Common is timetabled to come down to town at 7.00pm – and is notoriously unreliable. And there is no service back from the town centre later in the evening. I also have a general complaint about the process of public consultation in this matter, namely that the published information gives no background to the proposals, or their justification. Indeed the document entitled "Statement of Reasons" does not spell out any reasons at all, merely giving a brief summary of the Council's plans. I hope that the Council will reconsider, and withdraw these proposals, which in my view are not in the interests of the population or of local businesses and enterprises.	All Elements	Ware
866	I am writing to object to the proposed parking charges in Hertford town. It will do more harm to the few shops as people will travel further afield, as it is Hertford is becoming a ghost town with more and more empty shops.	All Elements	Hertford
867	Just wanted to email to express my concern. This would be madness for the prosperity of the businesses in Ware High Street. Preventing people from quickly popping in for what they need in 30 mins will prevent people from using the towns shops and services rapidly at the point of need. Car parks are busy enough during the day as it is!	All Elements	Ware
868	I understand there is a proposal to do away with the 30 minutes free parking in Ware car parks and increase the charge 'til later in the evening. Also charges being made for weekends and Bank Holidays. I object most strongly as this will not only have a big impact on the local shops which are rapidly declining and could be the final straw for some retailers but the council will not receive the income from empty shops. Local shops had to deal with the one way system in the High Street for months during COVID and lack of parking which will have made life very difficult for them. This cost would have been huge. Also the older generation who often need to collect prescriptions from chemists etc. will be effected. In my opinion this has not been thought through enough.	30 Mins Free; Sunday	Ware
869	As a resident of Great Amwell I use most areas affected by this parking charge increase, and whilst I strongly object to any of the changes proposed I am particularly disappointed about the evening parking change. I hope that the Council does not go ahead with this plan.	Evening Charge	Non Specific
870	We have charity shops across East Herts, including Ware, Bishop's Stortford, Sawbridgeworth, Buntingford and Hertford. I would like to formally object to the proposal to introduce weekend parking charges, specifically based on the proposal set out below: Consultation is currently live and will end on the 5 August. The general effect of the Orders will be to: Introduce parking charges on Sundays, evenings and Bank Holidays (except Christmas Day) in various car parks in Bishop's Stortford, Hertford and Ware. Introduce parking charges on Sundays and Bank Holidays (except Christmas Day) in Buntingford and Sawbridgeworth. Introduce parking charges on Saturday in Bell Street car park in Sawbridgeworth and Bowling Green Lane car park in Buntingford. Remove all current free parking periods, (except in Grange Paddocks B & C, Bishop's Stortford and Wallfields, Hertford. Amend the parking charges on Sundays for Link Road and Northgate End car parks to align with the all day tariff. If this goes ahead, it will greatly impact our customers as the cost of parking will deter them from visiting and this will impact our footfall. With the cost of living continuing to increase, charity shops provide a valuable lifeline to those who cannot afford to buy brand new clothing and homeware. To ask them to pay for parking on top of increasing costs would be detrimental. We also rely on the public's donations to stock our shops. Isabel Hospice provides vital end of life palliative care for the local people in these communities, but we need £7 million each year to provide these services to patients from East Herts for free. Our Charity shops are a vital part of raising these funds as we take people's preloved items and turn them into income for our hospice. If our supporters have to pay for parking to drop off donations to us, there is a high chance that they will go elsewhere to out of town locations with free parking. Our shops are also a community hub for both customers and volunteers who are looking for companionship, support and work experience. We only have 1 or 2 paid staff members in our shops, and the rest of our workforce is purely reliant on volunteers in order to provide the maximum amount of profits to the hospice. If our volunteers now have to pay parking, they may decide not to continue working with us or we will have to pay for their expenses which will impact what we can give back to our patients. Our volunteers are also very proud, and many of them would not want our funds to be spent on their parking as they are so passionate and committed to what we do for the local community. I would strongly ask you to re-consider this proposal. Our shops, the income we provide back to the hospice, and the community hub that we provide for local residents that the council are meant to serve, would certainly see a detrimental effect if this were to proceed and we are only just starting to get back on our feet following the pandemic.	All Elements	Non Specific
871	I would like to be added to the list of objections on the new parking charges in Hertford and Ware, I understand that there will be no free parking on Sundays in the car parks and also no free half hour parking for people that only need to spend a short while in the towns We need to encourage people to come into our towns again, for the retailers to recover after such hard times in recent years, with Bircherley Green development and then Covid, and the ugly and ridiculous planters in the town centres, not try and put more obstacles in their way, especially in the current economic crisis we are all facing in the coming year, the open spaces should be for everyone to enjoy on Sundays especially, please note my objection	30 Mins Free; Sunday	Hertford, Ware

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Paper 70

872	object to the increase in parking charges/ hours. It is difficult enough finding places to park and with the increasing cost of parking I would find somewhere to go where I could get all purchases in one place or order on line. I like small independent shops however if charges are increased for me to park to access these I would not be able to use them.	All Elements	Non Specific
873	Apart from the councils perceived calculation of an increase in revenue I cannot understand why the council would add extra burden in this cost of living crisis, to its citizens and indeed its voters. And if this policy should go through feel with some certainty that come the next local elections the council will see what the majority of local people feel about this. IE their votes will go elsewhere ! Putting the above to one side. I feel that over time the councils revenue will not increase as local people will visit the town less because of this. I myself, regularly park in the town using the "Free" 30 mins to pop into the town to get various items. And regularly go into town after/at 1830h and on Sundays when parking is free to shop, have coffees and meals. If this increase goes ahead, at the very least I will decrease my visits and at worst will stop. Not least, as a protest. I am not the only person to have these views, and this can easily be seen for yourself by looking at the local papers and local social media. This will result in less income to the car parks (Council) and less trade to local business, at a time when this can be ill afforded. The council should be running schemes to help local business and its local citizens, not hinder. Also, in regards to the new Northgate End multi story car park. I used this car park once, on a Sunday. To see what it was like. I actually liked the car park. But had to pay £1 for the parking. I will not be using this car park again on a Sunday unless this charge is removed. As I wont use any car parks in Bishops Stortford if these proposed changes come into effect. I will be going to places that have free parking. Tesco,s Sainsbury's, Harvest Moon, Nags Head etc, out of town. I imagine that this email and the feeling of the Majority of local people will be ignored. But it wont be forgotten at the next local elections !	All Elements	Non Specific
874	If the aim is to kill off any trade or footfall in Hertford then the plan to increase Car Parking restrictions is a sure success. Having lived in Hertford for 22 years and witnessed the steep decline in this town with bonkers planning (I mean leaving the centre of town a wasteland in Birchley Green, while at the same time redeveloping Castle Hall and the Leisure Centre) and now no free parking at anytime except Christmas Day (how generous!) and after 8pm at night - congratulations! Job nearly done!	All Elements	Hertford
875	I absolutely disagree with new plans especially evening charges. My household was hit with extra 40 pounds per week for water and gas. Meanwhile my payment didn't increase in last 5 years. If we squeeze everywhere my family will suffer dearly.	Evening Charge	Non Specific
876	I disagree with the proposed parking as it will discourage more people from using the towns which will affect trade which is inconceivable in the present economical climate. Counter productive to raise funds this way if people stop coming into town to park.	All Elements	Non Specific
877	I want to object to the removal of 30 minutes free parking and weekend charges at bell street car park Sawbridgeworth. I use this car park a lot as i live on the outskirts of the town, this will impact me and the decision where to go for services I require that have no parking charges. I want the council to reconsider this and help Sawbridgeworth retailers by removing the proposed extra charges	30 Mins Free; Sunday	Sawbridgeworth
878	I am writing in relation to the planned changes to the parking charges. I absolutely oppose the new planned charges on the basis of the effect it will have on local businesses as well as have a huge impact on the amount of people having access to outside space such as Hartham Common. This will also impact people collecting prescriptions from dolphine house surgery in Ware. If the is a petition to be added to that is against these plans I would very like to be added to it.	All Elements	Non Specific
879	So sad to hear that evenings & weekends could change to normal day time charges. Going to St Andrews church on a Sunday will likely stop for me or become very speradic as I need to have far tighter control on spending, with increases being applied left, right & centre. Some people can't cope. All those times I pop into Ware Town to grab a quick necessity will also stop if I can't grab 30min free ticket. Shops will loose out on business as people head to the larger stores with free car parks. After the pandemic & over the last decade, the change in our small towns is vast. So much has changed, shut down, gone. I fear this will impact small independent shops further. Please, please leave things as they are.	Sunday, Evening Charge	Hertford, Ware
880	I fundamentally object to the proposed increase in parking charges for Hertford. I am a resident. Our town is on its knees and increasing parking charges is not going to entice visitors to come to our town.	All Elements	Hertford
881	I would like to raise an objection to the changes to parking charges - in Ware specifically, as I'm a resident there. I could not properly understand from the documentation the reasons for introducing the charges, except to increase revenue. However I object as I think introduction of more charges will have the opposite effect, People will be deterred from "popping into Ware" to get e.g. something from the butcher, deli, bakers, hardware store. I park regularly in town and pay for full/half day, but if I need to pop down with something heavy or for shopping, the 30 min free period is helpful (I do walk as much as possible) I think it will also mean less Sunday and BH footfall I am happy to be convinced otherwise, but could not find any modelling, examples from other areas or evidence that it reduces car use. So would like to register an objection I also think by just emailing objections you've not made it particularly easy to raise objection. Thinking there's probably some legal and official way it's supposed to be done, referencing each specific point and that therefore this email ends up having no standing. Anyhow, I'll leave it there. Not well explained or justified.	30 Mins Free; Sunday	Ware
882	I write to formally object to changes in car park changes in both Ware and Hertford. As a single parent I feel the cost of living increase is high. Additional parking charges especially stopping the 30 mins free and Free Sunday parking will impact my children whom are active within our community thus my car park usage is usually caused by my picking up my children. I ask East Herts Council to rethink this proposal.	30 Mins Free; Sunday	Hertford, Ware
883	I am writing to strongly oppose the EHDC plans to withdraw the 30 minutes of free parking in Hertford Car Parks and the proposed charges on Sundays and in the evenings. I believe this is a short sighted counter productive proposal attempting to provide income to the Council at the expense of local businesses - many of who are on the brink of surviving and cannot afford to lose trade. The businesses provide council income through business rates and if they go under we will end up with empty shopfronts on the high street providing no rates. The high street is very vulnerable as we are entering into a recession and I believe it is a severe miscalculation to believe that the Council can simply use visitors and shoppers as a cash-cow. Many will simply stop coming to town and use the out of town facilities. We should be encouraging people into the town to help support business not adding to their burdens by reducing footfall. I also find it very difficult to explain to businesses and residents why the Council can find money to redo the theatre, funds to rebuild the shopping centre after disastrous procurement management and yet needs to increase the parking charges on the public. Businesses: I have been approached by many small independent businesses concerned that this will severely affect them by reducing customers and they are considering if they will remain in the town. Quick trips to the town are essential to help these businesses that are already struggling in these difficult economic times. This has been further compounded by not reinstating short stay parking in Fore Street. These were available before covid and were used regularly by towns people to do quick errands. Further more, I would like you to remember that the parking bays at Bull Plain were removed based on the assumption that there were enough places available on Fore Street. I feel it is a serious risk that people will desert the town and go further afield to do their shopping. Charging for parking may seem like a simple solution to the Council but I don't believe a proper risk assessment has been undertaken to assess the implications of reduced footfall and shop/business closures - we are entering a recession and cannot simply think the public will just keep paying up when they are suffering a cost of living crisis. Mobility: There are disabled people who are already vulnerable and many on lower income levels. How are they to pay for this parking, especially if they do not fall into the Blue Badge Category? Many use these half hour bays to collect medication, to bank, meet people and socially interact. This seems more important than ever now since the pandemic to help their physical and WELL-BEING. I believe it is essential that we help not hinder their ability to visit the doctor, dentist, chemist etc. Fitness/Sports/Volunteering/Arts: The car parks at Hartham on Sundays are full of people using this great Hartham Common. There are numerous football games played, outdoor training sessions, bowls clubs, tennis courts. all these people have access to free parking now and are trying to remain healthy and fit. There are a wide range of people who do voluntary work in the town and may well consider it is just too expensive to help because of the cost of parking. Hertford do a lot of free events for families encouraging them to come into the town, to use the town in any way they can from Free Fun Days, Castle Events and Music Events. There are lots of churches in Herford whose congregations are older and facing crisis levels of financial hardship choosing between heating and eating and need this free parking. They often live outside the town and the only way in is to use a car. This will then impact on the church numbers, the community support and spiritual and WELL-BEING of our town. Night Time Economy: The proposal to change the time of free parking from 6.30pm to 8.30pm will also have a detrimental impact on businesses. Often people will pop in to meet people after work for socialising. The pubs and restaurants are facing difficult times with the huge increases in food and energy costs and have to increase prices to break-even much less make a profit and now the customers will face car parking charges on top - this makes out of town eating much more attractive and will no doubt lead the closure of multiple businesses. The car parks have always been free at these times but now especially when costs are rising and we are in a cost of living crisis the Council is considering making it harder for people to use the town. We all know that there is a deficit the Council needs to fill but this is not the way forward - it is counter productive and if we lose shops and businesses our high street will go the way of many other towns with empty stores and little to attract people to it and then it is a self-fulfilling prophesy and more businesses will suffer and close. I'm appalled that this is being considered at this time and I do not believe proper cost-benefit analyses of the short, medium and long-term have been undertaken to assess the ramifications of such a decision and I hope the Council will reconsider its options and support business and the community not just try to squeeze as much money as it thinks it can from the people.	All Elements	Hertford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

884	I am writing on behalf of our members and their visitors to ask that the proposed changes to the parking charges in Bell St be scrapped. Uniquely many of the Sports Clubs are located in the centre of Sawbridgeworth, including our Cricket, Bowls and Tennis Clubs. Other organisations such as the Guides and Hailey Day centre, Surgery, Vets, monthly Car Club and Town Council are also located in or near the Car Park which also serves as an overflow for The Old Bell pub, the Masonic Temple and St Mary's Church. Consequently, unlike the central car parks in Bishops Stortford, Bell St Car Park is a real community facility used mainly by locals for other than going to the shops. The Cricket Club can only remember one ground where they might have to pay to park for a match. Bell St is a narrow single yellow line road, so legal nuisance parking in it will increase on a Sunday. Currently to avoid charges, shop and office workers try to park in adjacent residential areas which would now continue over the weekend. The Sports Association do have a Car Park at Town Fields accessible only from Springhall Rd, where most residents need to park in the road, along with others from the main A1184. We currently turn a blind eye to their parking in our car park, this will have to cease causing friction which will also occur should our car park be full and our visitors park in the road. Complaints have recently been received from a neighbour (No. 43) about the visual impact on her current outlook of a row of parked cars overshadowing her garden, the row will get longer now. There is no benefit likely to come to Sawbridgeworth from the parking charges, Sawbridgeworth should not be used as a cash cow to prop up the interest payments, no doubt occurring, from the unsympathetic monolithic redevelopment of Bishops Stortford town centre which doesn't need another cinema, arts centre etc. Etc. The five component clubs of the Association can muster around 1,000 local voters, many have been canvassed, none welcome the proposals and this must be considered. We suggest you scrape the barrel elsewhere. The current situation is a fair compromise especially in this inflationary period.	Bell Street	Sawbridgeworth
885	As a resident of Bishops Stortford I find it very disappointing that the council are planning to charge people to use the town car parks on a Sunday and for extended hours. The town businesses already suffer with high rates and are still recovering from the impact of Covid and will likely face even further problems with higher living costs and people having less disposable income. Charging people to park on a Sunday and extended hours will put further pressure on these businesses with lower footfall. This could result in more shop closures. I am not a business owner myself but feel I should support the benefits they bring to my town. I feel the council should be helping them and not putting up further barriers to people coming into the town. I hope that the council reconsider this and I would like to note my objection to this plan.	Sunday, Evening Charge	Bishops Stortford
886	Hi, I want to object to the change / increase in parking fees to Sawbridgeworth car parks. It will mean shops loose business and isn't something any of us want to support.	All Elements	Sawbridgeworth
887	I'm writing to you regarding the plan to charge full parking rates on Sundays. This action can affect the finances of lots of families, including myself, since I use the car park on Sundays when I take part in my church service. In my case it would affect me twice, since my husband and I use two cars on that particular day of the week due to different times that we need to be in the building. If this decision goes ahead, it would affect not only my finances, but also my WELL-BEING and spiritual being, since Sundays for us is a time to recharge, meet friends and do not worry if we need to rush off because of the car park. However, if full charges are applied, they can cause massive changes in the way we do things and enjoy our weekends. As you are aware of, the cost of living since Covid and Russian x Ucrania war have increased considerably and I don't think we need something extra to make the situation even worse. Please take these things into account and do not proceed with this decision.	Sunday	Non Specific
888	I wanted to take the time to write to you about my discomfort upon finding out the plan to raise parking tariffs in East Herts. As a young adult trying my best to cope in the modern day with the rising cost of living, it is already hard enough. I love my job and I work in an industry where overtime is a must. I get to work early every day and finish late most days. I do this because I love what I do, I love helping people in my job and I am trying to grow a successful career. I currently pay £912.00 per year just to park at the car park in Bell Street in Sawbridgeworth. I pay for parking because I don't want to take up a residents space outside of their house and I'm trying to do the right thing. By charging in evenings and Saturdays and Sundays my yearly cost just to go to work would be increasing by an extra £364.80. This is an obscene cost just to be able to earn a living. This extra cost would bring my yearly parking charge up to a minimum of £1276.80. This cost is extremely unbearable. The sheer thought of it is causing myself and my colleagues anxiety and is causing some of us to lose sleep. These stresses are bought on in what many of the community believe to be sheer greed. As a community we do not feel the costs are justified at all. We are in fear as to how it will affect our local businesses and in turn our community. You are the people who can make a change. We the people are standing up and putting our feet down. We have paid enough. It's time for change.	All Elements	Sawbridgeworth
889	I write in response to the changes proposed to parking fees in East Herts as they affect us. We live in Tonwell (SG12 0HN) and therefore need to drive everywhere, unless we want to take a bus. The latter means several hours or more for any journey, or a 20 minute high speed shop in Ware unless you wait for the next bus back several hours later, and no buses on a Sunday. Put up the parking prices if you have to, but this will further damage our increasingly useless High Street and send shoppers to out of town centres or on-line. EHDC proposals to remove the free parking times will make us much less likely to go to the theatre in Hertford in the evening Pick up occasional fish and chip suppers from Ware Go for a walk along the river in Ware on a Sunday afternoon Pop over to see a Morris team at the Jolly Fisherman in Stanstead Abbots in the early evening. Visit the shops in Buntingford on the way to see a friend Pick up medication from the chemist The proposals to remove the limited free parking times just seem miserable and mean to me, especially at a time when prices for everything else is going up.	All Elements	Ware
890	I am a member of Sawbridgeworth Bowls Club. When I do use the car park in connection with bowling, it is to collect my bowls and either drive fellow competitors to the away game or to put my bowls in another car and be driven to the venue. It is most pleasing that regardless of the time of day or day of the week, I, like many other bowlers, find the thirty-minute free period a god send. A lot of bowls matches take place at weekends and to introduce charging for Saturdays, Sundays and Bank Holidays will drive players and hence bowls clubs away from Sawbridgeworth. Currently the cricket, bowls, and tennis clubs benefit from being able to offer members and visiting clubs the use of the Council's car park. The facility attracts players and clubs alike and the more patronage they get the more successful the clubs will be and more importantly more takings will be taken over the bar and more money will be made from catering and functions. The proposal will have a detrimental effect on the success and profitability of these highly regarded sports facilities. These clubs benefit from the Sports Trust who have a legacy to ensure that these sports together with other establishments in the town continue in perpetuity as envisaged by Sir Arthur Cutforth. Your proposal will have a seriously negative impact for these clubs. Your proposal will put these clubs at a disadvantage to others due to them having free parking either on their own premises or by the benefit of free parking on certain days, the benefit we that we currently enjoy in Sawbridgeworth. Do the Council want to attract people to the town or price them out? Turning to the bigger picture by looking at the town as a whole. The Mayor, Greg Ratley who has just started his second term of office has devoted so much effort and time to this town resulting in an upturn in the economics of the local economy and currently we have a thriving 'High Street' of shops. The free parking at weekends and Bank Holidays actively encourages people from within the town, from the villages, from nearby towns such as Harlow and Bishops Stortford plus those from other counties such as Essex, to visit Sawbridgeworth. Your proposal will reduce the attractiveness of our town and will have a harmful effect on the town. Is it your wish to harm our town? Sawbridgeworth has three charity shops in Bell Street, serving Age UK, Helen Rollason and Isabel Hospice charities. Helen Rollason, the well-known BBC Sports journalist and presenter would be turning in her grave if she was to know of the changes in parking charges that you propose. May I suggest, that before any decision is taken to change the parking charges, that the officers of the Council together with Councillors responsible for parking, actually read the websites of these three charities to see what excellent work they carry out for the community. Most people have a fair idea of what charities do but it would do no harm to actually read the stories of patients and their loved ones on their websites to have a better and more informed knowledge of the outstanding services they provide. Isabel Hospice need to raise £7million per annum to guarantee the future of their care. Your proposal will harm the takings of these shops as Sawbridgeworth will see less visits to the town. My father, before he died, benefitted greatly from the support Isabel Hospice gave him. My father-in-law sadly passed after a stay in the Hospice and the care he and the family received was second to none. I would not want to see these charities suffer as a result of the consequences not being thought through, of what effect these changes to the car parking charges. Do the Council really have the heart to drastically increase charging hours so that less people will visit Sawbridgeworth and hence deprive charities of much needed income? It is understood that local authorities' finances are stretched and councils have to cut budgets and find ways of increasing income. I have no problem with that and fully understand why income should be increased if their services are to be maintained. However, there is more ways to supplement income than by increasing car parking charging. If the council need to raise more money, then I would prefer to pay extra through my Council Tax bill, rather than see charging hours increased for parking at the point of delivery. It may or may not be possible to raise the East Herts Council Band Charges but nevertheless it is important to remember what local authorities are there to do. My understanding of their purpose is to collect taxes, to receive central government grants and to redistribute income by way of providing services to the people and organizations in their district. Within those criteria it is also incumbent upon them to service the people by helping and assisting the community. The current car parking charges generate income for the council but there comes a point when the charges no longer cease to be a service but become a burden on the community. I say your proposal for the increases falls into the latter category, i.e. it will become a burden and result in people either not being able to afford them and/or will disincentivize people to come to Sawbridgeworth. You will not serve the community by increasing the charges. I have recently come back from holiday in Luxembourg where public transport is free throughout the whole country including that on trains. I do not know how that is funded but you see a high degree of public transport usage and reduced usage of cars. I mention this point because; the government is providing a service by subsidizing the cost transport. Whether East Herts car parking is or will be subsidized the charging hours should remain as they are as the Council is providing a service. It cannot be emphasized enough just how badly the effect of any increases in parking hours will have on the prosperity of the town. I have not in my letter discussed the merits of the impact of higher charges on green issues, primarily because my objection is focused on the damaging effect on our community as a whole, if these increases go ahead. We live in a free speech society and therefore inhabitants of Sawbridgeworth should not only be able to express their views but officers of the Council and Councillors alike should take due notice of what the population they serve, says. I say no to the changes in charging hours. In relation to Sawbridgeworth, in summary I object to the proposal to remove the 30-minute free parking slot and I object to introducing Saturday, Sunday and Bank Holiday charging on the grounds set out above.	Bell Street	Sawbridgeworth
891	I write with reference to the proposed car parking charges in Bishop's Stortford on Sundays. At a time when people are facing huge increases in the cost of living this is an extra expense that I feel will deter people from using the town centre. This will have a knock on effect on the shops, cafes and restaurants. Following on from the struggles these establishments have faced due to Covid, the already dying high street will continue to perish. I trust that you will take into account my thoughts and those of many other Bishop's Stortford residents.	Sunday	Bishops Stortford
892	I am writing to complain about the intention to implement parking charges on a Sunday, bank holidays and late evening hours. These additional charges will make us seriously consider whether to visit the town centre. We often travel in on a Sunday to visit the park, do some shopping and visit a cafe. With the cost of living rising considerably we are struggling financially and feel that introducing additional costs such as these at a time when it is well known that people are struggling is poorly thought out and I urge the Council to reconsider.	Sunday, Evening Charge, BHL Removal	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 3

893	I have lived in Sawbridgeworth since 1988 & remember when the car park was entirely free! I cannot see that the new charges will do anything but harm local businesses. We want to ENCOURAGE local shops & businesses, not make them disappear!! If we care about the local economy... If we don't...then we can all sit in traffic jams on the M25 for Lakeside & Bluewater! BUT I don't WANT to do that!! I want to support our local traders. The half hour free parking - encourages people to visit & not overstay/crowd the town centre. It allows local people to access local services. And at weekends, encourages local shopping. Excess charging will 1) add to the parking burden in local roads 2) dissuade people from using local business 3) you need to visit the GP and you have to be clobbered for attending to your health? I've already received one fine in Sawbo car park because the docs were running late! Please think again on the parking charge changes. It feels like you are further penalizing people who are already struggling with cost of living issues!!!	30 Mins Free	Sawbridgeworth
894	I am writing to object to the recently proposed changes to parking charges across Hertfordshire, especially those in Hertford and Ware. I am a resident of Hertford and often visit the town multiple times during the week and weekends to visit the independent stores, usually on a free half an hour ticket during my lunch break. If this was taken away, it is unlikely that I would have any motivation to go into Hertford town centre and have to pay for such a short amount of time, with the towns of Welwyn, Harlow and Stevenage very close to us it's likely I would travel there to shop and end my use of local independent stores due to the hassle, or larger supermarket such as Tesco and Asda. I also visit Hertford and Ware on evenings and Sundays, when parking is free, to visit the cafes and restaurants, again, I would cease using Hertford or Ware town as somewhere to meet friends and family for meals because I would not wish to be rushed by how long I have left on my ticket and it would be an added cost for several hours for all involved, at a time when there is a cost of living crisis. Again, I would travel to other towns such as Stevenage which offers free parking and a wider range of popular chain restaurants. I do not see how introducing parking charges could be supportive of a small town's shops and cafes, it's grossly inappropriate especially after the Covid-planner saga on Fore Street which also took away parking spaces and reduced footfall to local shops at a time of need. It seems to me that the council do not value any of the local independent shops and restaurants and are seemingly intent in driving them out of business due to a lack of footfall, in the hope that large corporations will instead move in, in doubt to pay higher rent. And then in 5-10 years time, once East Herts and Council has driven all the local business away, they can employ some extremely expensive consultant on an eye-watering day rate to tell them why no one wants to shop in the run-down, sad local town.	All Elements	Hertford, Ware
895	I have only just been alerted by a local business in Sawbridgeworth that you are proposing to impose charges on evenings & weekends & remove free parking across your district. I visit Sawbridgeworth, Bishops Cleeve, Hertford & Ware regularly & having the free parking in the evenings is great. I am writing to express my concerns and disapproval. Local businesses across the district have just rebuilt their livelihoods & rebuilt their client base following Covid. Imposing these changes will have major implications for hospitality, local shops & community services run by volunteers. There is nothing indicating this money is being redeployed into the community - it's clearly funding other over budgeted projects! Please do not go ahead with it! You are going to kill local businesses & increase unemployment not to mention damage community spirits.	30 Mins Free; Sunday, Evening Charge	Sawbridgeworth
896	I totally disagree with parking charges in the evenings and weekend as it will affect all businesses already struggling and people already struggling financially	Sunday, Evening	Non Specific
897	I have owned and operated a pharmacy in Bell St Sawbridgeworth since January 2000. I remember when the Bell St car park was completely free and all the issues that were caused because of this so let me say from the outset that I am glad that we have charges Monday to Friday as this means that spaces are available for those that need them to collect prescriptions, visit the doctor etc. That being said, after parking charges were introduced I recall 4 long-established businesses closing within 12 months. I cannot agree that the proposal to remove the 30 minutes free parking and to introduce charges on Saturday and Sunday is good for the people of Sawbridgeworth. It seems to me that the only people who will benefit from these charges are EHDC. Bell St has single yellow lines and despite these restrictions we see a significant amount of on-street parking even with 30 minutes free in the car park. Once this is removed, the on-street parking will be constant. This will create difficulties for deliveries, ambulances, fire engines and will make stopping to quickly collect a prescription or some medication a major challenge for many of my patients. Customers who would quickly stop for an item of shopping will choose to add it to their supermarket shop, whether that be online or at an out of town supermarket (with free parking of course) or they will just order online. Trying to create and maintain a varied and vibrant high street in the face of internet competition is difficult enough without our District Council putting obstacles in the way and driving patients and customers into the welcoming arms of faceless internet outlets. One of the strengths of Sawbridgeworth is the variety of independent businesses but this also makes us vulnerable as we don't have the backup of a company structure with deep pockets and expensive lawyers to argue our case. It would be a shame for the variety we have to be replaced with empty shops as we see in so many high streets locally. Bell St car park is also used as a drop-off point for parents bringing their children to activities such as Guides and at the local cricket club. Visiting teams also use the car park for matches on Saturday and Sunday. The viability of these organisations will be under threat and we may be consigning more young people to wander the streets finding whatever they can to pass the time. ASB and drug usage are already on the increase in Sawbridgeworth so it seems odd that EHDC would introduce charges that are likely to create a more open space for the use of electric scooters and petty vandalism. There are many people who leave their vehicle in the car park on Friday and Saturday evening when they go to local pubs and restaurants. They can do this knowing that they can safely collect the vehicle the following day without getting a parking ticket. I feel that more people will "take a chance" and either drive home or collect the vehicle early the following morning whilst still over the limit. This has got to be bad for the local evening economy and will only contribute to the "ghost-town" effect which will surely increase crime. It seems somewhat irresponsible. In summary, we have all had to work hard to keep our businesses open to provide a service to the local community through what has been a very difficult couple of years. To have this ill-considered plan thrust on us now leaves us in no doubt about how the council feels about priorities. Sadly it seems to be all about the money and not about the people and communities. It's a real kick in the teeth as far as I am concerned.	All Elements	Sawbridgeworth
898	I am writing to object to the proposal for charging for weekend parking in Bell Street and ending free parking. This would have a detrimental effect on businesses in the town which are only just recovering from Covid restrictions. It will also affect the community as a whole by deterring visitors to charity shops and charitable institutions. I ask you to reconsider your proposal.	Bell Street	Sawbridgeworth
899	I am writing to suggest that charging for parking in Hertford, and no doubt in the other areas of East Herts, at all times and every day, apart from Christmas is rather a rash decision. I know the Council is choosing to make charges due to their budget shortfall but there will be many negative aspects to this policy. Cars will be parked in the evening on small side roads leading into the town, causing a nuisance to those living in those streets, both in terms of their own parking, noise and disruption when those who have had an evening out in Hertford return to their vehicles. The charges will reduce the number of people choosing to attend the new theatre and other elements of the night-time economy will also suffer. People would be more likely to walk to venues if there were safe footways for them to walk home, in Hertford many footways are not well lit and the lights go off at midnight. Many families come to Hertford on Sunday to visit Hartham and to stroll around the town these visits may well be reduced. Charging to park in the evenings and on Sundays I consider to be a poor decision.	All Elements	Hertford
900	I feel I must write to submit my concerns surrounding the proposal to implement an alteration to current car parking charging strategy in Sawbridgeworth. I am concerned that East Hertfordshire Council seems to have lost the vital collaboration between the community and more importantly the local business that work so hard and contribute to revenue that the council enjoys. I was astonished to hear that the council are looking to remove the current free parking service currently employed within the Bell Street car park surely this is an approach that hasn't been appropriately thought through and lacks any form of community consideration. In these times post Covid when we are all faced with the wider challenges surrounding increased cost of living, rising fuel bills and general lack of confidence in the future now is not the time to implement a strategy that seems to disregard the challenges that the community are facing and I can only assume that the plan to implement the charging is in an effort to increase revenue for the council. I personally use the Bell Street shops as a local resident and make use of the parking facilities to spend my money within the local community however if council are hard set in charging me for being community minded and reducing my carbon footprint I'll happily drive to Epping or even Harlow! and take advantage of Essex's facilities! I realised that innovative revenue streams need to be developed however would East Hertfordshire Council would be better served deploying their endeavours in working with the community that they are supposed to serve rather than causing anxiety and impact to the local business. Possibly a change in leadership with East Hertfordshire Council that has an appropriate level of apathy with the community might be better placed. I am sure sure local politicians will be interested in exploiting these weaknesses. I hope the leadership with East Hertfordshire Council reconsider this plan and ensure that any subordinate managers are appropriately prioritised to work better with the community. Happy to discuss my concerns in greater detail.	All Elements	Sawbridgeworth
901	I am a home owner and resident of Sawbridgeworth - I live on the corner of Bell Street and Knight Street. I strongly object to the proposed parking charges planned for Sawbridgeworth. We have a fabulous selection of local businesses who have worked hard to stay in business and support our community during difficult times. Imposing these parking charges will most likely drive people away from shopping locally and potentially severely impacts the businesses and livelihoods of our local traders. In addition, it will encourage people to park on the streets and congest already busy roads - impacting the ability of residents to be able to come and go freely (our driveway access is often blocked by a parked car). I am sure the parking inspectors will be out in force and that is probably the driver behind this. I think it is an appalling thing to do in the current climate where the cost of living is constantly rising. We already pay exorbitant council rates!!!	All Elements	Sawbridgeworth

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

902	I wish to object to the proposals to amend the Parking Traffic Regulation Orders on the following grounds: if implemented, parking will clog up streets with single yellow lines places like Sele Farm have already lost evening buses (from an already unreliable and infrequent service) and people have no alternative but to use a car - this hits deprived areas disproportionately; cuts in highways maintenance mean many walking routes are dark, narrow and uneven i.e. dangerous at night e. g. The path from the County Hospital to Halleys Ridge. I have twins in a double buggy and many pavements are not possible to be walked on due to their narrow nature and poor maintenance, not forgetting the already inconsiderate parking which blocks pavements and which will only get worse if people are forced to pay more for parking. This appears to be nothing more than further penny-pinching from the public during a national crisis with the rising cost of living. There is simply not the public transport in place to allow good access to the town for those with mobility needs to justify introducing these charges. I look forward to your response.	All Elements	Hertford
903	I definitely object to the proposed changes for the car parks of Stortford. I run a coffee shop with one parking space that I pay over a £1000 per year. My staff have nowhere to park except apton car park, if they get there early enough. It costs enough as it is without being charged extra on Sundays and bank holidays. Regarding customers do you want a ghost town? Even Harlow has free parking for one hour at all it's precincts. And it's cheaper than Stortford in its car parks. If they can do it why can't Stortford. It's just pure greed! From a very disgruntled business owner.	Sunday, BHL Removal	Bishops Stortford
904	I would like to officially record my objection to the changes that you plan to bring in to the bell street car park in Sawbridgeworth. As far as I am aware the majority of car parks in east herts do not charge after 6.30. This enables people to visits restaurants and bars in the evening without worrying about parking fees. Why is the middle of a cost of living crisis would you decide that now is a good time to start charging the public. I understand that the council need to make more money to pay for increase in costs but why at the cost of local residents and businesses? Will you be patrolling these car parks in the evening or weekends? If you are or if you plan to use LPR surely the money you spend to patrol and or install these could be the money that you will make from residents. Or is a big company planning to do this and are paying the council? Either way please reconsider doing this to a small town.	Bell Street	Sawbridgeworth
905	I object to the imposition of parking charges for the weekend at the Bell Street car park Sawbridgeworth. The car park is used mainly by local shoppers but also by bowls club members and visitors for matches on Saturdays and Sundays for 7 months of the year. I realise that the Council is looking to increase its income to pay for services but this is a retrograde step and will cause financial pain to many pensioners who can ill afford it. Please reconsider your plans. I also consider that the removal of the 30 minutes free parking allowance will have a detrimental effect upon local retailers. You should be encouraging local shops not putting further obstacles in their paths, Graham Lyon 16 Kingsmead Sawbridgeworth	Bell Street	Sawbridgeworth
906	I have lived in Sawbridgeworth for the past 35 years. I have witnessed first hand the changes to the local shopping, banking, services, and restaurant amenities. All of these have suffered a major decline. Yes, changes happen but as a town Sawbridgeworth has less and less to offer to a resident /local visitor in comparison to other local nearby towns. This one of the reasons in the past at a local meeting Sawbridgeworth parking charges were kept at a slightly lower level to other nearby East Herts towns to recognise the lower number and level of services on offer. It would appear this promise/ understanding has been completely lost. Multiple times a week I visit the town centre, regularly making use of the currently free 30min window to go about my business. Often, I require a longer visit and therefore pay for my time accordingly. My visits will be reduced significantly if fees for short visits are charged, and all other fees raised. Sawbridgeworth will simply not be able to compete with the number of services on offer in nearby towns with a similar parking fee. This will adversely affect all the local businesses, amenities, and shops I frequent. Additional weekend charges will simply kill off the sporting fixtures held locally. This will be the same for all other Sawbridgeworth residents, causing a significant further decline to my town. I am horrified that East Herts, to whom I pay a significant monthly Council tax fee free to raise parking fees with little communication with or discussion with residents. Why hasn't there been a local meeting arranged to air/discuss these parking fee proposals; or is it the case East Herts are not interested in the strength of feeling of residents? Please DO NOT spoil Sawbridgeworth further by increasing parking charges any day of the week, for any time period. Our town relies on being able to compete with others nearby ; it is already struggling. Your unnecessary parking fee proposals will adversely and detrimentally affect Sawbridgeworth. They are not necessary, wanted or to the benefit of any local businesses, shops, amenities, or residents. Please pass on to the appropriate departments, my strong opposition. I hope this email has made my feelings clear enough.	30 Mins Free; Sunday	Sawbridgeworth
907	I would like to object to the change in car park charges for Sawbridgeworth This will have a huge impact on local small businesses as well as the community who are struggling with the cost of living Please reconsider this proposal.	All Elements	Sawbridgeworth
908	EAST HERTFORDSHIRE DISTRICT COUNCIL (WARE) (OFF-STREET PARKING PLACES) ORDER 2014 (AMENDMENT) ORDER 2022 Having been alerted to this Draft Order Ware (?) or is this just a notice for local residents. The period for true consultation is 12 weeks. In times of real hardships and cost of living rises and the impact on retail, local shops and hospitality who are all struggling to be in business, East Herts Council feels it appropriate to add the unnecessary financial burdens on local people. WHY are charging fees on SUNDAYS? Also WHY are the parking restrictions starting at 7.30am and finishing at 8.00pm!! Ware is a small market town and the extended hours are just quite extraordinarily beyond belief? Instead of finding ways to help retail, small businesses, build the economy etc, you are now out of touch with both residents and retailers (small independents)...what sort of evidence have you got to base these new restrictions/decisions on? My own local residents (W2) parking restrictions are also curious Monday to Saturday 8.00am to 6.30pm.... Absolutely agree that Monday to Friday 8.30am to 6.00pm would be more appropriate. NOT Saturday and are you planning to include restrictions on Sunday for local homeowners? This is a definite Objection to the Draft Order proposed (not only for Ware but also for Hertford).	All Elements	Ware
909	I am writing in regards to the changes in the parking at Bishop's Stortford car parks. I highly object to this. I feel that you will lose a lot of people coming into the town and using the shops. People will alternatively buy on line and the restaurants will suffer as people will order takeaways instead. In one hand BID are trying to help the town by offering free parking after 3.30pm which encourages people into the town and you are trying to take this away especially on a sunday when most people have the day off. all that will happen if you take this away is that people will park anywhere - yellow lines etc if they have to pay. I hope EHDC will reconsider taking away the free parking.	All Elements	Bishops Stortford
910	I am writing as a resident of Hertford and Chair of Sele Ward Neighbourhood Association. I wish to object to the proposed changes on the following grounds: The introduction of charges at weekends and evenings will, in most cases, drive vehicles to free spaces on nearby roads rather than remove car journeys. This will happen because no changes are proposed to the single yellow line restrictions. The impact in Hertford, for example, will be to narrow roads through more parked cars in places such as North Road, St. Andrews Street, Sele Road, The Wash, Cowbridge, Railway Street, Greencoates and many others. The greater use of residential streets for evening parking will be likely to lead increased late night noise and anti-social behaviour as people return to their vehicles late at night. It will also make it harder for residents to find a space close to their front door. The county council has in recent years removed funding from evening and Sunday bus services, for example the 395 route from Sele Farm. This has meant that a car is the only means of getting to town after 6pm. Now people are going to have to pay extra in the middle of a cost of living crisis. This will disproportionately hit low income households and can only increase deprivation and isolation in areas like Sele Farm, contrary to EHDC's own policy of reducing deprivation and combatting isolation. EHDC should work with HCC to ensure that alternative public transport is available from the most deprived areas of the district before imposing these charges. Use of car parks in town provides a safe means for people to access the town, particularly after dark. Cuts in maintenance of highways at HCC has meant that many of the routes to residential areas from the town centre are less safe, particularly for women. An example is footpath 62 going into footpaths 64, 70 and 71/72 (North Road to Haley's Ridge / Hertingfordbury Road. This path is poorly lit due to overhanging trees, narrow where vegetation has been allowed to encroach, and uneven where roots have undermined the surface. The parking charges should not be brought in until the walking routes to / from town are restored to state in which they are safe to use after dark. I am happy to discuss these points further and have copied in my ward councillors.	Sunday, Evening Charge	Hertford
911	I object to new parking charges as this will significantly impact already fragile business and sport club activities in the town. Also the monthly car meet in the car park that has just started to get men talking will be affected in a time when most important. Sunday and Saturday charges will be particularly unfair to the bowls, cricket and tennis clubs with unnecessary charges which will affect membership and fitness.	Bell Street	Sawbridgeworth
912	I as a resident in Sawbridgeworth strongly object to the parking charges that are proposed as we have a super shopping area in Bell Street that would not survive if the charges are introduced. You will destroy our town.	All Elements	Sawbridgeworth
913	Further to the council plans to change the car parking in Bishop's Stortford - I TRULY OBJECT . Are the council serious? Do the council realise how difficult, financially it is for the average person on the average income. Obviously NOT. The food bank has been overwhelmed recently, with those seeking help. During the winter months this will only get worse. The ongoing road works, has had a detrimental effect on my business. The catastrophic shambles with regards to Essex County Councils roundabout fiasco, is one example. To add insult to injury to make people pay for Sunday parking, and after 6:30 will only make people go elsewhere. For example Cambridge. Pop on park and ride, EASY. Drive to Harlow EASY. This year has been extremely difficult for many business owners in BS. By changing the parking you will make our economy WORSE not better. Is that what you want to achieve? lots of empty properties? Many of us are on the brink of bankruptcy. We need MORE people to visit our lovely town. Not less. It is so easy for councillors, who receive regular monthly pay packets, and still received an income during lockdowns, to make decisions for the less fortunate. Shame on you. Perhaps the council should look at ways to reduce costs within the council chamber.	Sunday, Evening Charge	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 32

914	Further to our objection below, we would like to add two more points to our reasons of objection. Stansted Airport & Commuter parking issues have meant that many residential roads have some level of permit parking and restricted hours of parking. This is unique to Bishop's Stortford within the East Herts District, and means options for parking are limited. This needs to be considered within the whole plan. You are about to embark on a huge development project at Old River Lane, which will hopefully when built bring in more footfall and make Bishop's Stortford a destination people travel to. Once this is built, yes a premium car park could be appropriate. However, in order for it to be a success, the remainder of the town needs to be thriving. This project is some years off completion, bearing in mind plans have not been submitted yet, and traders have to survive these years of development. It is of no use to your ORL development if the rest of town dies, due to high car park charges and people not coming in. Again another reason why Bishop's Stortford needs to be considered on it's own, and not part of an East Herts wide policy. We can't stress enough the concern and worry these proposals have caused amongst the businesses. They are seriously worried if they will survive this, coupled with the ever increasing bills, tighter margins and reaction from the public who are stating they will no longer come into town in the evening and on Sundays any more across social media, they are genuinely concerned about their prospects. Having got through the last incredibly tough past two years this could be the end for some businesses. These businesses are looking to East Herts to support the high street, not speed up the process of decline, which is what this appears to look like. Please, we ask that you consider all the issues Bishop's Stortford is currently facing. Now is NOT the time for all these additional charges. We ask that you look at alternative ways to cover your shortfall in your budget. We are happy to discuss if we can be of any help.	Sunday, Evening Charge	Bishops Stortford
915	I write to object to the additional parking charges proposed in relation to Sawbridgeworth in particular but generally applying to all such parking charging. I write not as a personal matter to you but as you have been nominated to receive responses, I'm guessing this will be the usual thankless task!. You and your below should be referenced accordingly. I have resided in Sawbo for over 30 years and it is clear that over the past 10 years at least, central shopping areas are suffering greatly, you only need to see the proliferation of charity shops generally and in particular to show the village in Sawbridgeworth is in crisis. Most people I see shop briefly because of the current parking restrictions, more would stay longer if additional parking supported local businesses, e.g. cafes, restaurants and some pubs do not have their own parking facilities. The additional costs involved you in tend to raise are fairly minor in comparison with the massive damage you will do to the local area by destroying businesses, particularly in the midst and post so many serious crises. In addition most local people are suffering massive addition inflation costs, yet here you are trying to make life financially even worse for residents. In my view you need to start listening to local voices (not councillors, even though they should be acting as their voters request) when the proposals will do so much damage to the local area. I very much doubt you will do this, as democracy seems largely to be absent these days! When the original charges were instigated from the generally free, but time restricted, parking in Sawbridgeworth, I recall that the council stated there would be no further encroachment on the position, despite the charges being objected to by the vast majority of the public at the time. There was a local meeting which I attended which also included changes to the road layout and further restrictions, and it was quite a heated meeting. It came as no surprise that the councillor promoting those changes didn't even hold a licence to drive a car. This current proposal is much worse as it will cause detriment to every element in Sawbridgeworth, quality of life, business opportunities, the pleasant nature of the village as more shops inevitably become vacant. You should have held a public meeting in each area you propose to make these changes, to determine the strength of feeling of local residents, particularly as you are going back on promises made several years ago.. As this information is going to a personal email address I request you make public the number of replies you have received on this subject in terms of: per parking area and generally, how many oppose the scheme/s, how many approve the scheme/s. Also publish separately specifically which councillors voted to approve this scheme, a link to the appropriate voting record of this particular vote will suffice as I have yet to locate it.	All Elements	Sawbridgeworth
916	This is quite despicable! It is quite obviously just another money making scheme almost akin to the window tax of centuries ago. What next - toll booths on pavements?! There are so many family events on Sundays and free car parking allowed for a stress free experience without worrying about yet more cash outflow. Please, just leave your taxpayers with a small amount of free parking - we don't get much else and we will remember come polling day!	30 Mins Free; Sunday	Non Specific
917	I am writing to object to the proposed car parking charges in Bishop's Stortford. I have lived in the local area for 10 years and last year my company, Pardon Chambers Architects, decided to take town centre offices in Bishop's Stortford. We very much wanted to be on the high street and to be seen as local architects in Bishop's Stortford. As I am sure you are aware setting up an office in the town centre comes with considerable costs some of which are increasing rapidly at the moment. In addition to this we are trying to recruit staff and are actually finding it quite difficult to attract high quality candidates to the town. This situation is exacerbated when they have to take in to account parking charges compared with other companies that have free parking. We would like to offer parking as a staff benefit and so we would very much like it if the council could start a monthly permit scheme for people that work in Bishop's Stortford that has a discount for paying in advance etc. What we certainly do not need is increased parking charges for employees working in the evening or at the weekend. Speaking as a resident of the local area I think it will be counterproductive to increase parking charges at this time, when there is a spiralling cost of living crisis. Bishop's Stortford is not currently the most desirable town centre but in order to improve the town centre I don't think the sensible thing to do is to increase parking charges. The high street has quite a high turnover of shops and quite a few empty offices and I think it makes sense to keep the current parking charges in order to try and build up the town's economy at the evenings and the weekend.	All Elements	Bishops Stortford
918	I wish to object to the proposed car parking charges for Bishops Stortford car parks, especially on Sundays, as this will have a detrimental effect on local businesses such as restaurants, coffee shops and all other traders.	Sunday	Bishops Stortford
919	I'd like to object to the proposed parking charges on Saturdays and Sundays in Sawbridgeworth, the reason being that I believe it will make the surrounding roads and infrastructure more dangerous for pedestrians. There are no parking restrictions on a weekend on the surrounding roads of Sawbridgeworth centre, and it stands to reason that drivers will park on the road rather than the car park, meaning zero revenue for the council, reduced road visibility and potential for crashes and pedestrian injuries. It will also reduce footfall to local independent businesses. Please could you also give me the: projected revenue you estimate will be generated by introducing parking charges on the weekend in Sawbridgeworth the cost of patrolling and operating the expanded parking scheme any other impact assessment that has been commissioned regarding the scheme's introduction.	Bell Street	Sawbridgeworth
920	I would urge the Council to reconsider the decision to amend the Parking Places Order in particular in respect of the following points which apply across the district: 1. Removal of the free half hour in town centre car parks is likely to affect have a significant effect on town centre traders and is also likely to lead to motorists 'taking a chance' to park in places where parking is not permitted and thereby causing an obstruction. 2. I understand that the Council needs to maximise its revenue streams. A flat rate charge on a Sunday might be acceptable to motorists along the lines of the charge in St Albans, but the charges proposed for East Herts are completely unreasonable given the offering of the town centres compared with somewhere like St Albans. Motorists will park on street and then once all those spaces are taken they will simply drive to a town where they feel they will get better value for their parking fee. 3. The introduction of charges after 6.30 will badly affect the evening economy. Have a think about Hertford Theatre for example which will need to try and attract audiences back once it re-opens next year. How will they be able to do that when patrons will have to pay to park for an evening performance	30 Mins Free; Sunday, Evening Charge	Hertford
921	I believe that this is a very poor idea as people should be encouraged to use the car park, not make it less favourable. There is already too many cars illegally parked on the high street, causing extremely difficult and dangerous conditions for drivers and pedestrians. We should encourage use of the high street shops and use of the car park for this purpose. A short period of free parking should help. Also, many parents use the car park for school drop off and collection. Without free parking, many of these cars will stop on Bowling Green Lane and the side streets, causing even more chaos on the roads.	Bowling Green Lane	Buntingford
922	We are writing to object to the proposed changes to current parking restrictions in Bishop's Stortford. Our reasons are as follows: The statement of reasons for the changes accompanying the proposed traffic regulation order merely describes the effect of the proposals. It contains no reasons for making the changes. We understand from other sources that the Council wishes to obtain more income from car parking. One reason for this may be to try to recover some of the costs of the unwanted and unnecessary multi-storey car park at Northgate End. We do not understand why visitors to Bishop's Stortford should be surcharged as a result of this profligate development. No business case has been included in the statement of reasons for the proposals, and the consultation exercise is therefore defective as a result. The proposals involve introducing charges for parking on Sundays and Bank holidays when free parking is currently allowed. Given the added costs of supervision the net financial benefit is likely to be insignificant. Moreover, since the proposed TRO does not extend residents' parking schemes to cover Sundays and Bank holidays, residents who are subject to such schemes and have to pay for them are likely to find that their spaces are occupied by day time shoppers, since these will in effect be the only free parking spaces left on those occasions. It will also significantly discriminate against Sunday worshippers – most of the town's churches do not have dedicated car parks of their own. The free half hour was introduced a few years ago to encourage people who only need to visit the town centre briefly to come to Bishop's Stortford rather than seeking the same service elsewhere. Those who initially come for a short while may be attracted to stay for longer, thus bringing extra business to the town. No explanation has been provided of the effectiveness of this arrangement or of the likely consequences of removing it. We are residents of Warwick Road. We already suffer severe parking problems as a result of restrictions which apply only between 8.00 and 10.00 am on Mondays to Fridays. A recent consultation by Herts County Council about changes to parking restrictions on the Gilbey estate excluded Warwick Road from the proposals for reasons which we find impossible to fathom. Your own proposals also do nothing to address our local problem and in fact seem likely to make it worse, since Warwick Road is in effect a free car park at weekends. The overall effect of these proposals, when seen in the context of the council's other plans for Bishop's Stortford, will simply provide greater incentives to shop in Saffron Walden instead.	All Elements	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

923	We are very concerned about the proposed change in car parking charges in Bishop's Stortford. Car parking should not be seen as an income generator. This is an anti-social measure which penalises the less well off. Reduced fees will provide greater access to all residents and would encourage the use of car parks. Introducing evening and Sunday charges will have a serious impact on the town centre for businesses and evening venues. The effect of proposed changes will not encourage visitors to the centre of town and they will choose to shop in large supermarkets on the edge of town with free parking. As a result, footfall decreases, and the centre of town becomes moribund. The residential roads which are already used for free parking by visitors to BS will have more pressure on them. There do not appear to be any proposals to alter parking restrictions on residential roads to match the proposal introducing parking charges on Sundays and in the evenings. The additional charges will mean that people will seek to park in residential streets to avoid paying. Rather than spending a huge amount of money on projects such as ORL, which replicates some facilities we already have, that money can be used to reduce parking charges and keep the free parking on Sundays and evenings. Revenue could also be used to develop sustainable transport systems which should be frequent, extensive, and affordable. Opportunities to create a more sustainable transport system in BS should be a priority. Significant changes to existing car parking should be subject to public mandate ie as part of party manifestos before the elections in May 2023	30 Mins Free; Sunday, BHL Removal	Bishops Stortford
924	I need to protest at the proposed altering of the car parking arrangements in Ware and all of east Herts. It will mean that anyone coming to participate in events at Southern Maltings will have to pay which has never been the case before after 6.30 pm This will include people from Ware Operatic society who use kibes lane car park who use the Art centre every week and fear that this is going to have detrimental effect on numbers attending those events at Southern maltings This issue came up several years ago and East Herts council stopped the idea then and I don't see why it should be adopted now..You should be encouraging people to come to Ware in the evening for entertainment Ware can provide; these proposals will have the reverse effect	Evening Charge	Ware
925	I am writing to ask that East Herts District Council reconsider the introduction of additional car park charges in Bell Street Car park, Sawbridgeworth. 1) As District Commissioner for Girl Guiding Sawbridgeworth and High Wych, your plans to remove the free parking will impact on many parents of our Rainbows, Brownies and Guides. With the removal of the free parking, I envisage that a significant number of parents will now, park in Bell Street and allow the girls to cross the road into the Guide Hut instead. This I believe will compromise the safety of my young members. 2) Guiding is run by volunteers, when the parking charges were brought in, we wrote to East Herts District council to ask if we could have special dispensation for leaders to park for free in the car park - This repeated request was ignored. Please note that all our leaders are volunteers and do not get paid. Currently only the Rainbow and Brownie leaders are impacted by the existing charging. However with the move to evening charging this will now impact all sections of guiding. Leaders will have to pay to help at Guiding. 3)Sawbridgeworth is a small town, with a number of independent traders running shops, removal of the free parking will significantly impact their businesses as people will not pop up to the shops if they have to pay. The end of free parking at weekends, in particular on Saturdays, in Sawbridgeworth, will mean that people will travel to Harlow or Bishop's Stortford where a larger retailer (Asda/Sainsburys) will validate their ticket and they get a refund on parking. Our traders will not be able to offer that therefore this will reduce footfall into Sawbridgeworth town centre, killing our town. 4)Sawbridgeworth Cricket Club , Bowls and Tennis club all use the car park at weekends for their fixtures, not just the locals but visiting teams come and park here. By introducing weekend charging you are going to penalise those who want to take part in sports in Sawbridgeworth. East Herts District Council should be trying to make people active not discouraging them from taking part in sports by charging them for parking. Visiting Cricket teams would not expect to have to pay for their parking and then it will become harder to get opposition teams to play in Sawbridgeworth. The Cricket club is a popular venue for family celebrations and parties, visitors park in Bell Street car park, as it is immediately adjacent to the club. If you introduce car parking charges, it is going to decrease the desire of people to rent the Cricket club and therefore reducing the money coming into a club. 5)Sawbridgeworth Evangelical Church. some people park in Bell Street Car Park to avoid parking on the A1184 outside the church. With the introduction of Sunday charges, these people will simply park all along the main road causing both traffic problems in Sawbridgeworth but also increasing the pollution levels along the main road as cars are held up. 6) With the introduction of evening charges in Bell Street, I think we will see an increase in the number of cars parking outside the pubs and restaurants. This will cause Bell Street and Knight Street to become extremely narrow, people will disregard the yellow lines painted because the traffic wardens do not come out at night. Therefore with cars parked all the way along Bell Street and both sides of Knight street, it will only be a matter of time before there are nasty accidents. There is no way that a fire engine would be able to get through Knight street with parking on both sides. Allowing free evening parking would mean that these vehicles causing the obstructions could be parked safely in Bell Street Car Park. 7) Bell street car park is used by the sick visiting the GP's surgery, the elderly visiting the Hailey Centre. By introducing these charges East Herts District council will be making the old, sick and less mobile have to pay to collect their prescriptions, get a meal, medication, or visit the GP. This is not really acceptable to cause this additional pressure on these vulnerable members of our community. Therefore in conclusion, the abolition of the free parking will impact across the whole of Sawbridgeworth, the abolition of free Saturday parking will impact both the traders and the clubs, the abolition of free Sunday parking will impact ONLY the sports clubs. I hope that East Herts District Council consider the damage they will do to Sawbridgeworth before they apply the proposed blanket approach to charging here. Please look at how much revenue will be generated against the impact it will have on the town, the elderly, the vulnerable, the clubs (all charities) and the traders, please reconsider the proposals and make changes accordingly	Bell Street	Sawbridgeworth
926	I am registering my opposition to the car park charging changes that are proposed for Sawbridgeworth. My main opposition is the getting rid of the free 30 mins Sawbridgeworth is such a small town. The small shops and businesses that rely on people popping in to get their convenience shopping. These people will be put off using Bell street etc at all I have just attended an East Herts council forum on how to spend money bringing town centres back to life. This will have the opposite effect! I really cannot understand the logic of the council.	30 Mins Free	Sawbridgeworth
927	I am writing to lodge my objection against the parking charges proposed for Bishops Stortford in particular. Charging in the evening for car parks will push people to park along roads in the area when visiting the many, many restaurants in the town centre, or cause people not to travel to these restaurants in the first place.	Evening Charge	Bishops Stortford
928	I've just seen a notification that EHDC are removing free 1/2 hour parking and free from Hertford and the free parking on Sundays and bank holidays. If free parking is removed from Hertford town then effectively the remaining businesses in the town will be killed off. Many people rely on being able to pop to town to run their errands and getting rid of free parking will make people seek other places to do this. Some people have to leave running errands to days where parking is free as with the cost of living sky rocketing not everyone is able to pay all the additional costs that are incurred. EHDC needs to rethink getting rid of free 1/2 hour parking and free parking on bank holidays / Sundays as soon we will have no businesses left in town to visit as it is Hertford town is full of mainly cafes / restaurants and Hairdressers / barber shops it is not inclusive.	30 Mins Free; Sunday, BHL Removal	Hertford
929	I am writing to object to the proposal to remove the grace period for parking and to charge for parking on a Sunday. The decision to hit people with additional charges at a time of soaring cost of living is ill considered in the extreme, coupled with the post-covid trading conditions that many shops are facing I would hope that EHDC will think again and not add to the burden of the hard pressed folk of East Herts at this time.	Sunday	Non Specific
930	I am writing to you to object to the notification of car parking restrictions/charges, especially in Ware Town. As a small business owner located in Ware High Street, the short term, 30 minutes, parking spots in the Town are a massive encouragement for locals to pop into the town. This in turn helps all the small, independent shops, getting their custom. To remove them will be a real blow to the local shops, who rely heavily on these people. Since covid has affected the high street, with people working from home, we need these people more than ever. To remove the free 30 minutes spaces is a slap in the face to the local shops, as it implies that the council cares more about money and profit, than helping the local shops, who make up the high street, and make Ware great. Also removing these spaces will cause the residential areas to fill up with visitors to Ware, making it hard for residents to park at their homes. Lots of Ware's houses are on streets, with on road parking. My second objection is that the council intends on removing the free car parking charges in all the car parks in Ware Town after 6.30pm. How is charging people the privilege, encouraging anyone to come into Ware from outside the Town? This will not bring much needed income to any of the restaurants/bars etc. It will also make all the small business owners in town feel that East Herts Council don't care about them or their businesses. East Herts Council should be helping to encourage visitors to this lovely town, the wonderful shops, and restaurants we have here, and not finding new ways to charge them, the residents and shop owners. I have also included it as a letter, if you need a more formal objection. Thank you for taking the time to read my objections.	30 Mins Free, Evening Charge	Ware
931	I wish to register my objection to the proposal for charges to be made for the parking of cars in the Bell Street car park at weekends. I am aware that there have been numerous objections based on the impact this will have on the somewhat beleaguered traders in the town but my main concern is the extent to which this will affect the sports clubs and the use thereof sited immediately adjacent to the car park. When the Council originally proposed the introduction of 7 day charging some 20+ years ago there were many objections as to how this would adversely impact on the sports clubs (cricket, bowls and tennis). The Council recognised the need to show support to sport in the town (particularly amongst the youth in Sawbridgeworth) and agreed to rescind the proposal for weekend charging. At that time I was Secretary to the Cricket Club and apart from regular weekend games (which, of course, can last many hours and involves many visitors from the opposing clubs) we also provided training to (up to) some 200 youngsters on Sunday mornings. This is still the case today. I believe the proposal for making of charges will directly seriously affect the Cricket Club (as well as attendance at the Tennis and Bowls Clubs) and I hope that the Council will look to take this into account and give its support to sport in Sawbridgeworth by keeping car parking FREE at weekends.	Bell Street	Sawbridgeworth

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Paper 34

932	I am writing to strongly object to the removal of free parking in the evenings, weekends and bank holidays and the free half hour period. At a time when cash poverty is high, why do you wish to place a further burden on the local community. You should increase the free parking period from half an hour to a full hour. This would encourage people to use the shopping facilities of Ware further. You are forgetting Ware is now a large town and not a cash machine and is home to a wide variety of people. We should not have to pay for the necessity of parking in our home town. For the elderly they rely on their transport to take them from their home to the town centre. Ware does not have a local bus service that covers the WHOLE of the town. It is not practical to ask people to shop and then board a bus and then walk home. Often the car is a vital form of transport and parking should be free. Why do you want to force people to out of town centres? Shop owners have already had a hard time being forced to close due to COVID. Unlike the Council, they do not have a guaranteed income from taxes and have had to work hard to draw people back into the town. Surely it is a false economy to raise parking costs which will force local establishments to close. Empty buildings do not generate money for you. all you will do is to push free parking onto the local streets around the town which will mean more traffic using the residential roads which is not beneficial to the quality of our lives. You have a duty of care to ensure we have a peaceful, safe environment and not one clogged up by cars trying to find a free parking space. Please do not let greed be more important than common sense.	All Elements	Ware
933	I'm objecting to the increased daily hours for parking charges and to charge on Sundays. This will have an impact on some of the already struggling independent businesses that makes Stortford a charming market town. On Sundays, many church goers will have to pay just to worship, some of them elderly who have small pensions or single parents trying to get by on a daily basis. Surely, the towns loyal community can enjoy the benefit of Sundays not being chargeable.	Sunday	Bishops Stortford
934	I'm just emailing as I understand you are the right person to contact about the proposed car parking changes. I'm aware a number of changes are planned, but I would strongly urge reconsideration against the loss of the 30 min free parking and the free Sunday parking in the area. These are such benefits to local companies and the local community (especially in Ware where I live) in terms of giving people flexible access for both of those times. I fear that as we are coming into a period of cost of living difficulties etc. that putting up a barrier to accessing local businesses (over larger businesses e.g. supermarket chains that can fund their own parking) it is the local groups that will disproportionately suffer. I also recall growing up in a much larger town (not in Hertfordshire) where the ever increasing parking prices in the early noughties became a bit of a running joke and, unfortunately, synonymous with the death of the local at the start of the financial crash. I have a fear that the same mistakes could be repeated in this area. I'd also like to highlight the lack of green access infrastructure. To the extent any changes are made to parking tariffs, I'd expect to see additional investment into local parking facilities especially to help EV charging. I am not an EV user myself but it seems quite clear that within 10 years or so, it will be the norm, and without investment now there is a risk the area is left behind. Overall I feel quite strongly that the current benefits of the parking tariff system must be maintained for the benefit of the local area. Hope this is helpful and do let me know if there are any points you would like to discuss further.	30 Mins Free; Sunday	Ware
935	I just wanted to object to the proposed changes to free parking on a Sunday in council car parks. I am a resident of the town and have lived here for 25 years. As a family we have often visited the town on a Sunday for leisure, cinema, shopping or an early dinner. I feel that this would discourage people from visiting particularly at this time of rising costs and prices.	Sunday	Bishops Stortford
936	Please find this message as a formal objection to the proposals for car park charging, specifically in Bishop's Stortford and Sawbridgeworth. At the top of the page about the information for the new charging proposals, you'll notice the following: Parking Traffic Regulation Orders East Herts District Council Discretionary scheme - now available More information if you do not qualify for the £150 council tax payment Rising cost of living Advice and support to help manage the rising cost of living It seems counter intuitive that the Council are concerned with residents disposable income and also combine that with the difficulty for businesses to regenerate post covid, that the Council are consulting on increasing costs for its residents to visit the town centres. The extra pressure on town centre car parks, as you should be aware is the poor and questionable planning of development with the lack of care and attention to road infrastructure and traffic flows and directions.	All Elements	Bishops Stortford / Sawbridgeworth
937	I am not in favour of implementing additional parking charges in the East Herts area. I think it is extremely unfair to put an extra financial burden on local people when the the cost of living is rising so dramatically. The proposed additional costs on the weekends and bank holidays will hit families when they want to use the local parks and amenities during their leisure time. Hartham Park (for example) is well used by families and I think is wrong to impose extra charges when so many local residents are struggling to make ends meet. I am a resident of Hertford and I believe that additional charges will drive people away to other places and our shops and businesses will suffer.	All Elements	Hertford
938	I am writing to you with regard to the proposed changes in the Bell Street car park. We are local business and would like to get answers to the following questions on behalf of our customers and fellow businesses. If you could respond to the following as soon as you can it would be very much appreciated as we would like to ensure any opposition to the proposals can be put to the council in good time. Please could you respond to the following: Referencing the studies used for decision making - were these carried out for each town individually or only on selected towns and then a blanket approach applied using the results? Are the council able to provide any details on any expected decline or increase in visitor numbers to the town after weekend fees are implemented, given that Free parking will be available at equidistant sites such as Tesco. Can the council also give any details on expected consumer stay times based on the introduction of parking fees on a Saturday? Will they be expected to decline as this would most likely result in the hospitality sector of the town being disproportionately impacted. Are the council able to provide evidence or publish your findings to support the notion that 30 minutes of free parking is counterproductive to the local economy? Can you provide any detailed statistical information to support the claim that Sunday trading in Sawbridgeworth is the 2nd highest day throughout the week in revenue terms? What is the projected income and profit after enforcement for the car parks in Sawbridgeworth and does the council intend to reinvest the money gained from the car park fees directly back into the town to support local business and community projects? What measures will the local council be taking to reduce the negative impact on residents in surrounding side streets who will be faced with increasing numbers of vehicles parked outside their homes. Could the council clarify the need for paid parking in the town car parks on a Sunday when there are no restrictions on the high street and the car parks are below 20% capacity as this will just push cars onto the main road, generating next to no revenue. We look forward to hearing from you soon.	Bell Street	Sawbridgeworth
939	I would like to lodge my objections to the proposed changes for charges are car parks in Stortford & Sawbridgeworth. The towns retailers have collectively struggled during various lockdowns over the past couple of years (admittedly some more than others). Surely councils should be doing what they can to entice people into the area whether it be calling into Sawbridgeworth to pick up lunch at one of the shops/cafes or going into Stortford at night to eat/cinema etc. it's simply not acceptable to say 30 mins free parking doesn't encourage people to browse. No of course it doesn't but people who want to browse will come in anyway. Whereas thirty minutes free parking generates additional income for some shops. If that goes people will head to a supermarket chain which offers free parking for their lunch rather than avail themselves of the food offered by local outlets. I absolutely understand the philosophy that the car parks cost a lot to maintain and drivers should foot the bill for at least some of it rather than the taxpayer. Likewise it could be argued that taxpayers contribute towards the costs of running the parks, libraries etc., when not everyone uses them.	All Elements	Bishops Stortford / Sawbridgeworth
940	I am writing on behalf of our members and their visitors to ask that the proposed changes to the parking charges in Bell St be scrapped. Uniquely many of the Sports Clubs are located in the centre of Sawbridgeworth, including our Cricket, Bowls and Tennis Clubs. Other organisations such as the Guides and Hailey Day centre, Surgery, Vets, monthly Car Club and Town Council are also located in or near the Car Park which also serves as an overflow for The Old Bell pub, the Masonic Temple and St Mary's Church. Consequently, unlike the central car parks in Bishops Stortford, Bell St Car Park is a real community facility used mainly by locals for other than going to the shops. The Cricket Club can only remember one ground where they might have to pay to park for a match. Bell St is a narrow single yellow line road, so legal nuisance parking in it will increase on a Sunday. Currently to avoid charges, shop and office workers try to park in adjacent residential areas which would now continue over the weekend. The Sports Association do have a Car Park at Town Fields accessible only from Springhall Rd, where most residents need to park in the road, along with others from the main A1184. We currently turn a blind eye to their parking in our car park, this will have to cease causing friction which will also occur should our car park be full and our visitors park in the road. Complaints have recently been received from a neighbour (No. 43) about the visual impact on her current outlook of a row of parked cars overshadowing her garden, the row will get longer now. There is no benefit likely to come to Sawbridgeworth from the parking charges, Sawbridgeworth should not be used as a cash cow to prop up the interest payments, no doubt occurring, from the unsympathetic monolithic redevelopment of Bishops Stortford town centre which doesn't need another cinema, arts centre etc. Etc. The five component clubs of the Association can muster around 1,000 local voters, many have been canvassed, none welcome the proposals and this must be considered. We suggest you scrape the barrel elsewhere. The current situation is a fair compromise especially in this inflationary period.	Bell Street	Sawbridgeworth

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

941	I was disturbed to read the new parking proposals that have been advertised by East Herts. I live in Sawbridgeworth but regularly travel by car into Bishop's Stortford for church, shopping and leisure (meeting up with friends for coffee, meals, cinema etc). The new proposals will adversely affect many people's lives in both communities which I am particularly associated with. Sawbridgeworth The new weekend parking costs will have an adverse impact on people visiting the town for shopping or pleasure or sports activities - in particular those going to the Cricket Club and the Bowling Club. Shops and Restaurants - at a time when both have been affected by the pandemic, the parking charges will put people off visiting Sawbridgeworth for the purpose of using our unique shops and restaurants. Surely the Council should be trying to attract people into the town, not put them off coming. Sports Facilities - both the Cricket and Bowling Clubs are an integral part of the community and provide a valuable facility at a time when we are being encouraged to exercise more and participate in sports in particular. Visiting teams, and some local members, are now faced with paying substantial parking fees in addition to their match/club fees. It will marginalise anyone on a lower income from participating. Bishop's Stortford The new Sunday parking charges and increased charging period will have a very detrimental affect upon anyone coming to Bishop's Stortford for any reason. At a time when everyone's personal finances are being challenged, surely the Council needs to be attracting people into the town rather than putting barriers in place to keep us away. Churches - there are a significant number of churches within the centre of Bishop's Stortford who provide not only spiritual input to the substantial Christian Community but also provide many other facilities within the community. The Council's extended charges will impact not only Sunday morning attendance but also any mid-week, evening and week-end meetings. Churches are free for anyone to attend - but the Council are in effect making a charge upon anyone who needs to travel into town by car in order to attend a church service. This change will marginalise anyone whose finances are constrained by budget considerations. Shopping, eating and cinema - extending the charging period to 20:00 hrs and including Sundays, will affect people who come into Bishop's Stortford for any of the above reasons. Surely the Council should be looking to encourage people to come and support our local traders, to stop and enjoy a coffee after they have finished shopping, or have a lunch before going home. Equally extending the payment period to 20:00 hrs impacts people who would like to come into the area to enjoy a meal in one of the many excellent restaurants. I believe the Council's changes will mean these people will look to shop, eat and socialise elsewhere rather than have these unnecessary charges added to their necessary shopping or potential enjoyment. all of the above will have a hugely detrimental impact on not only the traders but also the local community. Please may I ask the Council to reconsider their plans and the sad impact that it will have on so many people's lives. Thank you for your consideration.	All Elements	Bishops Stortford / Sawbridgeworth
942	As a resident of Bishops Stortford (Southmill Road) I am writing to reject to the proposed council parking charge amendments, specifically the proposal to remove free parking during the evenings. Free parking across the council car parks is critical to encouraging nightlife and the hospitality trade across our town, and I feel in the post-pandemic climate we should be supporting our small locally businesses and not deterring potential customers. There is no issue with availability of parking during the evenings, therefore I feel this move is unwarranted and serves only to raise funds. I understand the councils financial position, and as such, I do support the proposal to charge on Sunday's; however, this should be in moderation and care must be taken to review the impact on local business. The flat rate of £1 is well suited to this.	All Elements	Bishops Stortford
943	I would like to object to the proposed plan to extend parking charges to Sundays and bank holidays. Hertford Is still recovering from the pandemic and the significant delay to the redevelopment of the town centre. Progress seems to be being made with the towns recovery, but introducing charging to Sundays and bank holidays will be a big step backwards. I urge you to reconsider.	Sunday, BHL Removal	Hertford
944	We need to retain the ability for families to take advantage of the area without having to pay a few pounds for an afternoon out with their children. The free 30 minutes is very welcome when I have to pick something up in town. Do something to reduce parking that, effectively, means having to stop every few metres to cater for on-coming traffic.	All Elements	Hertford
945	Referencing the studies used for decision making - were these carried out for each town individually or only on selected towns and then a blanket approach applied using the results? Are the council able to provide any details on any expected decline or increase in visitor numbers to the town after weekend fees are implemented, given that Free parking will be available at equidistant sites such as Tesco. Can the council also give any details on expected consumer stay times based on the introduction of parking fees on a Saturday? Are the council able to provide evidence or publish your findings to support the notion that 30 minutes of free parking is counterproductive to the local economy? Can you provide any detailed statistical information to support the claim that Sunday trading in Sawbridgeworth is the 2nd highest day throughout the week in revenue terms? What is the projected income and profit after enforcement for the car parks in Sawbridgeworth and does the council intend to reinvest the money gained from the car park fees directly back into the town to support local business and community projects? Could the council clarify the need for paid parking in the town car parks on a Sunday when there are no restrictions on the high street and the car parks are below 20% capacity as this will just push cars onto the main road, generating next to no revenue.	All Elements	Non Specific
946	Good morning, I so wanted this to sound nice, but what part does this council not get.when things are really tough for everyone including shops and social clubs in our area, you guys decide you want to put all the parking prices up, and more importantly weekend charges, please think before this goes to vote how this will impact peoples lives, and with all the new houses going up around here just think of all the council tax you will be earning from them	Bell Street	Sawbridgeworth
947	If parking charges were introduced, I would not visit the towns but go elsewhere instead. I can imagine that I would not be alone in doing this,	All Elements	Non Specific
948	Why is the middle of a cost of living crisis would you decide that now is a good time to start charging the public.	Bell Street	Sawbridgeworth
949	I am responding to the notice from our Local Council Offices in Sawbridgeworth regarding the possible introduction of car parking charges on Saturday in Bell Street, Sawbridgeworth, car park. I have been a shop trader in Bell Street for nearly 28 years, and have seen many changes. The Car Park in Sawbridgeworth, as I was told many years ago, was bequeathed to the people of Sawbridgeworth and it was free to park. Over the years, charges were introduced by the Council, and have increased. Business over the years has rapidly declined and I have seen many shops close. Sawbridgeworth is a small village and relies on custom from other towns to survive. I have, over the years, acquired (and retained the majority of my customers), my oldest customer is now 92! The question that usually I am asked following a visit from a customer is "where can I get some lunch, or where can I get some coffee", so it's a bounce off effect with other traders getting business. We do not have any major shops or stores in Sawbridgeworth. Parking charges have been increased recently and to now try to impose charges on Saturday would, I fear, bring total disaster to this small village and would lessen trade even more.	Bell Street	Sawbridgeworth
950	I totally object to charging for parking on Sunday's, bank holidays. Enough is enough. The towns are dying. Parking is too expensive as it is. I live in Great amwell and I will think twice about using the car parks if charges are introduced. I like to visit hartham on a weekend. That should be free all weekend.	Sunday, BHL Removal	Hertford, Ware
951	I write to object to the proposal to introduce Sunday parking charges to Crown Terrace car park and extend the chargeable hours until 8pm. As a resident of London Road for the last ten years and who has no parking facilities, so relies on this car park, I already incur weekly parking costs of £28.80 to park in the car park. Currently, I put a daily ticket on my car at 8.30 am, but if I need to go out, I cannot always guarantee a space upon my return. Furthermore, my partner leaves the car park in the morning before the charges start, but often doesn't return home from work until 6.00pm and can, therefore, take advantage of the free 30 mins before the charges stop at 6.30. If you extend the charges to 8.00 pm, this will add a further £24 to our weekly budget at a time where we are being stretched financially with our energy bills. Additionally, if you include Sunday costs, we are simply going to be unable to afford it. Despite requests over the years, we have never been offered residents parking permits or discounted charges. If you introduce these increases and changes to Crown Terrace car park charges, we are simply not going to be able to afford it and the consequences of this will mean real hardship. I urge you to reconsider any proposals/decisions relating to this car park.	30 Mins Free; Sunday, Evening Charge	Bishops Stortford
952	I'm writing regarding the proposed parking changes in Hertford and surrounding areas. I've lived in Hertford for over 40 years. I've seen the town diminish from a thriving market town to a service town. I was hoping with the new generation of the town centre and theatre that it could start thriving again and bringing shops back that we so desperately need. People need to be able to park at a reasonable price there are no side streets to park in as they all have resident parking only. Taking away the free half hour will mean people parking where they shouldn't to pick up their prescriptions blocking the road. Increasing the parking fees to 8 pm will affect the restaurants which are struggling anywhere. It will affect the residents like us who live in town and use the car park for one of our cars as we only have one parking space. It was fine until 6.30 as most people don't get home from work until then so parking would be free until the morning. People who live in the town are going to suffer. Sundays people love to come in and have a walk around the castle and Hartham they won't want to come if they have to pay. Why is the council trying to destroy out town. Don't they get enough out of us with the taxes we pay already. I'm not sure if you live in the town but if you did I'm sure you would agree with us. Also why are the signs informing people of the proposed changes so small? We needed big posters informing us all what was being proposed not signs with writing that needed a magnifying glass.	Sunday, Evening Charge	Hertford
953	Object strongly to the proposed extension of parking charges in the Bell Street car park in Sawbridgeworth. It will further discourage people from visiting the town and its businesses and hit those who use the Cricket Club and other facilities at the weekend	Bell Street	Sawbridgeworth

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Paper 30

954	I am writing to object to the proposed changes to parking in Hertford car parks, particularly the removal of the free 30 mins parking. I regularly rely on the free 30 mins parking. I have to drive to take my children to school (Abel Smith) but rather than create extra pressure and traffic on the A414 - I park in town (castle street car park) and walk. I know a few people who choose to do this. I believe removing free parking for a short period will increase the congestion on the already over-congested main roads around town. Furthermore people will try to park in inconvenient places around the town on the streets, which ruins the appearance of our lovely town. I supported the decision to remove parking on the street because I believed that there were other available options (ie car parks) but this recent proposed change takes away the ease of parking for short visits into the town. Some people rely on this free parking to pick up and collect prescriptions, drop off books at the library, pick up a paper, a coffee, drop of dry cleaning etc... If you remove this option it will drive away business from the Hertford at a time when the town needs local support. I realise that these are hard financial times but I feel that this move will actually generate less income for the town, particularly the independent small retailers, and cause traffic and parking issues deterring people from visiting. I have no objection to the introduction of Sunday parking charges. I also do not understand why the wallfields car park has a different charging policy? The only reason I can arrive at is that the council is considered to be a key service for people to access. I would argue that there are other key services in Hertford which are necessary and important for local people and free short stay parking (upto 30mins) is vital for this. Please reconsider the proposed changes to parking. I believe the proposals currently have an adverse impact on the town.	30 Mins Free	Hertford
955	PLEASE DON'T CHANGE THE NEW TIMINGS AND FEES ON THE PARKING SITUATION I am very shocked to hear about the new proposals for all the parking within Hertford and the rest of Hertfordshire. Please can this not go ahead? it will ruin and destroy much of the towns people being able to go about every day errands and social activities. You will prevent many from visiting the area also and this brings much revenue to the town and this is for everywhere else as well eg Ware, Bishops Stortford etc. Making Sundays payable is just awful. I find it disgusting that any of this has been proposed. Why??? This is very upsetting for so many and doesn't make sense at all. I am very against it all. As are most.	Sunday	Hertford, Ware
956	Hertford & Ware I object to the proposed Parking Charge changes for the following reasons. They will accelerate the demise of retail and social activity in the town centres. The "Statement of Reasons" does not state any reasons for the changes. I hope that the proposal to implement the changes will be reconsidered.	30 Mins Free; Sunday, Evening	Hertford, Ware
957	I'm a resident of Sawbridgeworth and regularly use car parks in Bishops Stortford as well. If parking charges are brought in I would seriously consider shopping elsewhere. Parking in BS is expensive as it is and it's always something I factor into my shopping trip. In Sawbridgeworth there's currently a half hours' free parking option which I frequently use to collect a prescription, drop items off at the charity shop, call by at the post office etc. To introduce a charge would be particularly brutal when the cost of living is already challenging a lot of families. Although I try and walk into Sawbridgeworth town as often as I can, my husband has terminal cancer and so sometimes I have to take the car for a variety of reasons. To pay extra funds for parking seems wrong to me, and to a lot of my neighbours. Please seriously reconsider your proposal.	Bell Street	Bishops Stortford / Sawbridgeworth
958	Sorry to start your day with a negative email, but I was shocked yesterday to discover that the council is planning to charge for the car park in Bishop Stortford on Sundays. It is as if the decision makers are wilfully blind to the fact that we are facing the worse cost of living crisis in a generation. I write as a 'local' but I also happen to run a charity that sees first-hand the results of poverty. For short term gain, I suggest that you may be undermining: The high street, which is the life blood of the town – you should be encouraging, not deterring people from coming in. (I notice that Tesco's are not charging to park in their store... it makes the choice that much easier!) Town based places of worship. There are many churches in Stortford but precious few I understand, with meaningful car parking spaces. Many attendees have to drive there and the optics of adding an extra cost to observe their faith is not great. What remaining shred of good will there may be towards the council, which most people already think is a fairly self serving organisation. Literally every penny matters - now more than ever, so please will you ensure that this is re-considered.	Sunday	Bishops Stortford
959	Parking in the town should be encouraged. To do this it is madness to increase charges and increase chargeable hours. If the council wishes to deliver a death blow to the town it is going the right way about it. Any parking charges should be minimal. I strongly object to the proposals.	30 Mins Free; Sunday, Evening	Non Specific
960	I feel compelled to write regarding the council's intention to implement additional charges in car parks. As a Sawbridgeworth resident I noticed the difference when the initial charges were implemented, more people chose to park on Bell Street and this is a nuisance for deliveries and pedestrians. Local business was affected and if further charges are brought in this will affect them further. People are struggling as it is and to hit them with further charges is unacceptable. A return to one hour of free parking would be so beneficial to local business trade, in a small town such as Sawbridgeworth, if visitors passing through could pop in and browse, this could result in people returning to spend a few hours (then paying for parking) when they realise what we have to offer. Please take the local peoples views into consideration when making these decisions.	Bell Street	Sawbridgeworth
961	I have read details of the proposed amendments to parking charges in Ware, the town where I live, and other surrounding towns, the justification for which does not appear to have been fully explained. Clearly, the Council wants to raise additional funding (perhaps to pay for the ludicrous reconstruction of Hertford Theatre (without adequate provision for parking, ironically) and/or all the protracted work on the A602, now some years beyond the projected completion date, I believe?) and sees local drivers as a captive target. I would be very interested to learn why the Council believes these proposals are necessary. I have lived in Ware for almost 50 years now and (in contrast to Hertford, where I worked for 20 years) I had considered the town to be well supplied with parking. I have never encountered any real difficulty in parking in the town whenever I needed it (though in fairness I generally tend to walk to the town and back as it is small enough for this to be feasible). Removal of the free parking periods would, I think, be disastrous for the local economy. Apart from the effect on smaller local retailers (clearly, it would not impact greatly on the major supermarkets with their own customer parking provision) it would impact very heavily on the restaurants which are flourishing in the town centre. So I would be grateful if you could let me know the precise reasons why the draconian changes now proposed are felt to be so important that they override some important changes which could be considered more urgent, such as improved public transport, support for youth services and clubs and continued upgrading of play areas for younger children. Please record this mail as an objection to the proposals.	30 Mins Free; Sunday, Evening Charge	Ware
962	I would like to object to the proposed changes in parking to the car park in central Sawbridgeworth. Removal of any free parking times will encourage more parking on Bell Street itself and reduce retail which won't help our shop owners. It also unfairly affects the elderly who more regularly need to visit our doctors.	30 Mins Free; Sunday, Evening	Sawbridgeworth
963	Please take this email as confirmation that I wish to object to the council's plans to introduce Sunday, evening and Bank holiday parking charges at Bishop's Stortford car parks. The reason for this objection is that the new charges will inevitably undermine the existing Residents Parking Zones in central Bishop's Stortford - including Zone 5 where I am resident in Nursery Road. With our own resident's scheme operating Monday to Saturday (8am to 8pm excluding Bank Holidays) I can see that our street will become a popular option for opportunistic drivers outside these hours - particularly on a Sunday and over public holiday weekends. This will result in increased inconvenience to residents who will experience a reduction in parking spaces during these times, and could potentially lead to extended operating times being introduced for the scheme, at an increased annual cost. I would be grateful if you could provide details of the impact assessments that have been undertaken in relation to this likely impact on residents parking schemes, including what plans the council has to remediate this.	All Elements	Bishops Stortford
964	I hereby object to the new parking regulations, in particular the introduction of charges on Sundays, evenings and bank holidays. Hertford has already become a ghost town and introducing further restrictions will discourage more people from visiting the town and mean more businesses are not interested in opening here. The evenings and weekends are busy time in the towns and whilst I can understand that the council would therefore like to gain revenue from the car parks, I believe they should balance this with the increased usage. Also by stopping people parking in council parking means that the supermarket car parks become too full which means those of us who work full time and need to do our grocery shopping at the weekends are not able to park there either. Stop driving people out of coming into Hertford. Steps should be more in place to encourage custom into the town centre not driving it away.	Sunday, Evening Charge, BHL Removal	Hertford
965	Generally, I do not object to parking fees as they will protect our communities against an overload of car traffic and encourage the use of public transport. However, in the evenings there are many clubs and other activities in Hertford and these will be affected by these parking fees. Our Hertford Chess Club members have to come out from locations near Hertford that are badly serviced by public transport in the evenings and especially on Sundays. The answer is to take the car. The matches usually start at 7:30 so parking fees will need to be paid in the new plans. This will more than double the costs of membership to the Chess Club. At times of parking affected, travel by car is reduced anyway. In my opinion, the council has not justified the new parking scheme in their statement of reasons. One might think these changes are brought in just to monetise parking further. Therefore I object to these plans.	Sunday, Evening Charge	Hertford
966	I am writing to object to the proposed increase in car park charges in Bishops Stortford, especially on Sundays. Please leave the parking charges alone. If not, a lot of people will be more out of pocket in these times, than they already are. Charging from 7.30 to 20.00 is outrageous, and charging extra on Sundays is also very unkind to church goers and also to restaurants trying to recover their businesses.	Sunday, Evening Charge	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

967	I would like to register my objection to the plans to alter the charges for the Bowling Green Lane Car Park in Buntingford, specifically: Introduce parking charges on Sundays and Bank Holidays (except Christmas Day). Introduce parking charges on Saturday. Remove all current free parking periods The reason for the objection is that this will drive business away from the traders in Buntingford town centre. It will be an inducement for people to drive to supermarkets in Royston, Ware and further afield. Declining business in the High Street is already a problem. Buntingford Chamber of Commerce has been trying to encourage people to shop in the town, especially after Covid related moves to online shopping. This will be a blow to the business community in Buntingford and detrimental to the community as a whole. Access to the High Street, with the ability to park freely nearby, is an important factor in keeping people coming into the town centre.	Bowling Green Lane	Buntingford
968	I feel compelled to email you regarding possible proposed car park fee changes in Bishops Stortford. I know that until recently, parking has been free on Sunday and bank holidays for many years. Now I see that the new multi story car park has opened with a cheeky £1 charge for Sunday. Am I to expect future changes to the other Car Parks, making free Sunday parking a thing of the past? How on earth can this be justified with the current, unmanageable rise in the cost of living and struggling shops and restaurants. I am a member of a local church in Bishops Stortford and am active in my church community throughout the week. Obviously, this new fee will be extremely unpopular with many people I know, not to mention the residents and businesses who will also suffer unnecessarily. I say 'NO' to the introduction of Sunday, bank holiday and evening car park charges. Life is hard enough at present. Please be so kind as to add my name to any and all petitions relating to this matter.	Sunday	Bishops Stortford
969	I am writing to you to express my objections towards the parking proposals for Hertford and surrounding areas. I live in Hertford and although I try my very best to walk into town when needed, with a 4 yr old and a 10 month old, this just isn't always possible. I accept that we will incur charges to park on week days and Saturdays but to extend that further is very unreasonable considering the current economic climate. These extra charges will have a negative impact on families and put families off from coming into town as well. I'm all for supporting families to walk into Hertford and maybe you should be looking into something which would provide an incentive for people to not use transport rather than just adding further charges to car parking.	Sunday	Hertford
970	In relation to this point: Introduce parking charges on Sundays, evenings and Bank Holidays (except Christmas Day) in various car parks in Bishop's Stortford, Hertford and Ware. I would object as this would kill the town trade, events are held on Sundays which bring revenue and if parking charges were introduced this would limit people attending. Sometimes 30 minutes is all you need to attend a medical appointment or collect prescriptions etc. by removing the free period I would seek to go out of town, rather than stay local.	All Elements	Non Specific
971	I am writing to object to the proposals to remove free parking in Bishop's Stortford town centre. Town centres across the country are struggling, and people need incentive to go there to do their shopping. Removing all free parking certainly does not provide this incentive and encourages people to shop online and at out-of-town shopping centres. I understand that parking charges are a significant source of income for the council, but they still are charging for anything over an hour in the daytime besides Sundays and Bank Holidays. It is not like there is free parking all the time. The 30 minutes free parking has already been reduced significantly by the closure of the Causeway car park, and customers wanting to use the free period now are forced to park inconveniently further from the centre. This 30 minutes though, brings a huge number of customers into town. Where someone could quickly go into town to pick up a few items, the incentive disappears when there is a charge to park, instead we will find people willing to wait until the next day to receive the items via delivery, and pay for delivery since they would already be paying for parking. Conversely I believe that the 30 minutes free parking should actually be extended to one of the other car parks to recover the spaces lost from the Causeway. Of course, it would be ideal if everyone could simply walk or cycle into town, but I live in Thorley and although I do often walk into town it is a 30 minute walk for me, a young able-bodied person. Most of the current housing estates are a similar distance away and the new developments are even further from the town centre. Take into account needing to buy anything beyond what can fit into an everyday rucksack, or bringing children along, or being slightly less able or slightly shorter on time and suddenly the possibility of walking or cycling goes out of the window. That is not to mention that the buses are neither often, quick or cheap enough for many people to consider them a viable option. For more significant trips to town, or trips with the whole family, the free parking on Sundays and Bank Holidays makes it one of the busier days of the week in town. The shops are open so people choose to visit on the day on the weekend, when most people are off work and school, when they can park for free. Without it Sundays will likely become a ghostly day for the town, with the shorter shop's hours not enticing people to visit when they could go to an out-of-town centre and park for free. This will also be a longer journey, emitting more emissions than a quick drive into town. Bishop's Stortford is currently vibrant and bustling on a Sunday and that looks to disappear, reducing business' profits and causing them to fail, ultimately leading to less income for the council and the town. I hope that the council will rethink this ridiculous plan that looks to send our town centre backwards. Yes, this scheme will probably reduce congestion in the town centre, but at the direct cost of reducing the footfall that is essential to the town centre's survival. To propose such increases to parking charges in the middle of a cost-of-living crisis is likely the nail in the coffin for the town centre.	All Elements	Bishops Stortford
972	I am responding generally to the proposal to introduce parking charges in Hertford including the scrapping of the free 30 minute period and scrapping free parking after 18:30. I believe the free 30 minute period enables people of all ages to park and visit a shop for a brief period which they otherwise may not visit. This particularly applies to those picking up prescriptions. This may mean that people will decide to do their shopping in Tesco which offers free parking and leading to declining trade in the town centre. Charging after 18:30 (and Sundays) may dissuade people from coming into town in the evenings/weekends to spend time in the local pubs, clubs and restaurants. Hertford's night time economy was trashed in the pandemic and many still struggle. Charging customers to park may cause a downturn in trade and the closure of more businesses. These businesses, in the main, employ people who pay tax, and the businesses also pay tax and Business Rates. If a charge has to be made it should be for £1.00 only. This doesn't affect me as I walk into town, I'm thinking of those who have no alternative.	All Elements	Hertford
973	I wanted to register my objection to the parking changes proposed at the London Road car park in Hertford. Currently I use this car park to collect my children from Simon Balle School. We are strongly advised by the school to use it as there are no alternative public car parks or on street parking areas available for school pick ups in the local residential streets. By taking away the free half an hour and making it long term only you are removing any flexibility for its users.	30 Mins Free	Hertford
974	I am writing to you to register my objections to the proposed changes to car parking charges in Hertford. Hertford is already suffering from a reduced footfall, and I believe that charging on Sundays will only exacerbate this, with families staying away. To start charging in an evening will surely have a detrimental effect on the theatre once it reopens and the footfall in the town centre. As a member of St Andrew's Church, who attends each Sunday this is going to be an additional cost to me. I am a pensioner already facing price escalations with inflation and a cost-of-living increase. I would like to know what the extra money will be used for in Hertford. Are we still going to have potholes in the roads for example. I think it is an ill thought proposal, particularly at this time.	Sunday, Evening Charge	Hertford
975	I write in response to the current consultation, to object to the proposals to impose Sunday parking charges in Bishop's Stortford town centre. I write as the Roman Catholic Dean of the Lea Valley and as Parish Priest to the Roman Catholic Community in Bishops Stortford and its 6 civil parishes. Here in Bishops Stortford the Roman Catholic community based on Windhill have four religious services (Masses) between Saturday evening and Sunday evening. Our average congregation currently (post COVID) runs in total at about 600 persons between these different Masses. We also celebrate the Sacrament of Baptism every Sunday afternoon attracting a congregation of between 20 and 50 people. Currently many of our parishioners park on Windhill on the opposite side to St Joseph's Church on Sundays so that they can attend Mass. If this were no longer to be possible because of Sunday parking enforcement, then I would see that as a direct action to prevent people from attending their religious service here on a Sunday. This discrimination is not acceptable in today's Britain. Of course, it is not only the Roman Catholic church attendees who will be penalised by this proposal under consultation but all the many people from the town and its surrounding villages, who worship in the town and who hold Sunday as a Holy Day on which they fulfill their religious obligations. In addition to being Dean and Parish Priest I write as a resident of Windhill and one who pays for a residents parking permit each year. In this latter role I object to the proposed new payment system as putting residents of Zone 3 to considerable inconvenience focussed on the basis that on Sundays it will be more than likely, if parking charges are imposed, that we will have nowhere to park, our residents parking bays being occupied by those who do not wish to pay the new parking charges in the town's car parks. I strongly urge the civil authorities to revisit these proposals and not to agree them in their present form. I am copying this letter of objection to (Chair of Trustees of the Roman Catholic Diocese of Westminster in which this Catholic Parish is situated and to whom it is responsible), and his Eminence's auxiliary Bishop in Hertfordshire.	Sunday	Bishops Stortford
976	I am writing to place my objection to the proposed new parking charges on Sundays, Bank Holidays and after 6.30pm in Bishop's Stortford. I feel that this will have an immense impact on the number of people visiting the town at these times. People (including myself and my family) will now choose to travel to alternative shopping centres eg. Harlow where car parking is either free or 50p and where there is also a greater selection of shops. It is a difficult time for both shoppers and retailers financially and this will only make things worse. I hope that you reconsider your decision to help encourage shoppers and visitors to continue visiting our town at these times.	Sunday, Evening Charge, BHL Removal	Bishops Stortford
977	I would like to register my objection to additional planned car parking fees on Sunday & Bank holidays. As a local resident, I know only too well that the Sunday/ Bank holiday concession impacts footfall in the town centre. The town centre is in danger of becoming obsolete as local businesses paying rent are also competing against on line ordering. Council parking greed will have a detrimental impact on Bishops Stortford town centre from all aspects of local business and for persons gaining access to town based faith centres/ churches. Please reconsider to save the town	Sunday, BHL Removal	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Paper 130

978	As members of the Catholic Church in Bishop's Stortford, we object strongly to any proposals which will further impede parking near our place of worship on Sundays. Parking is already severely restricted for both our church and St Michael's and to add parking charges would only rub salt into the wound. Please give consideration to the needs of others when deciding how to raise revenue and do not blanket penalise all regardless of genuine need. This, of course, also applies to the many businesses in the town who must still be struggling to catch up on the revenue they lost during the extended pandemic.	Sunday	Bishops Stortford
979	My specific objections to the proposed increases are: Sunday - people will have to pay to attend church, which is morally wrong. Evenings - this will have a direct affect on restaurants, pubs, cinema and other places of entertainment. All of these are struggling financially and making people pay to park will put them off further.	Sunday, Evening Charge	Bishops Stortford
980	Good afternoon and thank you for your reply. Essentially, businesses are just getting back to some sort of normality and this will be a retrograde step as people may think twice about coming to Sawbridgeworth if they have to pay at weekends. Weekend charges have just raised hackles here. People are already short of cash and this is just more mud in their eye. I hope that this makes sense. Cllr, Sawbridgeworth Town Council	Bell Street	Sawbridgeworth
981	I am writing on behalf of our members and their visitors to ask that the proposed changes to the parking charges in Bell St be scrapped. Uniquely many of the Sports Clubs are located in the centre of Sawbridgeworth, including our Cricket, Bowls and Tennis Clubs. Other organisations such as the Guides and Hailey Day centre, Surgery, Vets, monthly Car Club and Town Council are also located in or near the Car Park which also serves as an overflow for The Old Bell pub, the Masonic Temple and St Mary's Church. Consequently, unlike the central car parks in Bishops Stortford, Bell St Car Park is a real community facility used mainly by locals for other than going to the shops. The Cricket Club can only remember one ground where they might have to pay to park for a match. Bell St is a narrow single yellow line road, so legal nuisance parking in it will increase on a Sunday. Currently to avoid charges, shop and office workers try to park in adjacent residential areas which would now continue over the weekend. The Sports Association do have a Car Park at Town Fields accessible only from Springhall Rd, where most residents need to park in the road, along with others from the main A1184. We currently turn a blind eye to their parking in our car park, this will have to cease causing friction which will also occur should our car park be full and our visitors park in the road. Complaints have recently been received from a neighbour (No. 43) about the visual impact on her current outlook of a row of parked cars overshadowing her garden, the row will get longer now. There is no benefit likely to come to Sawbridgeworth from the parking charges, Sawbridgeworth should not be used as a cash cow to prop up the interest payments, no doubt occurring, from the unsympathetic monolithic redevelopment of Bishops Stortford town centre which doesn't need another cinema, arts centre etc. Etc. The five component clubs of the Association can muster around 1,000 local voters, many have been canvassed, none welcome the proposals and this must be considered. We suggest you scrape the barrel elsewhere. <u>The current situation is a fair compromise especially in this inflationary period.</u>	Bell Street	Sawbridgeworth
982	It is absolutely ridiculous that you have kicked off this consultation with no postal or email notification to all council tax payers in the areas affected. I am resident at 26 Claud Hamilton Way, Hertford and have received no notification of these plans until it came up on the NextDoor community app. We received a letter several months ago about changes to access and routes in the centre of Hertford but nothing around car park charging times. It is very interesting that every effort was made to inform residents about the changes to access & routes but the same effort has not been made for the current consultation. The Multi-storey car park in Hertford & other local car parks are essential for visitors out of hours and at weekends. Having the free parking on a Sunday and on evenings brings additional trade to the area and makes it easier for visitors. For example, around Hertford East station there is a complete lack of parking and so we have to use the multi-storey quite often as we only have one allocated bay. The cost for someone to park over a weekend when visiting me in Hertford is going to increase by a significant amount. Has there not been any thought on bringing in residents discounts or passes in the local car parks? We also pay an extremely high rate of council tax compared to other local authorities and places I have lived previously. All of these other areas offered free parking up to 30 minutes or 1 hour and also free parking out of the main hours, as we do now. Reviewing the documents provided on your website, your Statement of Reasons gives absolutely no reasons as to why this change is needed. What is the driver? What funding holes are we hoping to plug through this change? Are the funds generated going to be used elsewhere? An additional point would be that West-East transport in Herts is atrocious, bringing in these changes is not going to encourage people to stop parking and get rid of their cars. What is the point? It would be better if the local council made more efforts to support electric vehicle charging, improved transport and actually provided the existing safe places to park. By introducing these changes you are encouraging people to become a little bit more creative with how they park which in turn is going to create safety issues. It will make the roads in residential areas even more busy such as in Sele Farm and Bengoe where it is already horrendous. I personally cycle to work and do my best to reduce car usage but unfortunately the lack of good transport links means that I need to keep my car! I would encourage you to review the comms you have made on these changes and extend this review period and make a better effort to consult with local residents. I have not observed any signage in local car parks informing residents of these proposed changes, how are people supposed to be aware? Why have you not sent an email to all council tax bill payers in the affected areas? Do not continue to try and make these changes quietly, especially when the cost of living is so tight. Please can you keep me updated as to the outcome of the consultation. I would be more than happy to share further views, usually councils have in person consultations as part of processes like these to share plans.	30 Mins Free; Sunday, Evening Charge	Hertford
983	As a resident of Sawbridgeworth for over 40 years, I wish to complain in the strongest terms my disgust that the Council are proposing to increase the charges to our Car Park. Just as we are coming out of the pandemic and businesses are picking up, especially in Bell Street. You are now changing your charges, this is a really good way to kill off more Shops. People will now try to park in Budgen's Car park causing congestion in there, which will result in them amending their policy, and possible charges there. I presume you have costed out the additional staffing costs this will be (persons required Saturday's and Sunday's and more times during the week to monitor the car park) You obviously think you will make more money, than it will cost you.	Bell Street	Sawbridgeworth
984	There are a number of elderly and/or infirm who need walking sticks or walkers that attend church on a Sunday, so this free parking on a Sunday is most beneficial and helpful to them	Sunday	Buntingford
985	I have read with dismay the plans to end free parking in Bishops Stortford and Sawbridgeworth. Almost all the shops in Sawbridgeworth, where I live, are independent shops who rely on passing trade to help make a profit. This would be severely impacted if parking charges were introduced. Part of the attraction of shopping in Sawbridgeworth is the free parking at weekends. These shops are only now starting to pick up after the Covid restrictions of the last two years. In addition, having parking charges on Sundays could be considered as active discrimination against those who wish to attend church services in either Sawbridgeworth or Bishops Stortford. This would not be a good look for East Herts Council to try and defend. There is also the cost involved in employing traffic wardens to work at weekends. This, I'm sure, would have a negative impact on the council's budget. So, in conclusion, I don't believe this proposal has any merit for the reasons given above.	30 Mins Free, Evening Charge & Saturday Free	Bishops Stortford / Sawbridgeworth
986	I completely object to the changes in parking charges in Sawbridgeworth. This will only stop people using local shops and will encourage them to travel to big supermarkets as free parking. I can only see one benefit and that would be the council making money and the residents losing local shops. Please don't do this.	Bell Street	Sawbridgeworth
987	I wish to register a strong protest against the proposed time extension in Hertford which will do nothing to encourage visits to the town centre. I do not qualify for a blue badge but my health is such that I can neither walk nor cycle into Hertford, (it used to be 15 minute stroll) and the physical restrictions to on-street parking have already curtailed my visits. If the free half hour is removed, then I will be making more journeys by car to WGC. This entails using more petrol (say no more). Evening visits to restaurants will also cease if an evening charge is imposed especially as pay and display tends to be overbought so as not to risk a fine. It will also affect attendances at Hertford Theatre when it is reopened. Hundreds of houses are being built on the WGC side of Hertford and I suspect many residents will decide to travel to Welwyn Hatfield council areas with a consequent economic loss to EHDC. All of this will probably lead to a loss of footfall in the town and the further closure of businesses with the knock-on of a deterioration in EHDC finances as it will be mirrored in their other towns. I do understand that there is a shortfall in EHDC finances, but another way must be found, probably increasing the rates and certainly not spending £20m on the vanity project Hertford Theatre.	30 Mins Free, Evening Charge	Hertford
988	We are writing to formally submit our objections to the proposal to introduce parking charges in both Bishop's Stortford and Sawbridgeworth. Parking in Sawbridgeworth and Bishop's Stortford being free on a Sunday and evenings (for B/S) has always enticed more visitors and therefore more revenue into both towns. In Sawbridgeworth these car parks are crucial to the Cricket Club, the bowls club and the tennis club for visiting teams not just locals and guests to be able to come and play or watch. Our nan attends the Hailey Day centre and without the free parking we would have to pay to collect her. The Brownie and Girl Guides would be put at danger as parents would probably start blocking up Bell St with pick ups and drop offs rather than using the free parking around the back. The shops, which is the main hub of both Sawbridgeworth and Bishop's Stortford will really suffer if the free parking is taken away. We own a restaurant in Stortford and know that some of our customers who just want to arrive for a take away and cannot park on the main road outside often use the free parking to quickly nip in to pick up their order. If they then have to start paying for parking, they are unlikely to carry on with this as with people sitting in to attend our restaurant and therefore it will affect our trade.	30 Mins Free; Sunday, Evening Charge	Bishops Stortford / Sawbridgeworth
989	I live at 31 Villiers Street in Hertford where it is already, at times, impossible to park. Being able to park outside one's house from 6pm and on Sundays is a god send. Also if you can't get parked and park outside your house it is far more palatable to be have to move your car at 8am rather than 7:30. There are usually not any spaces at 7:30. This is a ridiculous suggestion and does not help residents.	Sunday, Evening Charge	Hertford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

990	I would like to submit my oposal to the proposed parking charges. This will deter people from visiting high streets, which is the heart of any town, I certainly will travel to the out of town shops where I can easily park. A different charge for long stay yes. Again the only people this does not affect is those with a disabled badge who can park wherever, whenever with who ever.	All Elements	Non Specific
991	I am writing in respect of the proposed changes to the parking costs in the various car parks within Bishops Stortford. The fact that East Herts Council are proposing removing free 30 minute parking and free parking on Sundays is a disgrace. All this will achieve is less people will visit the town centre, therefore shops, café's restaurants and bars will all lose customers and therefore money. Many people I talk too are like me in that we pop in to town to do some shopping and we all utilise the free 30 minute parking, and should we need longer we then pay for the parking space. Everyone I have spoken to have stated that they would shop online which would seriously harm all the small shops and café's in town who all rely on footfall customers. In the current climate of increases to the cost of living, and interest rates rising as well as inflation going up, the Council's should be trying to assist the public by making parking cheaper not more expensive. In my opinion it is pure greed by the Council. The new car park is a waste of money as the causeway car park was ample and had been there for years. The new car park is remarkably difficult to navigate if you are driving a larger vehicle such as a SUV or estate. The spaces in the car park are far to small considering the size of modern day vehicles. There are many reasons why the Council are losing the public's faith in them. Loads of new houses being built, which ultimately are not affordable. Despite these new houses no thought or planning has gone in to the road infrastructure (other than the Hadham bypass – which by the way doesn't make a huge difference). Traffic in the town centre regularly comes to a standstill, which is hardly surprising considering all the new, (badly built), houses – (most houses have 2 cars), and still no changes to the roads. To many pointless and unnecessary roadworks going on throughout the town which once completed show no difference to the road layout. I for one will not be utilising the town centre should car park prices go up, and I know many people who are of a like mindset. In my opinion all car parks should be free as this would stop people parking illegally and would therefore encourage people to use the town centre which would then benefit the shops, café's restaurants and bars. STOP BEING GREEDY AND THINK OF YOUR PEOPLE.....	30 Mins Free; Sunday, Evening Charge	Bishops Stortford
992	Having read the proposed car parking changes I am very disappointed and shocked by these proposals. Please can you justify the changes? To remove Sunday free parking and extending the pay to park times is indefensible. Having come out of two years of Lockdown, where local businesses have struggled to survive, to take away the ease of parking is an outrage. I for one, have shopped and socialised locally to try and show my support for local businesses in Ware. Are you trying to discourage visitors to our Town? By doing this, shoppers are more likely to use the currently free Parking at Tesco, impacting those who want to actually shop there. I believe the proposals should be reconsidered, better still, scrapped!	30 Mins Free; Sunday, Evening Charge	Ware
993	The introduction of Sunday car parking charges will disproportionately affect those who attend church services, and those who visit the elderly who live in designated housing in the town centre. but the introduction of Sunday parking means that many church goers will have to pay up to £100 a year to East Hertfordshire (money that could have been donated to their churches – who are also suffering greatly financially both from the effects of enforced closure and then very restricted activity during the pandemic, and the effects of having enormous unregulated increases in gas and electricity bills). Sunday car parking charges will discourage some church goers. As there is no local bus service on a Sunday, those working in the local retail and hospitality outlets(many on minimum wage) will now have to pay to park for all day parking just to go to work (and as until 8 pm including those working during the evening). The town already suffers from a staffing shortage in hospitality (mainly due to Brexit) and this won't help. The introduction of Sunday parking charges will discourage people from coming into the town centre – and that will be detrimental to local retail and hospitality who rely on being able to get custom on a Sunday when free parking is an incentive to come into the town. Many small retailers will probably stop opening on a Sunday due to lack of custom. The introduction of Sunday car parking charges will also put additional pressure on local residential roads – where Monday to Saturday restrictions in place, and Sundays ate the one day they can actually offer their visitors parking. If those who come into the town from elsewhere and are capable of walking a reasonable distance decide to park in residential areas near the town centre, this will not only be very annoying to residents but will also mean East Herts don't get the parking fees (essentially the longer stayers). Sunday parking will also require an "enforcement" presence – and due to "churn" of church goers (9 – 12), those going to shops (10 – 4) and those going to restaurants (12 – 8) it will be necessary for car parks to be visited several times a day to ensure all cars have valid parking. Also, will all those who eligible for "free" parking be able to do so – as will probably be more church attendees with "Blue Badges" than there are allocated spaces (and to attend church have to go when the service is held and stay for the length of the service – unlike choosing when to go to the local shops etc). The extension of Monday – Saturday evening parking charges will be detrimental to hospitality (to get free parking have to go for a meal after 8 pm – so precludes families, older people etc who will have finished their meals by 8 pm). Also, all those who attend "activities" whether run for the youth or adults (and many of the latter attended by retirees) – all of which are run by volunteers and rely on being able to get "reduced rents" to function. All those activities start before 8 pm – and many finish by 8 pm. These groups do not receive any local authority funding and all contribute to the well-being of those who attend. In a town where there is NO local authority "adult classes/activities", the council now wants to get money from those who run what the council can't. Bishop's Stortford residents already pay the highest Council Tax in East Hertfordshire – and already pay the highest rates of car parking in East Hertfordshire. If the plan is to increase income for East Hertfordshire, perhaps it would be fairer to ensure either the parking charges are reduced to the levels in other local towns, or to increase the charges everywhere else to the same rates as for Bishop's Stortford. Everyone is currently suffering from the economic effects of Covid, astronomical increases in gas, electricity and petrol, and now food prices (due to war in Ukraine) and having to make difficult decisions about where to spend their limited incomes. East Hertfordshire should be encouraging people to come into Bishop's Stortford, particularly on a Sunday (when offices closed) and in the evenings – not discouraging them by making everyone pay (including those who work in hospitality and retail). These changes will discourage even more people for using the Old River Lane complex as and when it is built. Many older residents have already said they won't be using it (as not going to offer what they need during the day) and if have to pay to park before 8 pm, many others won't want to attend evening performances etc. It is already probably a "white elephant" and as there is NO bus service (even in day time most B/S residents not on a local bus route) anyone going there will need to get there by car (walking not a safe option for the majority). If the idea is to decrease car usage, then MUST provide an appropriate level of local bus services on a Sunday (to meet needs of every local church) and evening bus services – both options being more expensive than the maximum amount that is predicted as being possible to be obtained from the introduction of Sunday car parking charges. It is likely that the town centre will become "dead" on a Sunday, with the only people coming in in any number being those going to church on a Sunday morning (as no choice) and they will be being penalised. If Sunday charges must be introduced, they should be made to be a very low fixed rate (£1 maximum) and perhaps consideration could be given as to how churches could be reimbursed (to recognise the fact that don't have a choice of when to come and fact that they provide a free "essential service"). A very low charge would help those who work on a Sunday in retail and hospitality, and be less unacceptable to those who need to park ONLY to go to church or visit elderly friends and relatives, and those who go out for meals, and those who are OK about shopping on a Sunday	Sunday, Evening Charge, BHL Removal	Bishops Stortford
994	I live in Sawbridgeworth and visit Bishop's Stortford regularly. The planned change to the local parking charges is extremely short-sighted and blinkered - the health and prosperity of local centres will suffer. Many local businesses will be affected by the reduction in footfall and custom from residents - some may close, resulting in loss of income to the Council! Common sense needs to prevail ! Adopting the proposed changes will incur costs - replacing parking ticket machines and signage etc. will have to be paid for. These calculations must have been undertaken by the Council and they should be published in the local press. I trust my objections will be seriously considered and we won't suffer from another bad Council decision!	30 Mins Free; Sunday, Evening Charge	Bishops Stortford / Sawbridgeworth
995	The proposed charges for evenings and Sunday are detrimental both to businesses and for me, as well as other persons visiting. It will put me off visiting Ware and Hertford if the charges go ahead. They are not in the interest whatsoever for the general public. We seem to be the people always penalised with additional charges. Bus services aren't regular either. Strongly object to the proposed extra charge.	Sunday, Evening Charge	Hertford, Ware
996	Objection to extension of car park charges in Sawbridgeworth We wish to lodge an objection to the extension of car park charges in Bell Street car park in Sawbridgeworth for the following reasons:- The removal of the 30 minute free period and the increase in charges for longer periods will deter people from shopping in Sawbridgeworth. Instead they will travel to supermarkets where parking is free or to larger shopping centres to do all their shopping in one place. This will have a seriously detrimental effect on the local businesses that are already struggling as a result of increased costs caused by Covid and the current economic crisis which have resulted in crippling increased costs for everyone. The intention to extend charges to evenings and weekends will simply encourage motorists to park in other places in the surrounding area such as Bell Street, Knight Street and Station Road causing more congestion and associated issues. Alternatively many motorists will simply choose not to come to Sawbridgeworth to use the facilities and either scenario will do nothing to increase revenue to the Council, but will adversely effect the economy in the local area. Extended parking charge times will necessitate additional costs to police/patrol and this will obviously negate any additional revenue that those charges may bring in to the Council. We have lived in Sawbridgeworth for over 25 years and have seen a decline in the footfall in Bell Street/Knight Street over that period. The local businesses have tried hard to adapt and continue to make a living in these changing times and one of the biggest advantages they have is the availability of a free period and low cost parking during the week plus free parking evenings and weekends. If this is removed it will reduce the footfall to unmanageable levels and many of these businesses will be forced to close. This would be totally counter-productive as many premises will then stand empty bringing in no business tax or associated benefits that are derived from the activities of trading businesses. We would urge the Council to reconsider the proposed extension of car park charges which would likely be negligible and simply go into a central fund and not be reinvested directly into improvements in Sawbridgeworth, BUT which would cause serious threat to the small independent traders in the town and the knock on effect that would have on the community as a whole.	Bell Street	Sawbridgeworth
997	fully object to charges on a Sunday or starting them earlier. Please stop destroying our beautiful town. I've lived in Hertford all my life and I'm now 52. Concentrate on getting the awful flower pots removed, help the builders get the old Waitrose Area open and turn Maidenhead street into a arts / craft / cafe road with free stalls like they do in Hoddesdon. Please I beg you to focus on what needs changing. The poor shop owners are on their knees - your idea will just make it worse. Thanks for listening	Sunday	Hertford

Page 139

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 140

999	would like to officially record my objection to the changes that you plan to bring in to the bell street car park in Sawbridgeworth. As far as I am aware the majority of car parks in east herts do not charge after 6.30. This enables people to visits restaurants and bars in the evening without worrying about parking fees. Why is the middle of a cost of living crisis would you decide that now is a good time to start charging the public. I understand that the council need to make more money to pay for increase in costs but why at the cost of local residents and businesses? Will you be patrolling these car parks in the evening or weekends? If you are or if you plan to use LPR surely the money you spend to patrol and or install these could be the money that you will make from residents. Or is a big company planning to do this and are paying the council? Either way please reconsider doing this to a small town.	Bell Street	Sawbridgeworth
999	I have just learned about the new parking Traffic regulation order and can't understand why it is being imposed for evenings and weekends at a time when we're all experiencing immense financial challenges.	Sunday, Evening	Hertford
1000	With building works and cost of living increases in general, I think this is incredibly badly timed. The town is struggling to keep businesses and this will only decline with the reduction in footfall this will create.	Sunday, Evening	Hertford
1001	I hereby would like to raise my disagreement with the parking within Hertford / Ware to be increased by hours or by cost. This will severely deter me and others from accessing town shops that are already diminishing and is therefore the incorrect approach.	All Elements	Hertford, Ware
1002	It will seriously damage our hairdressing business as clients already complain of the recently increased parking charges & will not have the choice to avoid week days & opt for free parking at the weekends. The residential flat above our business has no parking only the pay for car park in bell street & with the new parking tariff will be 7 days a week instead of paying for 5 days at present. Tenants will vacate the property.	Bell Street	Sawbridgeworth
1003	I am raising my objection to the proposal to charge for parking in the evenings and Sundays. With the building works and cost of living increases in general I think this is incredibly badly timed. The town is struggling to keep businesses and this will only decline with the reduction in footfall this will create.	Sunday, Evening Charge	Hertford
1004	Evening parking charges will deter residents from going into town to go to restaurants, pubs and bars, (In case you are unaware there are a lot in Hertford). Age and health restrictions mean I am no longer able to walk into town and back for shopping. I still attempt a quick visit hoping for a free space to enable me to go to the dry cleaners and similar. All other shopping, which will take more than a few minutes is now in Welwyn Garden City.	Sunday, Evening Charge	Hertford
1005	1. Are you actively trying to discourage people coming into the town? (The Northgate End car park is probably already doing that for you already, anecdotally customers don't like it, further to walk, crossing busy roads, difficult to navigate etc..) 2. How have you assessed the potential impact on the retail/leisure sectors through having fewer shoppers and if so, what do you consider is of more importance a less attractive retail offering or parking revenue? (Bearing in mind that fewer shoppers means less parking 3. Have you considered the costs of businesses closing in terms of job loss, empty units, reduced reasons for people to visit? (This very quickly becomes a vicious circle.)	All Elements	Bishops Stortford
1006	Surely we should be helping those small businesses, especially shops like the refill shop where we are encouraged to shop without plastic and think more sustainably. I realise we are not Sidmouth, but it goes without saying that the same effect will happen here.	All Elements	Non Specific
1007	Do we not think that people are struggling enough with the rise in everything else that this is going to help.. I cannot believe our government all they want to do it take take take form the hard working people. I object to these new ideas in making parking charges longer hours and bank holidays, it's bad enough as it is that we have to pay to visit dying and sick families in hospitals. Give the public a break.	All Elements	Non Specific
1008	Would you please note my objection to the proposed new parking charges for the above car park.that my objection is on the grounds that shops and businesses in the town could well suffer if there is a drop in footfall in the town because of the parking charges.	All Elements	Non Specific
1009	I wish to object to the changes in parking costs for all towns especially Hertford that are being considered as it will change my thought process and I will choose other towns to shop in.	All Elements	HERTFORD
1010	Christians have always been free to worship in this country. These days, I know cathedrals charge people to visit if they are just looking round but I believe it is free entry if you are attending a service. By introducing a car park charge on a Sunday you are in fact making people pay to go to Church. This is not acceptable in my view A lot of businesses in the town rely on the evening economy - restaurants, cinema etc. They are already struggling to make a living and need the footfall.	Sunday, Evening Charge	Bishops Stortford
1011	Sawbridgeworth traders and various clubs rely on visitors to our town using the car park and I am pretty sure that having to pay on Saturdays and Sundays will not bring any extra revenue to the council. People will just take their custom to other villages and towns where parking is free at weekends. Removing the free thirty minute level is so petty that it does not deserve further comment.	Bell Street	Sawbridgeworth
1012	We pay enough now. Sundays, really. It's just closing down most of East Herts , in this case Hertford as we have limited public transport anyway.	All Elements	Hertford
1013	I strongly object that you are going to start charging to park in the Sawbridgeworth bell st car park on a Saturday-most people just pop to the shops for a short period and it will just encourage people to park out side shops and risk parking tickets-i also find it very frustrating that you have to pay when visiting the doctors surgery when usually your distressed anyway about going to the doctors and then you have to pay as you dont know how long you will be. -the machines are really old and sometimes it doesn't matter how many times you bash in your number plate it doesn't like it you need to put newer machines in that actually work -i find it most distressing each time i use the machine ending up using the edge of my bank card as it doesn't like my finger	Bell Street	Sawbridgeworth
1014	Are you trying to kill off the little trade there is in these towns completely.You should be looking to encourage people to park for a reasonable time for free to entice people into the centre of towns, whatever time of day.	All Elements	Hertford, Ware
1015	This plan has been released at a time of year when most families are focused on children and holidays and the proposals have not been adequately publicised. Your consultation does not provide detailed costing of policing the scheme, particularly on yellow lined areas where the restriction has been extended by one and a half hours in the evening and 30min in the morning to the extreme disadvantage of working residents.I therefore oppose the proposed parking changes on the grounds that no costing information for either income or expenditure have been provided with the consultation.	All Elements	Non Specific
1016	I'm a Hertford resident and frequently use the car parks in the proposal, as do friends/relatives who come to visit me. As I'm sure you know, the car parks are extensively used, especially in non-chargeable hours, by people who would like to enjoy the town without being charged or worrying about the time limit on their ticket. Sundays in particular are a day to enjoy the town and support local businesses. As there are no other places to park close to the town, I really believe this change will impact the finances of businesses and residents, at a time when finances are already pinched.	All Elements	hertford
1017	The new proposed parking alterations will have a significant impact on businesses already struggling post pandemic. It will stop people coming into Ware/Hertford etc at weekends, resulting in loss of revenue and possible closure of businesses along the high street, which in turn causes unemployment to the local area.	All Elements	Hertford, Ware
1018	Being a resident of Bowling Road in ware the parking is already strained in this area on most week days and weekends taking away the free Sunday and public holiday (apart from Christmas) would put a massive strain on the local area to house parked cars in the side streets which are already full with residents cars.	Sunday, Evening Charge	WARE
1019	Please make it noted/ recorded to implement parking charges on bank holidays and Sunday is not only straining families financially further with crippling gas costs and ever increasing costs-after we already pay council tax.	Sunday, Evening Charge, BH	Non Specific
1020	This is a counter-productive measure which will drive custom away from our already struggling town-centre.The availability of free parking on Sundays and Bank Holidays boosts visits to enjoy the town's amenities.The extension of charges after 6.30pm will adversely affect local hospitality venues and the Theatre (once opened).	All Elements	Non Specific
1021	The businesses in the town need to be supported, by removing the 30-minute free parking means many people will choose to go elsewhere. To bigger, industrial estates that offer free parking. You will also give parents on the school run no choice than to risk parking outside the schools, becoming a hazard and being an obstruction for children trying to cross the road safely.	30 Mins Free, Evening Charge	WARE
1022	This facility is very useful when I need to return/exchange/collect goods from stores in the town. If it is removed, it will further contribute to people not using the shops in the town and the further decline of our town centre.	All Elements	Bishops Stortford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

1023	I live in Hertford town centre and parking is already incredibly difficult and expensive. At a time when all bills are increasing and my salary remaining stagnant this change will have a significant impact on me especially as I will have an additional cost of having a child in the coming months.	All Elements	HERTFORD
1024	Strongly object to proposed parking charges hike when heating bills, petrol, food prices are soaring will only stop people shopping locally and further kill off town centres.	All Elements	Non Specific
1025	I wish to object to the proposed changes to the free car parking charges in Sawbridgeworth. I live near High Wych. It is too far to walk into town from my home especially at my age of 82. The 30 minute free parking is so useful when just popping into town to collect a prescription etc. The local shops will be affected as if people have to pay they might think they might as well go into Harlow or Stortford. Alternatively they will take a chance and park in the street causing a nuisance. I don't dispute the weekend charges if necessary to increase the council's income as most places charge at weekends. If more warden hours are needed then that should be balanced against any revenue gained.	All Elements	Sawbridgeworth
1026	I am secretary of the Sele Bowls and Social Club, whose bowling green is off the Hartham Common car park, via Port Hill. We have no option but to use the car – or to park on the Common adjacent to the Bowls Green.	Evening Charge	HERTFORD
1027	I have not really seen anything about a consultation until your little notice appeared in your regular on-line newsletters. That does not feel like a full and informative consultation, it certainly is unlikely to have percolated to everyone living in East Herts. As an ordinary resident I do not feel that I have been given the rationale for making the changes.. Free car parking gives a certain amount of freedom. You can relax - don't need to think about money	All Elements	Non Specific
1028	I wish to register my strong objection to the proposed imposition of Sunday parking charges and to the evening extension of chargeable hours in Bishop's Stortford and believe this, in the long run, will be to the detriment of the inhabitants of the town and surrounding villages. I write as one who rarely uses the town car parks as I live within walking distance of the town centre. Sunday charging will clearly reduce church attendance. This affects not only church goers themselves but also society in general. As a result of the massive increase in living costs following on from Covid, an increasing number of families and individuals are becoming dependent on philanthropic activities of the town's churches, such as the Food Bank (run from the Methodist Church), the Exchange (run by the Baptist Church) and the Night Shelter (run by Holy Trinity). In order to fund these activities, the churches themselves depend on congregational giving	Sunday, Evening Charge	Bishops Stortford
1029	1. Increasing the cost of living, during a time of social economic stress. 2. Overall, the proposed extension to the charging times would be expected to effect social behaviour. proposed changes constitutes a reduction in facilities available to the populace.	All Elements	Bishops Stortford
1030	Sunday is a day of worship for many people and as such is a special day. Many worshippers are elderly and rely on friends to take them who then have to park. Even those who are more able have no option but to come by car as we have such a poor bus service. Apart from religious reasons, many people go to church because they are lonely and this maybe their only contact with people all week. We also have some who have mental disabilities. Churches provide a necessary place where we can meet after the service for a coffee and interaction with others which will be curtailed if we are worried about when the parking	Sunday	Bishops Stortford
1031	Treating Sunday as any other day of the week is wrong. To Christians it is the Sabbath, a day of rest and worship. Worshipping with other Christians is so important as we found out during the recent lockdowns. It is also a family day with children not attending school and many employed people not required to work at all or for limited hours	Sunday	Bishops Stortford
1032	East Herts Council will make a mistake if they decide to amend the parking charges in the manner proposed. This action will significantly reduce the attractiveness of the district to visitors and affect the length of visits to its towns. It will inevitably have an impact on local businesses which are trying to recover from the pandemic. Times are hard for people at the moment, average residents cannot afford to pay enhanced charges on top of other increases in the cost of living. Members of the council, please don't make life any tougher for your community.	All Elements	Non Specific
1033	We need to be encouraging people to use the town centre not driving them away. How can the small businesses hope to survive with ever more obstacles in their way? If I visit the town centre quickly I don't want to be paying for parking - it will just drive me to the out of town shopping centres. Same at the weekend, with ever more expensive parking charges I just won't bother coming.	All Elements	HERTFORD
1034	Instead of going to a restaurant in Hertford or Ware people will go to leisure parks etc where you can park for free. Given the imminent recession it is a very short sighted thing to do.	All Elements	Hertford, Ware
1035	However, in this case, I think introducing these charges is not justified, as it will further erode the viability of local shops, which I wish to see continue in business to maintain our high street as a whole. Losing a few more shops could tip the balance on the viability of a number of other shops.	30 Mins Free; Sunday	Sawbridgeworth
1036	It is already limited as it is particularly with those of us who live in flats and don't all have parking spaces. If anything I wish there was more permitted parking available for residents to be able to get, rather than extending parking charges for visitors. It makes it near impossible to find anywhere to park as a resident, and unfortunately since moving to hertfordshire not having a car is not an option. Please take this into consideration as I know a lot of others are in the same position as me	All Elements	WARE
1037	Clearly no member of the public was consulted on this - at a time of UK Recession, Energy Bills going up astronomically and our Local and National Governments now required to assist virtually everyone in the UK to try and pay for them alone; the cost of petrol and food prices going up weekly, not to mention the Interest Rates going up. 1. I have tried to support my local economy/shops, pubs and occasional restaurant meal by using my town - instead of being able to have free parking after 6.30 pm I now have to find money I don't have to pay for this from 1 October. 3. I can see areas of the town becoming clogged with cars parking in front of neighbours near the town centre, potentially blocking them in, in a bid to not pay for three hours of car parking they previously did not have to factor in. Trust me this will happen.	All Elements	HERTFORD
1038	Just wanted to say what a massive mistake introducing increased parking charges locally would be. Our local high streets need protecting. Simple economics, but the more you charge to visit the less visitors you will have, unless there is something to entice them. Instead of trying to make money from overpriced parking, why not encourage more businesses to flourish in the area. You can make money that way with income from increased rates. If you stop people coming, businesses won't flourish, so there will be no need to park, we'll go online or out of town and our high streets will die, and you will end up with no income.	All Elements	Non Specific
1039	How on earth will this help with local trade? It's difficult enough to earn a living from retail and this will not encourage people to the area. People will just go elsewhere with free parking or more friendly times and charges to park and enjoy local amenities and to shop.	All Elements	Non Specific
1040	It is already a nightmare to park in Port Vale/Port Hill with 7 spaces left in the Port Vale car park. These spaces are supposedly meant to feed all the residents and businesses in Port Vale and Port Hill and, in due course as you know, these spaces will be even more reduced once Courtyard Arts extend and those spaces will disappear. To impose charges on a Sunday too is outrageous and for my business this is going to be a disaster. My guests check out on Sundays and with no space to park their cars I assume they will take their business elsewhere.	All Elements	HERTFORD
1041	The loss of the free half hour parking in Ware will have a huge impact on the local shops. People will not just 'nip into Ware' to get something - they will now go elsewhere to a bigger retail park to purchase. Extending the paid parking hours at both ends of the day and on Sundays is also going to have a huge impact, people will not stay local and more on street parking it rat runs will ensue.	Sunday, Evening Charge	WARE
1042	It's hard enough to park in Ware to shop but it is now proposed to make it an even worse experience Why would the council want to put people off of coming to Ware to spend their money and support the small business shops??? It's a crazy idea and not supportive of residents or visitors. Things are hard enough at the moment and this is just a nail in the coffin for Ware traders	All Elements	WARE
1043	If you want to encourage everyone to shop on line and the high street to die, you are going the right way about it.	All Elements	WARE
1044	I object to proposed changes as they will definitely deter people including myself from visiting Hertford etc and shopping and eating/drinking there !	All Elements	HERTFORD
1045	As a resident of Fore Street, and therefore with no option to obtain a parking permit or car park pass like that afforded to other central residents; I am forced to pay for a private parking space a mile away. I rely on being able to park after 6pm in order to have closer access to my vehicle on occasions when I need to leave very early in the morning or arrive home very late. My field based job requires me to have access to a car and the public transport in the area is of nowhere near a good enough standard to do without it. The proposed changes will make this more difficult and I am unclear on what the supposed benefit will be.	Evening Charge	HERTFORD

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Paper 12

1047	The "residents parking permit zones" are incredibly selective to an immediate proximity, meaning the considerably larger community of residents who live near to the centre of Ware live in a block of flats off Star Street with very limited parking, 90% of which are only allocated 1 parking space (some none). This is the same situation for the numerous other blocks of flats in central Ware, and Ware is still permitting the development of MORE blocks of flats in this central area. High street are left to fend for themselves.	All Elements	WARE
1047	Was very disappointed to hear about the changes in parking charges. So in aware I won't be able to return from a long day at work and pull into my local sainsburys without having to pay a parking charge? Very short sighted of the council and totally unacceptable,	30 Mins Free, Evening Charge	Non Specific
1048	This proposal will just stop people visiting the town	All Elements	Non Specific
1049	My main concern as a Christian is the rise in cost of living and the increased number of concerned people accessing the Food Bank and Citizens Advice located at my Church , the Methodist Church and East Herts Council is just thoughtlessly adding the burden at a difficult time for the vulnerable and young families. Sunday is a time for Christians to attend worship but also a family time for many, especially children who attend the two schools who have Saturday schooling.	Sunday	Non Specific
1050	I object to the addition of fees for parking on Sundays, Bank Holidays and later in the evenings, on the basis that it will have a negative impact on social activities which are essential to our wellbeing as a community. Families and friends meeting together to use businesses and facilities in town centre will be less likely to use the town and more likely to seek out of town venues. Any reduction in footfall will put local businesses at risk.	All Elements	Non Specific
1051	We already have numerous empty shops (so no rates being paid on these), hospitality has struggled through Covid, cost of living is going through the roof and now you want you to add to the decline of the town centre by imposing more parking fees. We need more footfall not less. This will put people off particularly from using pubs and restaurants in the evening	All Elements	Bishops Stortford
1052	By all means increase car parking charges but do not charge for parking on Saturday and Sunday as by doing this you will help destroy the environment of a small town. We have an eco friendly shopping area which will be ruined by this inconsiderate action.	Bell Street	Sawbridgeworth
1053	I live in Ware and my daughter goes to Christ Church school on Bowling Road. Parents rely on the 30 mins free parking at drop off and pick up time. If there is a charge to park for those few minutes, parents won't use the car park. They would then clog up surrounding roads and worse still, leave their engines running outside the school. There would be increased pollution and more accidents. Please reconsider the proposal for Kibes Lane car park.	30 Mins Free	WARE
1054	I am writing as a resident of Hertford to object to the proposed changes to the parking charges unless they come with alterations to the current rules which would encourage day time use of the businesses in town. So my suggestion is that an increase in revenue from an 8pm cut off and Sunday/BH fees should enable an increase of the free parking during the day from 1/2hr to 1hr. At the very least the 1/2 hr free parking should remain to support local businesses already hit by poor turnover and high rates.	All Elements	HERTFORD
1055	particularly for Ware & Hertford. As an old Hertford resident and now living in Broxbourne, I do frequently return to both towns for shopping and social occasions predominantly at weekends. I think it will cause further detriment to already struggling local businesses, charging for times of the day and weekend which are currently free to park	All Elements	Hertford, Ware
1056	The London Rd car park allows parents of children at Simon Balle to use the free 30 minutes to walk to and from school. This is better all round as it keeps traffic at a minimum around the school which in turn lowers air pollution. I feel if this was taken away then it is putting children's lives at risk as more traffic will be in and around the school and people will be parking on any roads they can near by. Taking away the free 30 minute parking to car parks in the town will not do local businesses any good. The council should be trying to support custom within the town but I feel they are doing the opposite as people will not just pop into town to pick up something.	30 Mins Free	Hertford
1057	Removing the 30 min free parking around the schools will penalise parents who drop off and pick up from local schools. They will be forced to hover near the school entrances adding to the poor air quality. Removing any free parking on Sundays and bank holidays and extending the parking time to 8pm will have a detrimental affect on visitor numbers to our town centre and divert people to out of town shopping centres. This is the death of the local high street.	All Elements	WARE
1058	I live in Hertford and feel that the introduction of these charges will deter many people from using the town centres. Many local businesses are struggling due to rising costs and removing the current free 30-minute, Sunday and evening parking will make this even worse, as it will become harder for residents to visit local businesses. I often use the 30-minute free parking and free evening parking to visit the post office, opticians and other local retailers, as well as for evening classes.	All Elements	Non Specific
1059	This is due to myself being a resident of Folly island and having to park in Hartham Lane due to restricted parking on the street that I live on. Increasing the hours and adding sunday to the charge at the same time doesn't help your proposition sound great. To the local people it sounds like the typical council stereotype as a way to make more money than to improve the local communities well-being.	All Elements	HERTFORD
1060	I object to the plans to introduce charges to car parks in ware in the evening, on Sundays and Bank Holidays and to remove the free parking options currently available for 30 minutes. The cost of living is continuing to rise and these additional costs would be an extra burden to already very challenging times financially for the community. Businesses will also suffer as people are less likely to visit the high street if there is no free parking available.	All Elements	WARE
1061	This would have a massive impact on local business for the town especially in the evenings for local restaurants therefore will have a detrimental effect on the economy to the area. The free parking after 6.30 must not be taken away or on Sundays to keep Hertford a busy market town and for it to thrive	Evening Charge	HERTFORD
1062	Please continue with the free 30 mins parking. This is essential for small businesses allowing customers to quickly park FOC. To start charging will have a damaging effect on all shops etc .	30 Mins Free	Non Specific
1063	Local businesses and shoppers alike are being hit very hard in the pocket with the cost of living crisis as it is, please don't make it more difficult for people to shop locally and support our struggling high streets.	All Elements	Non Specific
1064	Can you explain if the new changes that you've proposing will enhance Hertfords parking or hinder ? Hinder I feel as a Hertford resident people will just go stevenage or Harlow where parking is cheaper with more shops on offer so in affect you would be killing Hertford even more	All Elements	HERTFORD
1065	The town needs all the help it can get to try increase trade and going through with these charges will further deter people from coming to Hertford to shop and eat and drink and will result in empty units and is likely to result in a higher crime rate in the local area. The UK is about to enter a recession which was not unexpected given that we are all paying thousands of pounds for gas and electricity and massively increased food prices so majority of people barely have a disposable income. This seems ludicrous that you would even consider these changes.	All Elements	HERTFORD
1066	Just read your plans to stop free parking On Sunday! This is an awful idea, serious lack of parking in Hertford as it is without allowing any free parking. I've moved to The Waterfront Apts in Hertford opposite Hartham.	Evening Charge	HERTFORD
1067	Having read the proposals I feel that the council is not supporting local businesses. They have been through so much in the last few years , making parking charges after 6pm, on Sundays and Bank Holidays and stopping the 30 mins free parking is scandalous. You will be further reducing footfall at a time when empty units are finally being filled. Also no regard for the residents of Hertford who are not all super rich with money to burn.	All Elements	HERTFORD
1068	As a pensioner on pension credit I would like to object to the increased charges. I have to use my car to access my doctor and my dentist and pharmacy, library, etc Apart from my own needs, shops and businesses are bound to suffer as people will resort to more shopping online if parking becomes more onerous.	All Elements	Non Specific
1069	I live at Port Hill Hertford. And I am absolutely disgraced about the parking situation! Every day I cannot get a space outside my house or even near it. I have a toddler and a new baby it's absolutely appalling. I've asked people who park there every day where they are going they say. Town, train station or for a walk which disgusts me. I then have to pay every day to pay in the car park on port vale. I am a stay at home mum of two why should I have to pay when I pay high council tax and I shouldn't have to pay 4.80 a day to park at my own home after carrying two small children. And now seeing they are scrapping free Sundays is even worse! We have pushed for permits down port hill and we get ignored. If I could afford to move I would I HATE that leaving my own home means I won't be able to get parked when I come back	Sunday, Evening Charge, BHL Removal	HERTFORD

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

1070	I am writing to express my objection to the introduction of parking charges on Sundays, evenings and Bank Holidays in Bishop's Stortford, Hertford and Ware. I live in Hertford and feel that the introduction of these charges will deter many people from using the town centres. Many local businesses are struggling due to rising costs and removing the current free 30-minute, Sunday and evening parking will make this even worse, as it will become harder for residents to visit local businesses. I often use the 30-minute free parking and free evening parking to visit the post office, opticians and other local retailers, as well as for evening classes.	All Elements	Non Specific
1071	What on earth possedes you to remove the 30 minute free parking and parking fees for Saturdays and Sunday. You are completely ruining our village people may only need to pop into the post office or doctors surgery where 30 minutes parking surfaces. Anything longer than that people are happy to pay Monday to Friday. You will do the businesses in this town no good with your plans and I see local businesses closing times have been really hard for all Sawbridgeworth businesses during the pandemic and I have no idea where you are coming from. This situation needs careful consideration before the town or village is completely ruined thanks to you and the rest of EHDC. Please think carefully again before and decision is made.	All Elements	Sawbridgeworth
1072	At a time with businesses and people are struggling financially I can only see this as another challenge for us all to face. Hertford in particular has already had the majority of 30 minute FREE parking taken away making it very inconvenient for those just trying to do quick errands such as collecting medication, using the dry cleaner or post office for example.	All Elements	HERTFORD
1073	Why don't the council spend our money more carefully instead of wasting our money and raising charges for parking.	All Elements	Non Specific
1074	I have lived in Bishops Stortford all my life&have Family&Friends in the area and cannot understand with all the recent increases for Food&Utilities how you can come to this decision to charge £1 for parking on a Sunday.Allot of Buisnesses&Shop workers will be greatly affected by this cost&allot of people then will avoid the town so the impact will be massive.	All Elements	Bishops Stortford
1075	The local economy is already run down in the local towns, and by increasing prices and removing the free 30mins, will stop people using the local towns, and go to the larger shopping areas. In doing so the local business, which comprises mostly of barbers, hairdressers and coffee shops, will be the losers. The council are rebuilding Hertford town center, trying to invest and bring more business to the town, and another part of the council, is trying to kill the town, by making it unviable to just nip into town to do trade.	All Elements	HERTFORD
1076	PDF letter attached (11 pages) Please find attached my letter objecting to the above proposed order, on the following grounds: Rationale Economic and social impacts Impact on highway network Consultation process I recognise this is a detailed and somewhat lengthy letter; however, I think it is important to make my objections clear and based on evidence. I am copying this email and letter to the Head of Democratic and Legal Support Services, in whose name the draft orders are made in, the Head of Operations at the council, as the lead officer with responsibility for parking, the Executive Member for Environmental Sustainability, Councillor McAndrew, as well as my local ward district councillors Alistair Ward-Booth and Tim Page, and Bishop's Stortford BID. Thank you for taking the time to consider my response.	All Elements	Bishops Stortford
1077	I am a resident of Sawbridgeworth and often use the car park in Bell Street. I like the 30 minutes free parking and also the current free parking on a Saturday and Sunday. The introduction of parking charges for 30 minutes parking and also weekends will encourage me to go and spend my money elsewhere and lead to businesses in Sawbridgeworth suffering through lack of income. Shops will shut in Sawbridgeworth and the community.will suffer, people will drive further afield and there will be more pollution too.	Bell Street	Sawbridgeworth
1078	What are local councils thinking to raise parking charges and access to all these shopping and entertainment areas? Our town centres and High Streets are dying and they want to make things even worse by penalising visitors and shoppers with high parking charges. This will just turn people to on-line sites,mail order and out of town shopping enclaves which will just hasten the end of our High Streets and small businesses. A short term gain at best.	All Elements	Non Specific
1079	I am town centre, Hertford, and I only have one parking space, but have been able to enjoy visitors on a Sunday and after 6pm on a week day, now this will pick visitors to look further afield for parking • People will no longer pop to local shops as they will have the hassle of paying as no 30m allowance	All Elements	HERTFORD
1080	In a time where literally everything else is going up in price, this just adds insult to injury. We already pay silly money for council tax, plus a relatively new charge for brown bin collection.	All Elements	Non Specific
1081	I object to the proposal for Hertford and Ware on the grounds it is no help In regenerating the town centres it is just a council money making scheme,think of residents and small businesses for once Hilary Claburn Ware resident	All Elements	Hertford, Ware
1082	Our question about whether there are missing reasons for proposing these changes was a rhetoric question as the proposals made of removing the 30 min free parking and extending the parking hours have no impact on the statement made in the documentation about the need to review the disability parking spaces, as no other reasons are stated. The council should be transparent and state their reasons for wanting to impose the removal of the free 30 min parking etc as this clearly has nothing to do with reviewing the disability parking in the area. I object to the full reasons for these changes not being made available to the public by being fully available online, as full documents for the EHDC Plan were made available online. Expecting people to visit during normal office hours in Bishops Stortford is not reasonable for people who work full time or live in a different town to be able to do. This is not acceptable and I doubt whether legally this is a legitimate consultation as we are not clear as to why these changes have been proposed, it doesn't state why in the current available documents online.	All Elements	Non Specific
1083	The current economic situation together with any increase in parking charges will further ensure that people do not drive to Hertford, or any other similar Town, to visit or do their shopping. This in turn hits the local shop keepers and local economy. How long will they stay when they see a reduced footfall?	All Elements	HERTFORD
1084	Like many Hertford residents, Hertford is no longer my first choice of shopping as the town has declined at such a rapid rate with in the last few years beyond all recognition	All Elements	HERTFORD
1085	I am writing to express my objections to East Herts Council charging for parking on Sunday. I live on the southern edge of town and as a pensioner find it too far to walk to the northern side where I attend St Michael's Church. The retailers have suffered greatly in the pandemic with many stores closing down. With the cost of living soaring many church goers, of which pensioners make up a large number, will be looking at ways to reduce their outgoings and cease to attend.	Sunday	Bishops Stortford
1086	message to you regarding the parking restriction on a Sunday, particularly on Windhill where I live which provides access to the Church's there. I do hope the council will reconsider this intention which will make attending church services that much more difficult.	Sunday	Bishops Stortford
1087	By then introducing these restrictions you will drive residents to buy more in line. In time destroying the town centre.	All Elements	WARE
1088	I understand that the council is trying to prevent car use but for those living in rural areas not supported by regular public transport and for this with disabilities it will make life much harder to use the local shops, businesses and restaurants provided in the Center of Ware and Hertford.	All Elements	WARE
1089	I would like to object to the proposed changes in car park tariffs. I believe EHDC and other authorities should be encouraging the use of our outdoor spaces. Currently 42% of over 55s are inactive and we should be seeking to increase participation in order to improve the physical and mental wellbeing of our population.	All Elements	Non Specific
1090	It really appears that the council wants to kill the high street and I feel for the small businesses in town. I'm all for walking, but there are times when you do want to pop to get something and the free parking encourages you to do that very locally. If it's not free, people may start to drive further afield where there are better amenities, resulting in even more losses for local shops and businesses.	All Elements	WARE
1091	On the other hand, free parking spaces on Sundays allow many residents to drive and park in towns to attend church services on Sundays In light of the presently high inflation rate and slow recovery of economy after the pandemic, residents are already seriously struggling with the rising cost of living. The imposition of parking charges would only be a deterring factor to the elderlies, minorities, marginalised or less fortunate social groups from attending services and social events on Sundays and bank holidays.	Sunday, Evening Charge, BHL Removal	Bishops Stortford
1092	It really appears that the council wants to kill the high street and I feel for the small businesses in town. I'm happy to walk, but there are times when you do want to pop to get something and the free parking encourages you to do that very locally. Also my doctors, Wallace house is within the district and if I need to pop in to make an appointment or collect and prescription then the 30 minutes free enables me to do this. Bank holiday charges and Sunday - this gives us as a family an opportunity to walk around the town maybe have a picnic in the summer or a meal out in town (such a rare commodity) this would again isolate us further and mean my available funds for such luxuries will be reduced.	All Elements	HERTFORD

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 144

1095	These proposals are ridiculous. It will deter visitors like myself who drive 4 miles or more to exercise, cant afford gyms. People who spend money to visit local pubs or shops next or near these car parks. I have seen the reduction of people visiting the river car parks near my home because of price rises. With living costs rising so fast at the moment and people looking to reduce costs, this will be another painful blow to us all already worried by crippling power, fuel and food increases. Please think again and defer these prices until better times	All Elements	HERTFORD
1094	I work in Buntingford and depending when I am working I know that I can save a bit of money on a late shift or at a weekend (no charges for Saturday or Sunday at present), except not for much longer apparently. Buntingford is a thriving town centre and this will drive people away, especially those who would stop on their way to and from work (currently free for an hour and a half) and pop into local shops - butchers, bakers etc. God rest Buntingford town centre.	Bowling Green Lane	Buntingford
1095	I believe these changes in parking charges will affect the outlying community regarding coming into Hertford at all I and I think that the cafes etc and retail in general in Hertford will suffer and you will lose money all round. Other county towns under this directive will also have a down turn. The rising cost of living with contribute to this situation. The goodwill towards the council will also suffer.	All Elements	HERTFORD
1096	I would like to object to this as I feel it will have a detrimental impact on shops and businesses in the area. It is also likely to impact attendance at churches throughout the town. At a time of a genuine cost of living crisis, this is one more thing that local people simply cannot afford and I would ask you as a local authority, to reconsider these charges.	Sunday	Bishops Stortford
1097	As a resident of Sawbridgeworth, how /where do I send my objection to the proposed new regulations with a cut off date of tomorrow. The parking restrictions in both towns are getting ridiculous bearing in mind the ever growing population of both towns and amount of building and road works taking place which adds to the congestion. I am heartily fed up with new schemes imposed by the local council in a undisguised attempt to earn more money on top of ever increasing the council tax charges. Give us residents a break.	All Elements	Sawbridgeworth
1098	I visit Hertford several times a month to meet friends for refreshments	All Elements	Hertford
1099	I would just like to email to confirm my disagreement with the intended new parking charges. We need the free 30 mins and Sunday and bank holiday allowances - it is so restricting to park anywhere in town at present since the pandemic and the permanent planters in the road etc blocking cars from parking and these charges will make it so much worse - just seems like a money making scheme and not supportive of the community at all.	30 Mins Free; Sunday, BHL	Hertford
1100	I am sending this email regarding the planned introduction of parking charges on Sundays and evenings throughout Hertfordshire. Is the council so out of touch with what is going on with the cost of living crisis that they have the audacity to look to introduce another tax on already struggling families.	Sunday, Evening Charge	Non Specific
1101	I would like to object to the proposals to increase charges for car parking in Bishop's Stortford on a Sunday. Please look into other ways to increase revenues that are more reliable and less damaging to the economy as a whole - and that are less tone deaf to public opinion at this time of severe financial strain on family budgets.	Sunday	Bishops Stortford
1102	Oh my goodness I can't believe I've only just seen this ! How on earth do you think taking away the 30 minutes free parking, free Sunday and bank Holiday is going to help shop keepers !Absolutely crazy - you are strangling the life out of Hertford in order to make money but all you will do is push potential shoppers away from Hertford to other shopping areas and therefore the current struggling shop owners will no longer have a viable business and no choice but to close. I can't believe how much the Market Town of Hertfordshire has deteriorated since I moved here 25 years ago. Please, please stop this destruction and help the shop owners by not creating even more barriers to bringing business into their dwindling sales.	30 Mins Free; Sunday, BHL Removal	Hertford, Ware
1103	I would like to object to the proposals to increase charges for car parking in Bishop's Stortford. I am of the opinion that the proposed increases in the charges and the removal of the free 30 mins facility will in fact lower the revenues raised as people will be put off coming to park in the town altogether and will instead go to places where parking is free such as Braintree Freeport. Please look into other ways to increase revenues that are more reliable and less damaging to the economy as a whole - and that are less tone deaf to public opinion at this time of severe financial strain on family budgets.	30 Mins Free	Bishops Stortford
1104	I am writing to object to the parking proposals for Ware in which the council is proposing extended parking charges. I believe for the town this will impede high street use and will move residents from the area using other facilities where parking is either free or at a reduced time period. The extension to evening and Sundays is unnecessary and only serves to bring additional revenue to the council. The council should support the local community, free parking on a Sunday and the evenings supports the local Restaurants and shops and is a benefit to the commercial area of the high street.	Sunday, Evening Charge	Ware
1105	I would like to express concern about the proposed changes to parking provision in Ware, on two grounds: There is a risk to the High Street of increasing parking charges, and removing the short term free parking provision. Limiting access by taking away free short term provision and increasing parking charges risk damaging local businesses, support services, library and so on. Sunday parking charges in particular are a threat to freedom to worship. Worship should be free to attend. To pay to park in order to attend worship takes away that freedom. I would be grateful if these concerns could be voiced.	30 Mins Free; Sunday	Ware
1106	Who thought of this brainwave!!! I'm writing to express my disappointment at the recent notice I've seen about changing the parking charges in ware. It really appears that the council wants to kill the high street and I feel for the small businesses in town. I'm all for walking, but there are times when you do want to pop to get something and the free parking encourages you to do that very locally. If it's not free, people may start to drive further afield where there are better amenities, resulting in even more losses for local shops and businesses. It's always been great to be able to park in the evening (for free) if you go out for dinner. Especially when the weather is inclement. Again, people may decide to visit other towns for dinner, because they don't appreciate the charges until 8pm. Bank holiday and Sunday charges- again, visitors may decide to go to alternative towns like WGC, Hoddesdon or St Albans. With inflation running at 9%, council taxes rising again this year, gardening charges brought in last year and now this proposal it feels like another money-making scheme. I really think you should reconsider this approach. I look forward to hearing from you. Not sure if you live locally! Bit of common sense says Keep it, as is, possibly round the fees up if you want to raise extra money.	30 Mins Free; Sunday, Evening Charge	Ware
1107	I wish to object to the introduction of parking charges in Ware and other car parks in East herts. This will have a significant impact on the social life of residents in Ware and many local businesses. It needs to be reconsidered for the serious impact it will have on many businesses and social organisations.	All Elements	Ware
1108	I wish to object to the introduction of Sunday parking fees. I am a resident of Portland Road and at least once a week I am unable to park within the permit zone and end up parking in Apton Road car park. The towns permit zones are not enforced on Sundays and will become full of people parking in the residential areas to avoid paying for the car parks leaving residents unable to park near their homes.	Sunday	Bishops Stortford
1109	We wish to object to the above parking proposals. Hertford town centre is already struggling without imposing more parking charges. How can you encourage people back into the town post covid by implementing this?	All Elements	Hertford
1110	We are writing to you in connection with the consultation in relation to the changes to car park charges in East Herts. We wholeheartedly object to these changes for the following reasons: The council should be supporting and encouraging residents and those from outside of the area to visit towns to support local businesses. Increasing the times when charges apply will discourage people visiting towns. We are facing increased costs of living and increasing the times when charges will apply will add further financial burdens to families that need to park in town. We have already seen a number of businesses close in town and We think that the increased charging times will result in more businesses closing as customer numbers will fall even further.	All Elements	Non Specific
1111	I object most strongly to some of the changes proposed to the off road parking in East Herts as follows: I do not see why motorists should be singled out and targeted to help pay for the Council's debts accumulated by a long history of poor financial management and other poor business decisions. (A lot of us still remember the Icelandic Bank Scandal in 2008.) I think charging on Sunday in a Country where Christianity is still the major religion is not right. Many people going to Church use the public car parks on Sundays when attending services. Even though Christmas Day will continue to be free, Easter Day will not. As all other businesses are required to be closed that day perhaps would you please reconsider this. The result of removing the 30 minutes free period will put a lot more pressure on the 'on street' parking areas and will result in more cars circulating the town centres being unable to park and resulting in loss of trade to our local shops. Also this will mean an increase in traffic volume inevitably leading to more congestion in the centre of the town. In addition, at least two car parks that I know are used by patients visiting GP surgeries and the removal of the 30 minutes free will affect those that are least able to afford it or able to find a free alternative. I am aware that in the case of Ware, the Town Council actually purchased the Kibes Lane car park for the people of Ware to have free parking in perpetuity and this is not reflected in the current proposals. I also question whether the extra cost of enforcement on Sundays, bank holidays and longer evenings will make the extra cash received worthwhile. As stated earlier I strongly object to these proposals.	30 Mins Free; Sunday	Ware

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

1112	Please record my objections to the planned changes in East Herts. The extension to charged hours and loss of free parking on Sundays is a serious blow to our town centres. At a time when businesses are struggling and the cost of living is a real worry for everyone, the plans will discourage people coming in to town. There is no reason to charge after 6pm when the majority of shops close. It is a cynical move to squeeze every ounce of money out of 6pm plus users - typically families and the elderly who are more likely to use restaurants at earlier times. Hertford itself is in dire need of every bit of help given how long it has taken for the Bircheley Green regeneration. You are also likely to put more pressure on already scarce resident parking areas.	30 Mins Free; Sunday, Evening Charge	Hertford
1113	The consultation proposals for extended parking charges in East Herts cannot be in the interests of local businesses nor the local population. The free 30 minutes in car parks in Ware and Hertford results in me being able to run some errands and do some quick local shopping. If I had to pay immediately, I'd think twice about doing so and therefore supporting local retailers. Extending parking charges in the evenings to 7.30pm or 8pm is also likely to be detrimental to local bar and restaurant owners. Car owners are likely to choose to go to restaurants and pubs with parking facilities outside the town centres. Charging for parking on Sundays and bank holidays is also likely to deter people from using shops, local services, restaurants and bars in the town centres. I propose the council rethinks its plans to ensure the town centres remain lively and business owners can keep afloat in an already challenging financial environment.	All Elements	Hertford, Ware
1114	I would like to object to the proposed changes: - scrapping the free 30 minutes will have an adverse impact on the number of visitors to both Ware and Hertford high streets. It is incredible to think the council could contemplate such a change given all the concerns about the long term economic health and socio economic importance of the High Street. - I fail to understand the logic of deterring visitors to the high street by extending chargeable hours - both the above proposals are likely to increase off street/ illegal parking causing enhanced stress and frustration for local residents/voters.	30 Mins Free	Hertford, Ware
1115	I object strongly to the proposed changes for the following reasons. 1. Removing free parking on Sundays and bank holidays is unfair to families and others wanting to enjoy leisure times with walks and other activities. This includes Hartham which is extraordinary given the new facilities nearing completion which no doubt the Council will want to be used and a revenue source. 2. Extending the charge period to 8.00 pm would penalise everyone parking for an evening in town. In the case of Hertford totally unfair given the huge cost of "upgrading" the theatre. Many Hertford residents told the Council that car parking was a problem. At least charging to 6.30 pm allows people to park at no cost given most performances start after 7.00 pm 3. Removing the 30 minute free parking is petty and unfair to people just doing something quickly - posting a letter, buying milk and so on 4. This is a mechanism for the Council to increase its revenue at the expense of taxpayers at a time when incomes are damaged by huge increases in the cost of living. Members of the Council should have regard to their responsibilities including supporting local businesses and Council Tax payers.	All Elements	Hertford
1116	I would like to register my objection to the proposals to change the current parking charges in Buntingford. By stopping any free period and imposing Sunday charges you will kill off our small high street - currently a short period free encourages people to visit our town to visit the local shops. There is not enough here to encourage visitors or locals ordinarily if they have to pay every time for a quick shop/coffee. Drivers (particularly school parents) will park more on the local roads causing hazards and increased risk to pedestrians and children. We are not a big town despite all the building going on and want to retain some of the advantages of being a friendly and welcoming place. All the proposed changes to charges seem very unwelcoming and purely a money grabbing exercise by the district council and planners who do not live here and have no idea of the impact their I'll conceived plans will have on locals. I hope you will reconsider these proposals. Many thanks	30 Mins Free; Sunday	Buntingford
1117	I have resided in Hertford for over 30 years and I believe in changes going forward to improve the town, however implementing the charges you have set out seems to me as an extra revenue scheme, if so the council should come straight and be transparent in these matters I would therefore like to oppose these changes.	All Elements	Hertford
1118	I hope this email finds you well. I am writing to you in regards to the proposed increased parking charges and parking restrictions. I have lived in Hertford since 2016 and parking has always been an issue. As residents of The Waterfront in Hertford, we only have one allocated resident parking per flat and four visitors parking per 200 flats. Household with two cars already haven't got anywhere to park and whenever we have visitors, they are limited to park at Tesco or multistorey car park. Increasing price, imposing more parking restrictions will further make it difficult for the residents, some very elderly, therefore isolation will be increased and will be affected financially by increased prices. Parking for residents needs to be made easier, visitors to town will be more likely to come to town if such restrictions are not imposed.	All Elements	Hertford
1119	As life becomes increasingly challenging for many people should visiting churches, parks and restaurants in Bishops Stortford become more problematic ? East Herts Council has a responsibility to consider the quality of life of the residents, in this community .	All Elements	Bishops Stortford
1120	I'm writing to express my disappointment at the recent proposals I have seen about changing the parking charges in Hertford and surrounding areas. It really appears that the council wants to kill the high street and I really feel for the small businesses in town. It's bad enough that Hertford is looking pretty sorry for itself with the Bircherly Green redevelopment that appears to be taking an age so I'd have thought you'd be wanting to encourage more people to the County Town. I'm lucky that I am able to walk into Ware town but it's not always convenient either time wise or if I need to carry lots of things and the free 30 minutes is very helpful for when you just need to pop somewhere briefly. The free parking encourages people to do that locally but if it's not free, people may start to drive further afield where there are better shops with free parking, like Brookfield Farm Centre, which will just result in even more losses for local shops and businesses. I also enjoy visiting Hertford, where I grew up, and as that is now the only place I can access my banking branch the free 30 minutes parking is very useful. Tesco car parks will start to be full of people visiting the town and not the supermarkets purely for the free parking too! We are so lucky to have the fantastic local businesses we have, why do you not want to support them? It's has also always been great to be able to park for free in the evening if you go out for dinner or into town for exercise/relaxation classes. Again, people may decide to visit other towns for dinner or other evening activities, because they don't want to pay the charges up to 8pm. Also bringing in charges on Bank holidays and Sundays will just encourage visitors to go elsewhere like Brookfield Farm, Welwyn, Hoddesdon or even St Albans. With the current inflation costs, council tax rises, gardening charges brought in last year and now this proposal it really feels like just another money making scheme from the council. On a recent bike ride along the river between Ware and Hertford and back with my family I was thinking what a lovely place we are so lucky to live in. It just feels like the council are constantly looking for ways to ruin it and drive people out with their money making schemes. Hertford and Ware are lovely small towns with some fantastic small businesses run by lovely local people. Let's support that and encourage people to the towns. It may not seem like a big deal to you but being able to park for 30 minutes for free to pop into Sugar & Scoop in Ware to refill some jars of pasta and rice rather than going to Tesco (not that I'm against Tesco, my husband works for them, but they have free parking) is a big deal not only for the local family who run the shop but also the environment and that kind of support should be encouraged. I really think you should reconsider the proposal	All Elements	Hertford
1121	I am writing to oppose the parking charge changes. This would be detrimental to Hertford town and already struggling businesses! I feel we need to bring tourists and customers in not drive them and business away!	All Elements	Hertford
1122	I live in Hertford and often pop into town by car in my lunch break to do various things, as I wouldn't have time to walk there and back. I understand the need for the council to raise extra money by charging every day including Sundays, but I think removing the free half an hour is a mistake - the town will lose quick trade. In fact I think it should ideally be a free hour, to encourage people to have a quick coffee, after posting a parcel etc, a bit more relaxing! I also think charging on bank holidays is just mean and miserable! My suggestion would be to have a free hour, 7 day charges (uplift the cost a little if you need to) and free on bank holidays too.	30 Mins Free, BHL Removal	Hertford
1123	We are writing to register an official objection to the proposed Parking Traffic Regulation Orders highlighted on the link below. As a commercial surveyor living/working in Hertford for the last 40 years I've seen its deterioration from a popular county market town to a nonentity. In the main this has been caused by nonsensical planning and parking regulations, one of which is this latest venture to eliminate any form of community interaction in Hertford. Go to Hitchin, Marlow, Henley, Ely and other similar towns in the south to see generally vibrant, busy commercial & people-friendly areas; then compare it to the current wasteland which is Hertford. Shopkeepers holding on precariously to forgotten legacies when customer footfall was significant but now diminishes daily...the incompetent local council and planning representatives have a lot to answer for. Please take cognizance of local business residents. The proposed PTRO does nothing to develop or even maintain a satisfactory environment. Withdraw the proposed order with immediate effect.	All Elements	Hertford
1124	I am writing to register an official objection to the disgraceful proposed Parking Traffic Regulation Orders highlighted on the link below. https://www.eastherts.gov.uk/highways-and-parking/parking-traffic-regulation-orders?fbclid=IwAR0dzg1KxtdmMZDqM5pX-1i7PhYT8KT8lQvWmNHRK6E_5uXC-PVnBrQ2C-4 Nothing surprises me about the completely irresponsible tactics used by faceless unelected officials in EHDC in proposing such draconian measures to secure additional funding whilst simultaneously destroying the local private and commercial community. It is noted that one area not being affected by the proposed order is Wallfields. What a coincidence that EHDC employers park here..... Hertford is dying on its knees and the main reason for this is due to incompetent planning and parking regimes being put into place over a number of years. To eliminate occasional free parking for the hours stated in the Parking Traffic Regulation Orders will affect everyone who uses the local facilities and amenities. Please take note of the substantial local objection to these proposals...listen to the people who actually live and work here. Please acknowledge receipt of this objection, I will be happy to personally meet the EHDC personnel who conceived this ridiculous proposal.	All Elements	Hertford

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Paper 140

1126	Hopefully just in time, as today is close date for comments/objections. I do not support any of the proposed changes. all the changes will have a detrimental impact on the businesses of the town. Our towns need visitors and need ease of parking. Removing the free parking and extending the charging period until 8pm, is a crazy idea. It will make things inconvenient for people just wishing to pop in to town. Moving back to 8pm, might also put off or push back when people come into the towns for night time economy. Removing free parking on Sunday, might also put off people using our towns on a Saturday nights or could encourage people to drink drive, as they won't have the flexibility to collect their car on the Sunday. Removing free parking on Sunday, might mean families are priced out of day trip to the free facilities - Hartham, Priory etc. cost of living is biting and some families might not have the spare money to pay for parking. It is not clear why these proposals are being brought in, I assume to increase revenue, but I think they are a mistake.	All Elements	Hertford
1126	Note the statement of reasons for proposing additional parking charges actually gives no reasons at all - it merely states the councils intentions. I find it incredibly disappointing that in these austere times local authorities are just trying to find ways of raking in more money - there seems no given value to residents or visitors to the areas. Given how tough local businesses (shops, pubs etc) are finding recovery after CoVid, my impression is that people will, given the choice, simply go elsewhere. A sad sign of the times.	All Elements	Non Specific
1127	I am writing to object to the increase in paid parking hours and days in Hertford. As a resident it feels like greed and does not support the residents, local businesses and community the council is meant to serve. I often park in town on my way home after work and use the cafes and restaurants this will impact my decision to support my local businesses. In our current climate is it really necessary to increase charging hours for something that has worked all these years until now? If you wish to charge for electric charging then do so without penalising other users of the councils parking amenities.	All Elements	Hertford
1128	It is absolutely ridiculous that you have kicked off this consultation with no postal or email notification to all council tax payers in the areas affected. I am resident at Claud Hamilton Way, Hertford and have received no notification of these plans until it came up on the NextDoor community app. We received a letter several months ago about changes to access and routes in the centre of Hertford but nothing around car park charging times. It is very interesting that every effort was made to inform residents about the changes to access & routes but the same effort has not been made for the current consultation. The Multi-storey car park in Hertford & other local car parks are essential for visitors out of hours and at weekends. Having the free parking on a Sunday and on evenings brings additional trade to the area and makes it easier for visitors. For example, around Hertford East station there is a complete lack of parking and so we have to use the multi-storey quite often as we only have one allocated bay. The cost for someone to park over a weekend when visiting me in Hertford is going to increase by a significant amount. Has there not been any thought on bringing in residents discounts or passes in the local car parks? We also pay an extremely high rate of council tax compared to other local authorities and places I have lived previously. All of these other areas offered free parking up to 30 minutes or 1 hour and also free parking out of the main hours, as we do now. Reviewing the documents provided on your website, your Statement of Reasons gives absolutely no reasons as to why this change is needed. What is the driver? What funding holes are we hoping to plug through this change? Are the funds generated going to be used elsewhere? An additional point would be that West-East transport in Herts is atrocious, bringing in these changes is not going to encourage people to stop parking and get rid of their cars. What is the point? It would be better if the local council made more efforts to support electric vehicle charging, improved transport and actually provided the existing safe places to park. By introducing these changes you are encouraging people to become a little bit more creative with how they park which in turn is going to create safety issues. It will make the roads in residential areas even more busy such as in Sele Farm and Bengoe where it is already horrendous. I personally cycle to work and do my best to reduce car usage but unfortunately the lack of good transport links means that I need to keep my car! I would encourage you to review the comms you have made on these changes and extend this review period and make a better effort to consult with local residents. I have not observed any signage in local car parks informing residents of these proposed changes, how are people supposed to be aware? Why have you not sent an email to all council tax bill payers in the affected areas? Do not continue to try and make these changes quietly, especially when the cost of living is so tight. Please can you keep me updated as to the outcome of the consultation. I would be more than happy to share further views, usually councils have in person consultations as part of processes like these to share plans.	30 Mins Free; Sunday, Evening Charge	Hertford
1129	Hi, we live in Bengoe and absolutely dismayed by what is going on in Hertford regarding parking and road closes. Sunday parking should be free as Hartham is used for football and families enjoying open spaces. Hertford is becoming a ghost town due to the decisions made by the council another nail in the coffin. More shops closing more hairdressers and coffee shops. Keep parking charges the same please.	Sunday	Hertford
1130	I wish to make a strong objection to the proposed imposition of Parking Charges in Bishop's Stortford on Sundays. There are no less than twelve Christian Churches in Bishop's Stortford and, although they would not all be affected by these proposals, nevertheless they represent a significant number of people who use car parks on Sundays to attend services of worship at a church nearby. The grounds for this objection are as follows: a) It is a basic human right to be able to worship freely. For the Local Authority to make money out of families who wish to exercise that right is unacceptable. Indeed the Local Authority are already usurping that right on days other than Sundays, when worshippers are charged to attend weddings and funerals. b) The churches are not commercial organisations who can afford to reimburse their members for parking as, for instance, Sainsburys does in the town centre. c) In general, and particularly in the town centre churches, churches were not built with parking cars in mind. Indeed some predate the invention of the car! As the town has expanded, people find that the only way of getting to church on a Sunday is by using their own transport. To be charged for doing that is an unjust penalty. d) There is a feeling amongst the churches that the Local Authority, in their considerations about the development of this town, rarely consider the important contribution that the churches make to the life of this town. The church is involved with people, not just its own members, from the cradle to the grave, in all sorts of ways. There are many examples of this which have been, and continue to be reported in the local press, particularly in the last two years. Therefore, frankly it is offensive for the Local Authority to treat the churches, and indeed other organisations and local businesses in this way particularly as we recover from the pandemic. As a resident of this town for the past 60 years, I am very disappointed that the local authority are intending to treat Sunday as just another day. It is part of our Christian heritage in this country that a day of rest is an essential human need, and the local authority should be ashamed of disrespecting that heritage and that need.	Sunday	Bishops Stortford
1131	I would like to add my opposition to the preposterous idea that the parking in car parks on Sundays and after 6pm in and around Hertford is going to be charged. I sincerely hope that the council will change it's mind and not proceed with this course of action.	Sunday, Evening Charge	Hertford
1132	As a resident of Ware, living in Cross Street, which already has very little parking options for those of us who live in the street and which gets significantly worse as commuters park in our road, as do people going out in the town centre in the evenings, the proposed parking charge increases and expansion will make this considerably worse for us and for all residents who live in the older streets with no driveways and minimal parking options. Elderly and disabled people and those with generally less mobility than others have many challenges and often we can't park our cars anywhere near our houses, due to other people parking in our road and they don't want to pay the current parking charges in the town centre car parks. Also, people cannot afford to pay more, with the already high parking charges and the cost of living crisis. I strongly object to these proposals.	All Elements	Ware
1133	Parking Traffic Regulation Orders consultation I am writing to object to the proposals for new parking charges in Sawbridgeworth's Bell Street car park, in particular those proposed for Sundays. I believe they will have a negative impact on residents, businesses, sports associations and church attendees. The car park is used by several sports organisations for members and visitors attending clubs and events at the cricket club, bowls club and tennis club. The result of charges at weekends will likely be increased levels of vehicle movements and parking in residential streets, Springhall Road in particular, and Bell Street. This will mean increased air pollution and noise in residential areas. There are no traffic restrictions on Sundays or after 6.30pm on any day. This will therefore increase the incentive for people to park on nearby roads. Businesses in the town are concerned the charges will affect their footfall. The hospitality sector may be particularly hit given customers are able to go elsewhere if driving, to venues which have their own free parking. I note the concerns raised by the owner of 4T cafe and Pizza Squisita in Bell Street in the local press recently. A charity event called Coffee and Cars on the second Sunday of the month will also be adversely affected. While the charges are relatively small, unfortunately the perception will be "I have to pay" without people appreciating the low level of payment involved. This comes at a difficult time with the cost of living crisis and local businesses trying to recover from the pandemic.	Bell Street	Sawbridgeworth

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

1134	I have lived in Hertford for 32 years and therefore wish to address my concerns specifically for Hertford and to some extent Ware Whilst I appreciate the need for EHDC to raise extra revenue, and the wish to get more people cycling and walking, I wish to object to the proposed increases: Getting rid of the ½ hour free parking in all car parks [except Wallfields] The introduction of charges until 20:00 Charging on Sundays and all Bank holidays [Xmas Day excepted] Taking each point in order, the reasons for the above are: Hertford and Ware, like many small towns, have businesses which are struggling to survive [especially in Hertford with the closure of the Theatre, the Swimming pool and the current building in the town centre]. Many of my friends, and myself, often use the free ½ hour to pop into Hertford to do a quick shop. Several of my friends have said that they would shop elsewhere if this facility were to be removed. This could also impact on those families who are struggling financially and wish to quickly pop into Hertford. Removing the ½ hour free time could hence adversely affect small businesses Charging until 20:00 may adversely affect the night time economy too, for reasons similar to 1. Are you going to pay enforcement officers to cover this time, and, if so, how much extra is it going to cost against the expected increase in revenue? Also during the summer months the Hertfordshire Health walks run evening walks, which start at 7pm, and many of the walkers have said they are not happy if they have to pay for parking Hartham is a well-used recreation space, especially at the weekends. EHDC has a Health and Well Being Board where we are trying to get our residents fitter and healthier. I believe that families with young children who use the lovely new playground, may be adversely affected by these charges, and may not use the facilities because of this. I would like to suggest the following instead: Increase the free parking time to 1 hour in all car parks, hence ensuring that the 'pop in' time is saved and hopefully increases the amount of footfall in the towns Maybe charge 10/20p more on top of the current charges to make good some of the short fall Keep the time for the last payment at 18:30 and do not charge on Bank Holidays Ensure that the machines – especially the one at Hartham Common entrance from Port Hill have decent keyboards so that number plates can easily be entered – the K never enters and I have two of them in my number plate – really annoying! Improve the ability to cycle safely into the two towns – have you heard of Beryl bikes [beryl.cc] Advertise the use of public transport better and increase services I don't know what the expected increase in revenue is supposed to be from the proposals, but we already seem to have relatively high car parking charges in EH. I believe your proposed changes will have a negative impact on the towns and encourage people to park illegally, which will increase the need for more parking attendants, which, of course, costs money. I look forward to hearing the outcome of your consultation and will be very disappointed if your proposed changes are implemented.	All Elements	Hertford, Ware
1135	I can understand the need to raise revenue but this is a short sighted way of doing it; looking at the bigger picture of the money raising the profile of these small towns and encouraging people to shop local and not drive as far would be better? Encouraged with free parking and no worries about getting a fine by not fully fulfilling the parking procedure would surely get a more bustling town. Living in Hertford the town was always a plus point as well as the train links. Now only the train's are a plus and the town seems a bit of a negative without a good diversity of business and a negotiation about how to get in for a longer period of time and where to park. Not all homes are in good walking distance to our home town. The value of homes is directly linked to council tax band paid to EHDC keeping the house prices as high as possible and in the higher bands surely brings in more revenue? We are already being charged for brown bins but these ways seem fairer and more transparent, parking always seems to be to test the motorist if they get the process wrong or right ? Or forget to check in etc... or scare them off entirely if they don't want to play the game with f going to town and get it wrong.	All Elements	Hertford
1136	I object to the charging of the full rate for parking in Bishop's Stortford on Sundays as well as the 8pm timing. Many residents of the town are not aware of the proposed changes, in future when considering decisions like the Sunday parking that impacts all the residents and businesses of the town and also those visiting should be addressed by direct mailing to all residential addresses. Your traffic control in the town has been appalling to say the least over the last two years, with many of your decisions that seem to be highly dubious! I do not know whether you live in the town or not, but all the road works taking place in the town at present do not appear to have been properly planned with enormous delays that affect the quality of life of residents. Further under the FOI can you let me have full details as to all dealings with the council concerning the new multi-storey parking building in the town.	Sunday, Evening Charge	Bishops Stortford
1137	I am objecting to the parking restrictions it will ruin Ware as people will go elsewhere , totally ruining little towns by doing these new parking charges !! Save our town !	All Elements	Ware
1138	Please accept this email as formal objection to the proposed changes in the town car park charges for out of hours and Sunday parking. If this proposed change were to be implemented it would have serious negative impacts on how the bishops stortford residents went about their lives in this town. With the cost of living rising (including the council tax that we already pay to live in this wonderful town) this will not only have an adverse impact on peoples lives it will impact businesses that are struggling to bounce back from lost earnings during covid lockdowns. People that use the town car parks are not only those that are shopping but those that want to enjoy our lovely town, meet with family and friends, attend medical appointments and religious events/worship. This proposed charge will cause lifelines for many to be off limits. The residence of bishops stortford should be able to enjoy the place they live in to the fullest and thus be inclined to spend more to support local businesses, the wider local economy and encourage others to visit, rather than be limited but yet more increases on their finances.	Sunday, Evening Charge	Ware
1139	Yet again the councillors tasked with making Hertford a better place to live and a more attractive town to visit are driving the town further downhill. They have been the cause of a steady decline in Hertford for a number of years now. Making nonsensical, short-sighted decisions and frittering away tax payers hard earned money when times are tough for everyone. Hertford used to be a flagship town and should be the centre of Hertfordshire. Instead the local council have relentlessly driven the demise of what was a beautiful and thriving town. Ware and other towns have clearly overtaken Hertford. No repercussions mean no accountability and it shows. Shame on them.	All Elements	Hertford
1140	I would like to object to the parking changes for the following reasons :- 1. These changes will affect small businesses like mine the most. We are already cut to the bone to remain competitive and can not afford loose customers choosing to go elsewhere with easier access. The removal of all free 1/2 hour slots will affect the collection of cakes and give customers another reason to go to one of the many cake decorating businesses that operate from home, that operate with much lower overhead costs and no restrictions on parking. The knock on effect is an already unlevel playing field is made worse! 2. My business as many other small businesses rely on each other to create healthy footfall. The closer of the Causeway and Charringtons house car park has already resulted in a drop in footfall. The proposed changes, which are designed to reduce car use will obviously also reduce that footfall. Any closure of these small businesses as a result of falling trade due to a lack of footfall is damaging to the others around them! Result - a cascade of closers, especially if you take into account all the other factors hitting us the business community in particular. *It is worth noting that there is no additional alternatives in place for the foreseeable future to offer viable alternatives to car use. 3. We, as a town are yet to go through a significant amount of building work within the town centre. The works that have already take place have taken there toll, so this coupled with the proposed changes is just adding another reason to avoid the town centre....period! 4. My business does not and never will open on Sundays in principal, so this is from the view of a local resident. I object to same as weekday charges on Sundays for the simple reason that it is still a family day! Sunday trading laws reflect that. Visits to the town centre on a Sunday include lots of other things besides shopping, from a visit to the park, meeting friends to go for a walk along the river or to go to church. To conclude, at this point, with businesses trying to survive with all that is going on at the moment combined with the continuing disruption of the building works, now is not the time to make such drastic changes.	30 Mins Free; Sunday	Bishops Stortford
1141	I am emailing about the proposals to charge for Sunday and evening parking . I think this will harm the towns and is a bad idea . We really need to be getting people to come to the towns to spend their money and charging for parking is just another reason for people not to come . Lots of towns have free parking for some of the day and I am not aware of any that charge on a Sunday. Please add my name to the list of objections to this.	Sunday, Evening Charge	Hertford
1142	As a pensioner living in Ware and a car owner I think the scheme is just a moneymaker for the local authority with NO regard as to how this will affect the citizens of Ware. I routinely pick up my few groceries and like to spend some time in ware, especially on a Sunday and just after 6pm. 8pm is too late for me to be out and about in ware, unfortunately. I can't be the only pensioner feeling this way. Who makes these changes, are they uncaring Robots or just penny pinching bureaucrats that live OUTSIDE of Ware. Please reconsider these dreadful proposals.	Sunday, Evening Charge	Ware
1143	Sunday charging: it will be a shame for visitors and will deter people. Also for those people who want to attend the Sunday services and can't walk very far or can't use public transport (which is not so frequent on Sundays) this will prove detrimental. Free Parking Removal: for attending meetings and events in the evening, the proposed charge will impact on those people.	Sunday, Evening Charge	Ware

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

Page 1 of 70

1144	I am writing to object to the proposed increase in car parking charges in Bishop's Stortford. As a church member, I am concerned that those who cannot walk to church will be adversely affected and discouraged from attending worship. This follows on from the pandemic, when many of our churches have struggled, and could be seen as an attack on worshipping communities in the town, most of which do not have their own parking and whose congregations rely on public car parks. For many of the villages, there is now no Sunday bus service, so they have no alternative but to use their car to come into town on a Sunday, whether coming for worship or simply to shop/eat. I am also concerned about the town's businesses, many of whom are still fighting to recover from the effects of the pandemic. Discouraging town centre visits, particularly in the early evening and on Sundays, will not help revitalise the town centre: people will be more likely to go where there is free parking, such as Bishop's Park and Thorley, and indeed to out of town shopping centres. Further, with the hours of charging starting at 7.30am and continuing until 8.00pm, many people coming into the town centre for an evening meal will simply park in neighbouring roads, where the residents parking permit hours are shorter. If I had paid for a parking permit and then couldn't park because people were avoiding paying in the car parks, I would be very annoyed. This discrepancy in hours also applies to single yellow line restrictions, making this feel like a policy that hasn't been thought through. And finally, there is a cost of living crisis at the moment, and increased parking charges will not help at all. I should be obliged if you could supply details of the cost of providing parking and the revenue generated by car parking charges – I feel sure that the revenue exceeds the cost at present, so there should be no need for increased charges.	Sunday, Evening Charge	Bishops Stortford
1145	I shop and socialise in sawbridgeworth a lot on Saturdays and Sundays and take advantage of the free parking . Unfortunately by you introducing a charge for these days I won't be shopping there anymore and will go further a field to shopping outlets with free parking ! I do love to support the independent retailers but you are making an Unnecessary charge and discouraging people from visiting the town .	All Elements	Sawbridgeworth
1146	I object to the above Order for the following reasons: EHDC are charging people, many of whom are elderly, to attend religious worship. If this is the intent, why has Christmas Day been excluded from the proposals – this looks like a token gesture. This is not a good look particularly in a cost of living crisis. This will deter people from supporting the hospitality industry in Ware. Why go into Ware when free parking is available at venues outside of the town. EHDC should be supporting initiatives to increase the viability of the town. The parking charges will encourage some people to be 'dropped off' rather than parking in Ware, which will increase congestion in the already busy High Street/ Baldock Street. What are the drivers for the proposal? This info was not readily available on the EHDC website. If the drivers are financial, the proposed changes may be counter productive.	Sunday	Ware
1147	I am writing in response to the Council's proposals to amend parking charges in Hertford extending the charging period to 8 pm and Sundays. I think this would be a dreadful mistake as many people visit the shops and restaurants when parking is free and extending the charging period would deter them from doing this. With these proposed changes, people will go to other shopping centres where parking is free or just order online. Hertford as the County Town should be able to offer such a lot to local residents and tourists but sadly it doesn't. Imposing these additional charges will make matters worse. One further point is that if these proposals go ahead, drivers will try and find space on local streets - have you considered the impact on local residents? Please don't do this. We need to enhance our lovely town not detract from it.	Sunday, Evening Charge	Hertford
1148	I writing to object to the new proposals for parking especially the St. Andrew Street car park which I use frequently as I am a resident and our house backs onto the car park. In fact you installed posts against our wall as one of the vehicles hit our wall and damaged it. Firstly as a general observation the timing for increasing the hours for parking at a time when the town centre is struggling with Castle Hall closed, the centre of shopping at Birchley Green closed and many of the shops vacant it is ludicrous and will reduce even the number of people coming to Hertford even further. It is also being introduced at a time when people are being hammered from all sides mortgages, energy bills etc. Having lived in this location for 18 years I heard many a visitor to the town praising the free parking on a Sunday with comments praising the council and stating it is worth returning to Hertford. On a personal basis I have to park in the car park when I return home from work as do other town residents. It will certainly cause me problems such as parking in the car park early afternoon as I do at present I can pay for 5 hours up till 6.30pm. Now I will have move the car trying to find a space on the roads in the town centre where parking for residents has been reduced by more people living the town centre. The new hours will obviously encourage more drivers to park in the all day car parks like Hartham Common and realistically there not enough of those as it is. Why is it not possible for the council to give some sort of concessions to town centre residents as the council have done to the residents of Folly Island. I realise you are probably very busy but I would appreciate some sort of response.	All Elements	Hertford
1149	We have been in this town since 1985 and time and again policies are made without considering the impact? Your policies will destroy the trade in the town. The debacle with closing the causeway parking? There might increase in revenue income from the charges but business will suffer some will close and the income from business rates will be bigger loss. The old adage applies: You will be getting the equivalent of pennies but foolishly loosing pounds. Time for some realism don't you think?	All Elements	Hertford
1150	I'm sad to say that Hertford town is the most empty boring town I've been too. There are no usual high street shops (retail). The proposal is not going to encourage any visitors or locals to visit as they will be going to alternative towns like WGC and Stevenage who have been amenities which leads the reduces the chances of a better town. It has been great to be able to go out for dinner as a treat knowing that you don't have to pay after 6:30pm but again if the charges come in I will be driving to other towns who do not charge for parking. With inflation running at 9%, council tax rising this year, gardening charges brought in last year and now this proposal it feels like another money making scheme.	Evening Charge	Hertford
1151	I would like to raise my objections to the increases to the times for charging and the cost. Hertford is a dying town, all this will do is discourage people even more from coming into the town, Ware is seeing an increase in empty shops all this will do is cause more to close with the footfall going down, there are alternatives towns close by that don't punish driving to them, our towns need to be able to compete with these.	All Elements	Ware
1152	I am writing to give my feedback on the proposed changes to parking charges and chargeable hours in Ware, in particular in my role as Leader of Ware Town Council. An increase in hourly charges is reasonable and necessary. These charges are modest and have not been increased for many years. An increase sufficient to restore the lost revenue would have been accepted by the vast majority of the inhabitants of Ware. However, many residents have expressed their disappointment at the changes to operating hours which have accompanied the increase in the parking charge. They make the case that in some cases these will have counterproductive effects on residents and businesses which could have been avoided by a slightly greater increase in hourly parking charges. I strongly support their views on some aspects. My view on the proposed changes is as follows: Increase in hourly charges: fully support. Charging for Sunday parking: reluctantly support, but limited hours might be preferable. Removal of 30 minutes free car parking: object, would prefer its retention and increased hourly charges to compensate. Introduction of evening charges (6.30-8.00 pm): strongly object. Sunday charges are regrettable but logical, since Sunday is now extensively used as a shopping day. It will have an impact on some community activities such as church attendance and it would maybe have been preferable to limit charges to shopping hours only (typically 11 am – 5 pm). The loss of 30 minute free parking will have a retrograde effect on town centre businesses as it allows people to pop in and do some quick shopping without being charged. However, there are significant additional effects. For example, there will be a severe impact around Christ Church school where short-term free parking in Kibes Lane car park avoids congestion by cars waiting in Bowling Road. Similar considerations apply to the town centre car park in Buntingford. Evening charges are a major retrograde step which will cause problems but will bring in virtually no revenue. People will simply choose to park in nearby residential streets, causing inconvenience. Various evening activities begin at 7.30 or 8 pm so would be affected by the new charges. Also, there has been an endemic problem with obstructive parking near the Sainsburys Local in Star Street. This is alleviated after 6.30 because people can park in Kibes Lane free; evening charges would exacerbate this situation again, with associated known hazards to pedestrians. Furthermore, EHDC has allowed housing construction and conversion from retail in Ware Town Centre for several years with no parking provision, on the basis that the new residents can park overnight for free in the town centre car parks, thus getting effective 24 hour use from them. Again, evening charges will affect these residents, who will now either face substantial extra charges over a year or will park in more obstructive locations, e.g. on-street. Extra revenue from the removal of free parking and introducing other charges may well be substantially less than expected because of the large free Tesco car park. They have always been generous in allowing up to 3 hours free parking which allows shoppers to visit both Tesco and other town centre shops and contributes substantially to the footfall and success of Ware town centre businesses. It is likely that the removal of 30 minutes free parking will cause overcrowding in the Tesco car park, increased vehicle movements in the residential roads or New Road and Collett Road/The Bourne, and increased car exhaust pollution and carbon footprint with lower air quality due to queuing cars. It should be noted that due to the continued failure of Herts County Council to provide adequate direct bus services from Ware town centre (not the remote stops by the railway station or on the A119 London Road) to surrounding towns and villages, there is no opportunity to achieve modal shift, and people are forced to use their cars for any journey beyond walking distance or with heavy shopping. It is generally accepted by the public within Ware and inside and outside East Herts that the current parking scheme, with free parking, reasonable charges and the option to swipe in/out, has been developed over many years to a point where it is virtually ideally suited to the needs of the population and local businesses. It is very disappointing that rather than uplift hourly charges to match inflation, which should have been done some years ago, EHDC is introducing unnecessary evening charges and removing free parking. These changes will cause inconvenience and reduce quality of life due to knock-on effects outlined above. "If it ain't broke, don't fix it!" The evening charges in particular are inappropriate for Ware and will increase congestion while they are likely to bring in virtually no revenue. The effect of the scheme should be formally reviewed after 6 months and the amount of revenue raised by each of the various changes should be set out specifically and compared with the estimated income. In particular, if the evening charges bring in little revenue and have any adverse effects, they should then be abolished. A town-by-town basis for charging should be used, responsible to local conditions and needs, rather than the blanket one-size-fits-all policy that has been applied with these changes.	All Elements	Ware

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

1153	I'm a Ware resident. I strongly oppose the proposals to charge for evenings, Sundays and Bank Holidays and to end the free periods. It is going to kill the high street and impact the takings of the businesses. It is a cynical move to make more money for the council that will ultimately cause hardship elsewhere.	30 Mins Free; Sunday, Evening	Ware
1154	If the Council's intention is to kill off what little attraction Hertford retains for residents and visitors then they will soon achieve their ambition.	All Elements	Hertford
1155	One of the reasons for popping into Herford at specific times is because of the free parking, especially in the evenings or on a Sunday. My fear is that with these proposed changes the people who bring money into the town for our local businesses will go elsewhere or simply order online. Hertford desperately needs help to reinvigorate its economy compared with other towns such as Hitchin or Bishops Stortford. I feel ashamed, as a County Town, it should offer so much more for its residents, businesses and tourism. Please reconsider, in particular the Gascoyne Way car park. It's in an ideal position to exploit the huge volume of passing traffic and yet we don't advertise to passers-by what's available in the town. Finally, we all know that people will avoid the parking charges, in particular on a Sunday / overnight, by parking in the surrounding streets. Have you considered the impact to the local residents?	Sunday	Hertford
1156	I am a resident of ware town and have been made aware of the proposed changes to the car parking. As someone that can walk into town and not need to park, I still feel these parking charging are killing off the towns in Hertfordshire and a sense of community. Not to mention the added pressure to small businesses. You should charge a set amount but make the parking fee refundable if the vehicle owner spends a set amount in the local shops. Big chains like costa and Tesco should be excluded from this. allow people to support local businesses in the right way instead of putting potential clients/customer off with over inflated parking fees.	All Elements	Ware
1157	I would like to voice my opinion on the ridicules proposal to remove free parking hours/days with in the Sawbridgeworth Bell street car park. Obviously whomever suggested this have not lived in Sawbridgeworth, This is a small town, and Bell street and the surrounding is not a major shopping centre. You will not be recovering your deficit by introducing new chargeable hours, but what you will do is kill the village like life we still have here at Sawbridgeworth!!!	Bell Street	Sawbridgeworth
1158	Letter in PDF unable to copy.	Evening Charge	Hertford
1159	Please note my objection to the extending of the hours and adding Sunday parking rules. The way to get a town to thrive is to provide facilities to bring the community together but people need to be able to park. A couple of examples: Ware Choral Society which is frequented by elderly people that cannot walk. They rehearse every week and now will fall foul of the extended hours. How many will now decide they cannot afford it? Southern Maltings: Provide grants and help with one hand and then remove all parking facilities for families that cannot afford to park for events. A disaster for them. It really appears that the council wants to kill the high street and I feel for the small businesses in town. I'm all for walking, but there are times when you do want to pop to get something and the free parking encourages you to do that very locally. If it's not free, people may start to drive further afield where there are better amenities, resulting in even more losses for local shops and businesses. It's always been great to be able to park in the evening (for free) if you go out for dinner. Especially when the weather is inclement. Again, people may decide to visit other towns for dinner, because they don't appreciate the charges until 8pm. Bank holiday and Sunday charges- again, visitors may decide to go to alternative towns like WGC, Hoddesdon or St Albans. With inflation running at 9%, council taxes rising again this year, gardening charges brought in last year and now this proposal it feels like another money making scheme. I really think you should reconsider this approach.	Sunday	Ware
1160	I would like to object to the proposed changes to car park charges in Ware and surrounding towns. I believe that it will impact visitors to the town and local business revenues, drive more parking onto local roads which are often already crowded, and people alike those less able to walk/cycle into the town. Given the current economic climate, I think charging more to people for these basic services is a mistake and the timing if any changes as well as the change itself is terrible.	All Elements	Ware
1161	in the current economic climate I believe it is totally unacceptable to introduce charges for evenings, Sundays and Bank holidays, and to remove the 30 minutes free parking. The Town centre Businesses will suffer as many people will be put off by this and opt for out of town. It will also cause increased traffic on back roads near to centres with people looking for free street parking which will have a knock on effect for local residents.	All Elements	Non Specific
1162	Please see my objections below and attached: 1. Treating Sunday like any other day of the week is wrong. To Christians it is the Sabbath, a day of rest and worship. It is also the day of the week when state and privately educated schoolchildren do not attend school, and thus a family day. There are Sunday restrictions on the opening hours of retail, and most offices are closed. After so many years of keeping Sunday free of parking charges, treating Sunday like any other day is disrespectful to Christians. 2. The new charges will directly affect the older and vulnerable in the congregation, reduce church attendance, and weaken the life of churches. East Herts Council argues that the user should pay but carparks already produce substantial revenues, well in excess of the associated costs, and residents also pay directly through their Council Tax. 3. The electorate has not been asked about the introduction of Sunday charging. The policy should be delayed until after May 2023 so that the residents can express their support or otherwise through the ballot box. A new administration could reverse the decision to charge on Sundays. 4. Only £70,000 is due to be raised by Sunday charging in 2022/23. In a recent statement from the Executive Member for carparking it appears that the Council would need to expand warden patrols to cover the extended chargeable hours. This would incur costs which would reduce the net revenue received by the Council. This is contrary to the answer given by the Executive Member for Financial Sustainability to my Public Question at Full Council on 1 March 2022 and I would be grateful for a corrected answer to my question: What would be the extra costs associated with Sunday parking charges across East Herts for: - Additional enforcement officers on Sundays 7.30am to 8pm annually 5. There is a cost-of-living crisis. East Herts Council is adding to the burden at a difficult time for many residents, especially the vulnerable and young families. 6. During the pandemic many of our places of worship have struggled. Many church attendees are older and vulnerable and only recently starting to return to in-person worship. To charge people to come to town centre churches on a Sunday would be an added blow for churches that are struggling with fewer volunteers, and in many cases loss of income from community groups, which were unable to meet during the pandemic. 7. Many people have no option but to drive into Stortford as there is no Sunday bus service where they live. Older congregation members are given lifts by volunteers who then park nearby. 8. Most churches in Bishop's Stortford lack their own parking facilities. St Michael's was built in the 15th Century and has never possessed dedicated parking spaces for its congregation. 9. There will be an impact on small businesses and the vitality of the town centre through reduced footfall and length of stay. Some will change to out-of-town shops and services (such as Tesco, Bishop's Park) where there is free parking. Businesses will have greater difficulty in recruiting and retaining staff on Sundays. Evening charging will affect the 'night-time economy' especially food and beverage businesses. Have you undertaken any analysis of the impact that evening and Sunday charges will have on existing trade in town centres? 10. Charging for short-stay carparks outside the period of Resident Parking Zone restrictions, will lead to problems for permit holders finding a space, especially on Sundays when only one RPZ in Stortford has restrictions, and those restrictions are for only a proportion of the hours of carpark charges. Permit holders have had a substantial increase in charges which has already resulted in discontent with the service. Some will be reluctant to use their car on Sundays to visit family and friends because of the difficulty of finding a space when they return. The impact will be greatest in those Resident Permit Parking Zones where the number of Resident Parking Permits is close to the number of spaces available, such as the Windhill, Newtown and Southmill Road schemes in Bishop's Stortford. Have you undertaken any quantitative analysis of the negative impacts to residents living in Resident Permit Parking Zones associated with displacement from the car parks due to charging on Sundays? 11. Charging outside the period of associated single yellow line restrictions, creates increased pressure on town centre and residential roads. It isn't sufficient to monitor the problems and make changes after those problems have occurred. If restrictions are appropriate six days a week and Sunday is being treated like any other day, then those restrictions need to be extended to Sundays. As an example, why are the 30 minute restrictions in North Street, Bishop's Stortford and the vicinity not extended to Sundays? Otherwise a single car could take up a space for the whole of the chargeable period for East Herts carparks? 12. The majority of town centre roads and residential areas are currently controlled through waiting restrictions extending to 18.30 for single yellow line restrictions. Car park charges to 20.00 will require an extension to those waiting restrictions. Again, it is not sufficient to monitor the problems and make changes after those problems have occurred if the Council is truly serving its residents. 13. Three of the four documents, advertised in the consultation on the draft order for Bishop's Stortford, include the Causeway carpark as a short-stay carpark operating from Monday to Sunday 7.30 to 20.00. This is incorrect and very misleading, given the size and location of this carpark. There is no reference at all to this carpark being closed temporarily or permanently and it gives the impression that this carpark is still in operation. I believe this undermines the validity of the consultation. 14. Overall, it appears that East Herts Council has considered seriously only a very few of the consequences of its actions, other than raising a relatively small sum of money.	All Elements	Bishops Stortford
1163	As a resident of Ware, I am truly appalled that the decision to take away half an hour free parking has even been considered. It is almost like the council want the high-street to fail and locally owned shops to close. Most people are in a financially tight situation at the moment and they will not pay for parking if they just need something quick. I know I wouldn't, and the money that could be going to independent stores will now go online or Tesco and asda! The small roads off the high-street that are already full of cars will become worse as those that do need to visit the high-street for the chemist or doctors etc, will try to park there! It may not seem a lot, a few pounds for the car park but it really is, just see how messy it gets outside of the Sainsburys in star street, despite the fact there is kibes lane behind and a few spaces in the sainsburys carpark! I really hope you consider the resident's feelings before putting this plan into action, as absolutely everyone I have spoken to about this is against it.	30 Mins Free	Ware
1164	I am writing to protest about the proposed changes to parking in East Herts. This will cause loss of revenue to local High Street shops and businesses as people will travel further to out of town shopping centres to avoid the parking charges. Free supermarket parking such as that at Tesco in Ware, will become more congested and cause more pollution as cars queue for spaces. The new proposals will also have an adverse impact on elderly or slightly disabled people who may not qualify for a blue badge but cannot walk far, and will not be able to use the 30min free parking to visit the local library or chemist.	All Elements	Non Specific

Off Street Car Parks' TRO July August 2022 - FORMAL OBJECTIONS

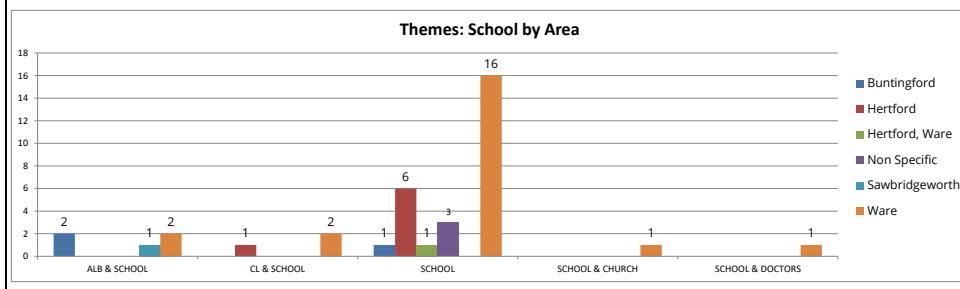
Page 150

1166	I am writing to object to the proposed parking order changes and in particular those which concern the Kibes Lane car parks in Ware on the grounds that I believe (i) removing the current 30min free period will have a negative impact on local traders such as Gannon's Family Butchers, AJ's Pet Stores, Domesticare, Wrights Fish'n'Chips and French&Day Delicatessens all of whom who serve the community and have customers that make specific trips for which 30min parkins is more than sufficient - likewise for many that use the services of the post office and library; and (ii) charging for parking on Sundays will increase the already high demand for on-road parking in surrounding roads such as New Road where spaces are already at a premium as a consequence of people attending the local churches, events at the Southern Maltings, and enjoying some of the cafe culture Ware offers at the weekend.	All Elements	Ware
1166	Object to the parking changes you propose, as this will dissuade the much wanted visitors to the above area. Also I already pay to live in this area and a small concession with free parking is. Appreciated. Please don't change it.	All Elements	Buntingford, Hertford, Ware
1167	I would like to register my objection to changes in parking charges in East Herts. Extending the period to 8pm will have a detrimental effect on restaurant businesses trying to recover after the past 2 years of the pandemic. The 30min free parking is incredibly Useful for parents for facilities such as collection of prescriptions and small jobs. Removal of this will push more shopping online and out of Hertford. The town centre is in decline already. This will further perpetuate this. Free parking on a Sunday enables a levelling for all families to enjoy time together. Charging for this further increase the chances that families will not spend quality time together.	30 Mins Free; Sunday, Evening Charge	Non Specific
1168	I write to express my objection to the increased charges and extended periods of their imposition in Hertford now proposed. The current availability and cost of parking in Hertford has succeeded in deterring residents and visitors from entering the town centre and brought about the closure of so many retailers - to be replaced by restaurants, coffee bars and underused hairdressing parlours. EHDC appears now to be determined to kill off even these facilities by proposing increased parking charges and extended charging periods into the evening to close down town centre visits completely. I see no point whatsoever in borrowing £20M+ (a bill to be picked up & paid by future generations!) to refurbish Hertford Theatre in the hope of attracting more visitors whilst, at the same time, expecting them to pay for parking, if they can find anywhere available within walking distance. If the council is short of funds ask central government to restore monies taken away from it over the years rather than increase the burden on ordinary people.	All Elements	Hertford
1169	I cannot believe that you would be doing this! Councils have already killed our market in Ware. Is it your intention to kill the high street as well? Free parking for half an hour enables people to pick up/drop off prescriptions, or to see a doctor or do a quick shop. Restaurants and shops desperately need customers, especially since the pandemic, so charging after 6.30 is adding cost and therefore disincentivising local people from visiting and spending money in Ware and the surrounding areas. If it is your intention to ruin what's left of Ware and Hertford shopping areas as you have already successfully done with our markets, then congratulations you are on the right track! Sunday is a day when people want to just relax, go for walks and eat out, again, you are punishing the shops and restaurants as making a charge will make people just stay at home, or drive people to use out of town shopping areas such as Lakeside and the Galleria! Perhaps you have a personal interest in those places and this is all part of your agenda? I refuse to believe that you are doing this simply out of a need to generate more income, as your intended actions could only have the opposite effect. Regarding council income this must have increased greatly recently from the huge amount of council tax generated by all the additional building of apartments in the area.	30 Mins Free; Sunday, Evening Charge	Ware
1170	Email received via post as email kept bouncing back. Resident objects to Sunday charges because of church attendance.	Sunday	Ware
1171	Should this disappear then it is likely these would be made online or at larger 'out of town' retail areas to the detriment of the smaller local shops, the survival of which hitherto have helped the town centre thrive. • Another group who will be unfairly penalised by this new regime will be the less mobile. While there are those who can utilize a blue badge, there are many residents of Hertford and its surrounding villages who do not qualify for this scheme yet nevertheless suffer from severely restricted mobility. I would suggest that these people are unfairly discriminated against as a result of these proposals. • At a time when many residents of Hertford and the surrounding area have to review and reflect upon their own expenditure it seems deeply iniquitous that EHDC are expending large amounts of public funds on highly non-essential capital projects. • Surely this will penalise those who attend the numerous places of worship in the town on a Sunday.	All Elements	Hertford
1172	I'm the owner of a small retail/services business Ware. This once thriving high street has been dealt the hardest of blows in recent times, not least because we no longer have a single bank left in the town one of the biggest draws for customers and they would then happily use the shops and services in the town. When all the banks left one of the few things that helped us all was the half hour free parking and the fact that it finished early evening making the town attractive to businesses that remain open into the evening also on Sundays and bank holidays when people come into the town to use the park have a coffee lunch etc. I feel that losing the non restricted times for parking is another nail in the coffin of an already struggling high street and town in general.	All Elements	Ware
1173	I'm writing to object to the proposals. Hertford and Ware will become ghost towns in the evenings and weekends. We want our towns to be great places for everyone. These proposals will kill the town centres.	Sunday, Evening Charge	Hertford, Ware
1174	I feel this will hamper local business as more people will shop online to avoid extra costs. This will be detrimental to our high street and sense of community, and could ultimately lead to increased loneliness and the associated negative health (mental and physical) conditions. So ultimately cost the country far more to treat and support. The nation is already suffering a cost of living crisis additional charges like this will mean some people are unable to access our high street and communities.	All Elements	Non Specific
1175	I do object to the introduction of Evening Charges. I fear that they would have a very damaging effect on the Night-Time Economy. I do object to the scrapping of the free 30-minute slot. I think that this would have a detrimental effect on many businesses and services.) I object to the loss of the free on-street limited waiting bays, for all the same reasons as my objections in Number 3)	All Elements	Non Specific
1176	As a Councillor for the Green Party I would normally be against any free parking, as it encourages driving. However, the Party also has strong policy on support for small businesses which is equally important in Ware. I feel that the removal of the 30 mins free parking in East Herts controlled car parks in Ware will be very damaging for the economy of the town. The same is true of the proposal to extend charges into the evening. Restaurants and community facilities like the Southern Maltings will undoubtedly be hurt by such an extension. While a significant majority of visitors to the Town centre in the evening walk into town, there is an important and sizeable minority for whom this is not an option, and who would be excluded from the town's nightlife by an extension of parking charges. I would suggest a higher price for hourly parking rates with maintenance of the free 30 mins and evening parking is a much better way forward. Rates for parking in Ware are quite low generally and could be increased to cover the revenue lost through not extending parking hours.	30 Mins Free; Evening	Ware
1177	There are dilemmas that can arise when members have dual roles on both District and County Councils and the issue of parking charges is one of them. As an East Herts member I am committed to ensuring we balance our budget and progress already agreed policies. As a County member however I do also need to point out some challenges in the proposed arrangements for Sunday charging in Sawbridgeworth. The town has also been exempt from charging on Saturdays so far but I accept the principle that just like in other towns there may be no special reason that the exemption should continue. The charges remain reasonable especially compared with the many high value transactions that take place in some of the businesses. For short stays the charges are still quite modest. On Sunday the picture is very different. Businesses are generally not operating. The supermarket and pubs have their own free car parks, and there are no parking restrictions in Sawbridgeworth on Sunday. I believe the effect of the TRO to introduce Sunday parking will be to incentivise people to park in the unrestricted streets. This is not a good use of a TRO when it increases on-street parking. As a County Councillor I have no plans to introduce restrictions on a Sunday. Many people using the car parks on Sundays are community groups and sports clubs that have their bases adjacent to the car parks. I therefore believe the revenue take will be minimal and not cover the cost of enforcement, and won't make the desired contribution to revenue. We should be taking a pragmatic approach rather than a standardised one which does not take into account local circumstances. I hope this can be reassessed before the council introduces something that will not make a lot of practical sense to the people in the town.	Sunday	Sawbridgeworth

Count of URN Row Labels	Column Labels Buntingford	Hertford	Hertford, Ware	Non Specific	Sawbridge Ware	Grand Total	
ALB & SCHOOL		2			1	2	5
CL & SCHOOL			1			2	3
SCHOOL		1	6	1	3	16	27
SCHOOL & CHURCH						1	1
SCHOOL & DOCTORS						1	1
Grand Total		3	7	1	3	22	37

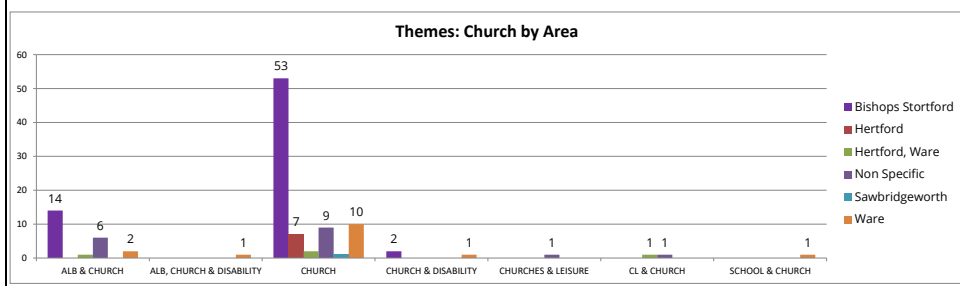
CL - Cost of Living
ALB - Affects Local Business

% of objections
3.14%



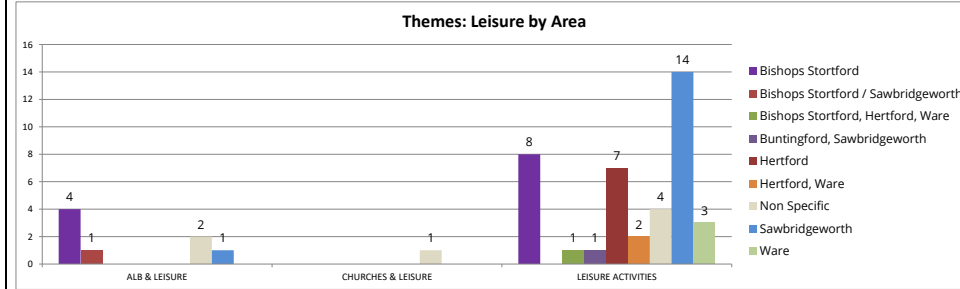
Count of URN Row Labels	Column Labels Bishops Stortford	Hertford	Hertford, Ware	Non Specific	Sawbridge Ware	Grand Total	
ALB & CHURCH	14			1	6	2	23
ALB, CHURCH & DISABILITY						1	1
CHURCH & DISABIL	53	7	2	9	1	10	82
CHURCHES & LEISURE	2			1		1	3
CL & CHURCH			1	1		1	2
SCHOOL & CHURCH						1	1
Grand Total	69	7	4	17	1	15	113

% of objections
9.60%



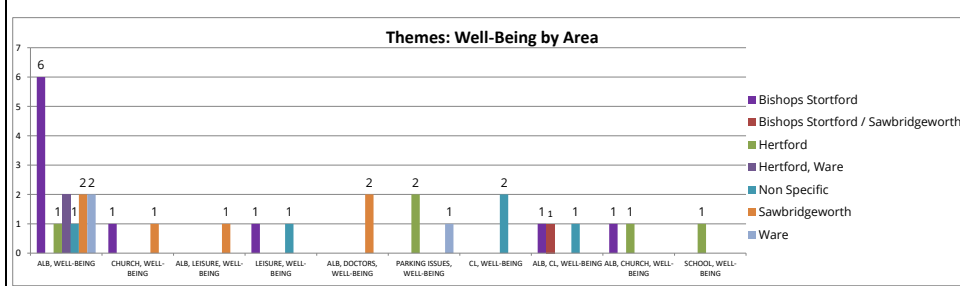
Count of URN Row Labels	Column Labels Bishops Stortford	Stortford / Sawbridgeworth	Stortford, Hertford, Ware	Sawbridgeworth	Hertford, Ware	Non Specific	Sawbridgeworth	Ware	Grand Total	
ALB & LEISURE	4	1				2		1	8	
CHURCHES & LEISURE						1			1	
LEISURE ACTIVITIES	8		1	1	7	2	4	14	3	40
Grand Total	12	1	1	1	7	2	7	15	3	49

% of objections
4.16%



Count of URN Row Labels	Column Labels Bishops Stortford	Stortford / Sawbridgeworth	Hertford	Hertford, Ware	Non Specific	Sawbridgeworth	Ware	Grand Total
ALB, WELL-BEING	6			1	2	1	2	14
CHURCH, WELL-BEING	1						1	2
ALB, LEISURE, WELL-BEING							1	1
LEISURE, WELL-BEING	1					1		2
ALB, DOCTORS, WELL-BEING							2	2
PARKING ISSUES, WELL-BEING				2				3
CL, WELL-BEING						2		2
ALB, CL, WELL-BEING	1	1				1		3
ALB, CHURCH, WELL-BEING	1			1				2
SCHOOL, WELL-BEING				1				1
Grand Total	10	1	5	2	5	6	3	32

% of objections
2.72%



Equality Impact Analysis Form

1. Equality Impact Analysis (EIA) Form

Title of EIA (policy/change it relates to)	Parking Proposals	Date	October 2022
Team/Department	Parking Service / Operations		
Focus of EIA What are the aims of the new initiative? Who implements it? Define the user group impacted? How will they be impacted?	<p>Parking proposals were originally considered as part of the council's budget report in March 2022 and March 2021. The equalities impact assessment reviews the impact of proposals following statutory consultations and proposes modified solutions to reduce any potential impact.</p> <p>The proposals consulted on were:</p> <ul style="list-style-type: none"> - The removal of free parking in car parks - The introduction of evening charging in car parks (up to 8pm) in the three main towns - The introduction of Sunday charging as a weekday tariff in car parks - Introduction of bank holiday charging (Except Christmas Day) <p>The benefits of adopting changes to East Herts parking charges are as follows:</p> <ul style="list-style-type: none"> - User pays for service received. - Recover service cost following charges being frozen for several years. - Reflect changes in parking behaviour, businesses operating on Sundays. - Encourage change in travel behaviour by seeking to reduce private vehicle use. - Increase turnover of vehicles. - Consistent charging structure. 		

The user group impacted are motorists using East Herts managed car parks, these could be residents, business owners, workers and visitors.

2021 Census states the population size of East Herts is 150,100

Please note: Prepopulated data for protected categories other than Age and Gender come from 2011 census results¹ on the district, the Age and Gender data comes from Census 2021. If the service has specific demographic data for service users/residents than this should be used instead.

2. Review of information, equality analysis and potential actions

Please fill in when appropriate to the change. If it does not, please put N/A

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff		What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts (actual and potential, positive and negative. Clearly state each)	What can you do? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and • foster good relations 																				
Age (2021 Census data)	Demographic data on motorists is not collected. General East Herts population data has been included in the EIA.	<table border="1"> <tr><td>Under 20</td><td>23.5%</td></tr> <tr><td>20-24</td><td>4.7%</td></tr> <tr><td>25-29</td><td>5.9%</td></tr> <tr><td>30-44</td><td>19.6%</td></tr> <tr><td>45-59</td><td>22.2%</td></tr> <tr><td>60-64</td><td>5.9%</td></tr> <tr><td>65-74</td><td>9.7%</td></tr> <tr><td>75-84</td><td>5.9%</td></tr> <tr><td>85-89</td><td>1.7%</td></tr> <tr><td>90</td><td>0.9%</td></tr> </table>	Under 20	23.5%	20-24	4.7%	25-29	5.9%	30-44	19.6%	45-59	22.2%	60-64	5.9%	65-74	9.7%	75-84	5.9%	85-89	1.7%	90	0.9%	The consultation feedback provided no mention of the proposals impacting age.	The council has no specific information regarding people using the car parks. However, Town centre workers may be impacted. There is evidence to suggest younger people are more likely to be employed in the retail sector Young workers three times more likely to be employed in sectors where jobs are most at risk – TUC analysis TUC	In relation to Sunday charging which may impact younger works, the modified proposal seeks to reduce the weekday tariff to a flat rate £1.50 rate reducing the cost to motorists. The service will monitor further potential impact following implementation of proposals.
Under 20	23.5%																								
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Page 155				<p>There may be a possible implication on some town centre workers in regard to Sunday charging but the impact is considered low.</p> <p>There may be a disproportionate number of younger people using the car parks during evenings and therefore that group may be impacted in regard to lower incomes.</p> <p>Young people driving to car parks are probably in a better financial position than non-car</p>	

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff		What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts (actual and potential, positive and negative. Clearly state each)	What can you do? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and • foster good relations
				drivers due to the costs associated with vehicle ownership. The impact on this group is considered less likely than those who work in retail as visiting businesses is more of a leisure choice than a need.	
Disability	11,663 households in East Herts have one person in household with a long-term health problem or disability.		The consultation feedback provided no mention of the proposals impacting disability.	No anticipated impact	Monitor following implementation of modified proposals.
Gender reassignment	A summary of data has not been identified		The consultation feedback provided no mention of the proposals impacting gender reassignment.	No anticipated impact	No mitigation measures necessary.

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff	What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts (actual and potential, positive and negative. Clearly state each)	What can you do? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and • foster good relations 																								
Pregnancy and maternity	A summary of data has not been identified	The consultation feedback identified that parents may find the school drop off and pick up difficult without the free parking in car parks being available.	Affordability as well additional time required to make payment or walk from uncontrolled on street parking areas.	The implementation of the removal of free parking is proposed to be delayed following the cost of living crisis. Monitor use of car parks for school drops offs.																								
Race	<table border="0"> <tr> <td>White</td> <td>95.47%</td> </tr> <tr> <td>English/Welsh/Scottish/Northern Irish/British</td> <td>90.25%</td> </tr> <tr> <td>Irish</td> <td>1.14%</td> </tr> <tr> <td>Gypsy or Irish Traveller</td> <td>0.04%</td> </tr> <tr> <td>Other White</td> <td>4.04%</td> </tr> <tr> <td>Mixed/multiple ethnic groups</td> <td>1.61%</td> </tr> <tr> <td>White and Black Caribbean</td> <td>0.45%</td> </tr> <tr> <td>White and Black African</td> <td>0.15%</td> </tr> <tr> <td>White and Asian</td> <td>0.62%</td> </tr> <tr> <td>Other Mixed</td> <td>0.38%</td> </tr> <tr> <td>Asian/Asian British</td> <td>1.95%</td> </tr> <tr> <td>Indian</td> <td>0.73%</td> </tr> </table>	White	95.47%	English/Welsh/Scottish/Northern Irish/British	90.25%	Irish	1.14%	Gypsy or Irish Traveller	0.04%	Other White	4.04%	Mixed/multiple ethnic groups	1.61%	White and Black Caribbean	0.45%	White and Black African	0.15%	White and Asian	0.62%	Other Mixed	0.38%	Asian/Asian British	1.95%	Indian	0.73%	The consultation feedback provided no mention of the proposals impacting race.	There is evidence to suggest younger people are more likely to be employed in the retail sector as well as those from non-white backgrounds	In relation to Sunday charging which may impact younger works, the modified proposal seeks to reduce the weekday tariff to a flat rate £1.50 rate reducing the cost to motorists. The service will monitor further potential impact
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	<table border="0"> <tr> <td>Pakistani</td> <td>0.15%</td> </tr> <tr> <td>Bangladeshi</td> <td>0.20%</td> </tr> <tr> <td>Chinese</td> <td>0.37%</td> </tr> <tr> <td>Other Asian</td> <td>0.49%</td> </tr> <tr> <td>Black/African/Caribbean/Black British</td> <td>0.71%</td> </tr> <tr> <td>African</td> <td>0.43%</td> </tr> <tr> <td>Caribbean</td> <td>0.22%</td> </tr> <tr> <td>Other Black</td> <td>0.07%</td> </tr> <tr> <td>Other ethnic group</td> <td>0.26%</td> </tr> <tr> <td>Arab</td> <td>0.10%</td> </tr> <tr> <td>Any other ethnic group</td> <td>0.16%</td> </tr> </table>	Pakistani	0.15%	Bangladeshi	0.20%	Chinese	0.37%	Other Asian	0.49%	Black/African/Caribbean/Black British	0.71%	African	0.43%	Caribbean	0.22%	Other Black	0.07%	Other ethnic group	0.26%	Arab	0.10%	Any other ethnic group	0.16%			following implementation of proposals.
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Religion or belief	<table border="0"> <tr> <td>Christian</td> <td>62.75%</td> </tr> <tr> <td>Buddhist</td> <td>0.32%</td> </tr> <tr> <td>Hindu</td> <td>0.45%</td> </tr> <tr> <td>Jewish</td> <td>0.33%</td> </tr> <tr> <td>Muslim</td> <td>0.72%</td> </tr> <tr> <td>Sikh</td> <td>0.12%</td> </tr> <tr> <td>Other religion</td> <td>0.32%</td> </tr> <tr> <td>No religion</td> <td>27.75%</td> </tr> <tr> <td>Religion not stated</td> <td>7.26%</td> </tr> </table>	Christian	62.75%	Buddhist	0.32%	Hindu	0.45%	Jewish	0.33%	Muslim	0.72%	Sikh	0.12%	Other religion	0.32%	No religion	27.75%	Religion not stated	7.26%	The consultation feedback provided feedback from Christian groups in relation to Sunday charging.	Affordability of attending church on Sundays.	In relation to Sunday charging which may impact Christian groups attending church the modified proposal seeks to modify the weekday tariff to a flat rate £1.50 rate reducing the cost to long stay				
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					motorists. Days of worship are different for all faith groups, charging takes place during the weekdays which also fall on days of worship. The service will monitor further potential impact following implementation of proposals.
Sex/Gender (Census 2021)	The district is 51% female and 49% male		The consultation feedback provided no mention of the proposals impacting gender.	No anticipated impact	No mitigation measures necessary.

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff		What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts (actual and potential, positive and negative. Clearly state each)	What can you do? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and • foster good relations
Sexual orientation (ONS)	An estimated 3.1% of the UK population aged 16 years and over identified as lesbian, gay or bisexual (LGB) in 2020		The consultation feedback provided no mention of the proposals impacting sexual orientation.	No anticipated impact	No mitigation measures necessary.
Marriage and civil partnership	Single Married Civil partnership Separated Divorced Widowed	30.5% 52.3% 0.2% 2.3% 8.6% 6.2%	The consultation feedback provided no mention of the proposals impacting marriage and civil partnerships.	No anticipated impact	No mitigation measures necessary.

Assessment of overall impacts and any further recommendations

Following feedback there is evidence to suggest that there will be an impact on some protected groups. The modified proposals aim to reduce the impact. These are:

Following review of consultation responses, the proposal seeks to implement these changes which have been modified following feedback. The detail of these proposals are as follows:

Remove free parking periods (except in Grange Paddocks B & C, Bishop's Stortford and Wallfields, Hertford); However, this will be implemented at a later date. The Traffic Regulation Order procedure allows this element of the Order to be implemented within 2 years

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff	What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts (actual and potential, positive and negative. Clearly state each)	What can you do? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and • foster good relations
<p>of consultation. In this scenario the implementation would have to be no later than June 2024.</p> <p>Introduce parking charges on Sundays and Bank Holidays (except Christmas Day). Revise the charging from a weekday tariff to a flat rate charge following feedback from residents and businesses. The flat rate is proposed to be £1.50 and subjected to a CPI/2.5% (depending on what is greater) uplift from April 2024. The charges will be deferred for Sawbridgeworth and Buntingford.</p> <p>Amend the current Sunday charges in Link Road & Northgate End car parks, Bishop's Stortford from £1.00 to £1.50.</p> <p>Introduce evening parking charges in car parks in Bishop's Stortford, Hertford and Ware; this will be an extension of the current chargeable hours from Monday to Saturday, 6.30pm to 8.00pm.</p> <p>To introduce an uplift to tariff charges in Ware, Buntingford and Sawbridgeworth which would still be lower than the Hertford and Bishop's Stortford tariffs. Differential charging across towns and car parks already exists. The feedback from objectors suggested increasing overall charges as one of the mitigations to the original proposals in order to retain elements of the existing tariff structure . The proposed uplift is 20%.</p>				

3. List detailed data and/or community feedback which informed your EqIA (If applicable)

Title (of data, research or engagement)	Date	Gaps in data	Actions to fill these gaps: who else do you need to engage with? (add these to the Action Plan below, with a timeframe)
Statutory consultation as part of the Traffic Regulation Order (TRO) process	From 7 th July – 5 th August	Qualitative data was received from 1170 respondents including a number of individuals, organisations and authorities.	The consultation was open to everyone via responses online and post. The option to phone to discuss the proposals was also offered. Future responses could seek demographic data to help inform the EIA.

4. Prioritised Action Plan (If applicable)

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
NB: These actions must now be transferred to service or business plans and monitored to ensure they achieve the outcomes identified.				
Young workers	Reduce the Sunday charge from weekday tariff to a flat rate, explore town centre worker permits.	Modified proposals to respond to concerns	Occupancy	Jan 2023
Christian Groups	Modify Sunday charge	Modified proposals to respond to concerns	Occupancy	Jan 2023

EqIA sign-off: (for the EQIA to be final an email must be sent from the relevant people agreeing it or this section must be signed)

Lead Equality Impact Assessment officer:	Leadership team	Date:	11 Oct 2022
Directorate Management Team rep or Head of Service:	Jess Khanom-Metaman	Date:	6 Oct 2022
Author of Equality Impact Analysis:	Dominique Kingsbury	Date:	3 Oct 2022

Agenda Item 8

East Herts Council Report

Executive

Date of meeting: 25 October 2022

Report by: Councillor Graham McAndrew –Executive
Member for Environmental Sustainability

Report title: Future Service Design of Waste, Recycling and
Street Cleansing Services.

Ward(s) affected: All

Summary – This report seeks the authority to proceed with a Competitive Dialogue procurement for the waste & recycling collection and street cleansing contract due to expire in May 2025. The report is based on outcomes from the Member lead joint working group between East Herts Council (EHC) and North Herts Council (NHC) and identifies key service changes affecting the contract specification drafting. The key drivers for the services changes are set in the context of the pending national Resources and Waste Strategy and the financial challenges authorities are facing which is exacerbated by inflationary pressures. The report covers details of both EHC and NHC changes in order to fully identify the impacts across the shared service.

RECOMMENDATIONS FOR EXECUTIVE

- a) That the recommendations from the Joint Cross-Party working group attached in Appendix 1 be noted and considered prior to making a new substantive decision.

- b) That the comments from Overview and Scrutiny Committee attached in Appendix 12 be noted and considered prior to making a new substantive decision.
- c) That the responses from the public consultation as summarised in Appendix 2 be noted and considered prior to making a new substantive decision.
- d) To approve a Competitive Dialogue procedure for the procurement of the Waste, Recycling and Street Cleansing contract.
- e) To approve a joint project board to include the Executive Members for Finance as well as the Executive Member covering waste, recycling and street cleansing services for both EHC and NHC to monitor the progress of the procurement project and for the delegation of powers to the Head of Operations (EHC)/Director of Place (NHDC) in consultation with Project Board, in relation to amendments to the specification or service design.
- f) To approve to a Contract length of 8 years with the possibility of up to an 8 year extension.
- g) To approve the provision of customer services and contact handling being delivered by the councils, and for a future report detailing how this will be delivered be provided in 2023.
- h) To approve the introduction of a new weekly separate food waste collection service in 23L caddies for houses and in wheeled bins for flats in East Hertfordshire from 2025. The implementation date confirmation to be delegated to the Head of Operations in consultation with the Executive Member for Environmental Sustainability.

- i) To recommend to Full Council to approve the Capital and estimated revenue spend outlined in 3.16 in relation to recommendation h above.
- j) To approve residual waste collections occurring on a three weekly collection cycle from 2025. The implementation date confirmation to be delegated to the Director of Place/Head of Operations in consultation with the project board. As referenced in 3.11 to 3.46.
- k) To approve the standard receptacle for residual waste being 180L in size and that all new and replacement residual waste containers for houses will be 180l as soon as is reasonably practicable and phased in commencing no later than from 1st April 2023 in East Hertfordshire.
- l) To approve the transition to a standard bin colour across East and North Hertfordshire as outlined in 3.47 to 3.56 as soon as is practicable and no later than 1st April 2023.
- m) To approve the inclusion of plastic film in the mixed dry recycling collections from 2025, the implementation date confirmation to be delegated to the Project Board and subject to the outcomes of Resources & Waste Strategy consultation on consistency.
- n) To approve the cessation of bring bank services for paper in East Hertfordshire as soon as is reasonably practicable and no later than the end of 2023.
- o) To approve the cessation of bring bank services for textiles in East Hertfordshire and kerbside textiles collections in North Hertfordshire with the shared waste service proactively

engaging with the charity-sector to promote alternative outlets for used textiles by the end of 2024.

- p) To note the cessation of kerbside battery collections in North Hertfordshire. The implementation date confirmation to be delegated to the Project Board but no later than May 2025, with the shared waste service proactively promoting alternative recycling outlets.
- q) To approve the cessation of Parish litter picking grants and for street litter bins currently maintained under this scheme to be serviced under the waste and recycling contract from 1st April 2023
- r) To approve the service policy statements as outlined in Appendix 3 and for these to be further updated in advance of the contract start in May 2025 and be delegated to Head of Operations/Director of Place in consultation with the Executive Members.
- s) To agree to the principle of aligning the garden waste collection charge from 2025.
- t) To agree in principle to the service design described in 3.94 to 3.103, should the outcomes from the Resources and Waste Strategy Consistency consultation mandate the separate collection of fibre, subject to the constitutional requirements for decision making.

1.0 Proposal(s)

- 1.1 That a Competitive Dialogue procedure be used for the procurement of the joint Waste, Recycling and Street Cleansing contract with NHC.

- 1.2 That a joint project board with NHC be formed to include the Executive Members for Finance as well as the Executive Member for waste, recycling and street cleansing services for both EHC and NHC and that the Head of Operations has delegated authority in relation to necessary specification amendments.
- 1.3 That the contract length be 8 years with the possibility of up to an 8 year extension.
- 1.4 That the customer services and call handling function be provided by the local authority.
- 1.5 That a new weekly separate food waste collection service in 23l caddies for houses and in wheeled bins for flats/communal areas in East Hertfordshire be introduced from 2025.
- 1.6 That residual waste collections occur on a three weekly collection cycle from 2025.
- 1.7 That the standard receptacle for residual waste be 180l in size and that all new and replacement residual waste containers for houses will be 180l as soon as is reasonably practicable and phased in as part of the normal replacement cycle.
- 1.8 That a standard bin colour set across East and North Hertfordshire is introduced and that colours are transitioned over time.

- 1.9 That plastic film be included in the mixed dry recycling collections from 2025.
- 1.10 That bring bank services for paper and textiles are removed by the end of 2023.
- 1.11 That Parish litter picking grants cease and for street litter bins currently maintained under this scheme to be serviced under the waste and recycling contract from 1st April 2023.
- 1.12 That the service policy statements are updated as outlined in Appendix 3 and for these to be further updated in advance of the contract start in May 2025 and be delegated to Head of Operations/Director of Place in consultation with the Executive Members.
- 1.13 That the garden waste collection charge is aligned with NHC from 2025.
- 1.14 That the service design described in 3.99, be implemented should the outcomes from the Resources and Waste Strategy Consistency consultation mandate the separate collection of fibre.

2.0 Background

- 2.1 East Herts Council (EHC) and North Herts Council (NHC) entered into a Shared Service arrangement in 2017 and a joint contract was let beginning in May 2018.
- 2.2 A Councillor led Joint Partnership Board for waste meets twice per year and monitors the performance of the contract.

- 2.3 The service comprises a 'client' management structure located at the Buntingford Depot and two operational hubs comprising separate management teams and separate workforces for East and North Herts Councils.
- 2.4 The current contract covers the requirements for the collection of waste and recycling from approximately 124,000 households and over 1920 commercial customers as well as street cleansing services across East and North Hertfordshire.
- 2.5 In 2014 the Councils agreed to progress from a Strategic Outline Case to an Outline Business Case for the shared service specifically exploring potential additional savings in joint contracts, savings in client overheads including depot costs, governance and management proposals and jointly agreed policies to form the basis of a joint specification.
- 2.6 Prior to the formation of the shared service client team in December 2017, both Councils made unilateral decisions on the service offering to residents for waste, recycling and street cleansing services which formed the basis of the joint contract with Urbaser.
- 2.7 The independent decision making at each authority led to different decisions being made by North Herts Council and East Herts Council regarding the provision of services to residents, despite an original commitment to joint policies.
- 2.8 At the respective Executive/Cabinet meetings on 19th April 2022 and 22nd March 2022 a new aim and principles for the shared service were agreed focusing on efficient services which are environmentally and financially sustainable. The aim and principles are attached in Appendix 4.

- 2.9 To improve the service opportunities for operational efficiencies have been considered. If the service is aligned across both authorities bidders have an opportunity to fully optimise collection and cleansing operations and keep costs down.
- 2.10 The client would also benefit from these operational efficiencies by freeing up capacity for planning consultations, procurement, marketing and campaign work, tonnage allocation and complaint and performance management.
- 2.11 In addition, further efficiencies would be found if wider administrative functions were aligned in their delivery mechanisms such as customer services and the financial management of services through one Financial Management System (FMS). It is proposed that options for future administrative changes be presented in a separate report in Spring 2023.

Resources and Waste Strategy

- 2.12 In December 2018 the government released its Resources and Waste Strategy. There have subsequently been a number of government consultations linked to this strategy. The industry is currently waiting for the outcomes of these consultations and any subsequent policy or legislative updates.
- 2.13 It is expected to significantly change the way Council's operate waste collection services. The final strategy launch has been delayed following the pandemic and specific timescales for the implementation are yet to be determined. This creates difficulties in shaping the Council final service specification as there are still a number of unknowns. The two key areas of the strategy that affect collection services are the consistency agenda and the deposit return scheme (DRS).

- 2.14 The consistency agenda is a key topic in the government's resources and waste strategy and has so far been the subject of two government consultations. It is clear that there is a driving desire from central government to see consistency across service provision with the primary aim of ensuring that services provided to the public are simple to use and a core set of materials are collected at the kerb side. Providing an aligned service across EHC and NHC will ensure a greater consistency over a wider area with both Councils collecting the same consistent set of materials at the kerbside.
- 2.15 The proposals in this report outline a key opportunity for both Councils to make a step change in their delivery of services and making these changes at the point of contract change will be the most financially viable solution. Experience with our own recent mid-contract changes has shown that these can be between 55% and 120% higher costs than at tendering.
- 2.16 At the time of writing this report; the outcomes from the governments consultations on deposit return schemes and the consistency agenda have not been published and it is anticipated that some outcomes will impact on the current services and change the way services will need to be delivered in the future. E.g. the separation of street litter and litter bin waste for the purposed of Extended Producer Responsibility (EPR) funding.
- 2.17 This report is based on changes which are expected to be mandated and seeks to provide a service solution which also meets the long term financial and environmental sustainability aims of the authorities.
- 2.18 Until the final outcomes are announced some risk exists in deciding on changes to service design. The procurement

timeline however means that we have no choice but to progress with our procurement of a new contract. It is expected that should the outcomes be published during our procurement exercise (rather than prior) that any outcomes which conflict with our proposals can be discussed and redesigned during the competitive dialogue procedure. Given the anticipated changes in service delivery and changes in market prices a contract extension would not be appropriate to ensure best value for the Council.

Climate Change

- 2.19 In July 2019 EHC made a declaration on climate change and amongst a number of things committed to:- Join with other councils in recognising and declaring formally the necessity to do everything within the authority's power to reduce its impact on the climate and moreover do everything we can in supporting the whole of East Herts District to become carbon neutral by 2030 and develop an ambitious sustainability strategy for reducing the council's own emissions, with an objective that the council becomes carbon neutral by 2030.
- 2.20 Both Councils have developed a Climate Change Strategy to ensure that the Councils are doing all that they can to reduce their impacts on our climate. Waste, recycling and street cleansing services are a significant contributor to the Councils own carbon footprints due to the size and configuration of the fleet required to undertake those services.
- 2.21 It should be noted that the next waste & recycling collection and street cleansing contract will be in operation until at least 2033 and therefore decisions made now in relation to this contract will impact on how the council reaches its objective of becoming carbon neutral by 2030.

- 2.22 The service also has a wider responsibility and role to play in reducing the carbon impact of individuals living in the districts. Reducing waste, in particular food waste, reusing more and recycling more all help to reduce the overall environmental and carbon impact individuals have.
- 2.23 During pre-engagement work we will be looking at all options in relation to reducing the Councils carbon footprints, and how reductions in carbon emissions can see continuous improvement during the life of the contract. We will also be exploring scenarios around transitioning to zero or ultra low emission vehicles and any necessary infrastructure changes with consultants.
- 2.24 This report seeks to reduce or mitigate its service related carbon impact and enable the shared client team to proactively promote waste minimisation, reuse and recycling solutions.

Financial Outlook

- 2.25 It is evident that the Government strategy will provide new challenges for the Council to manage operationally and financially. It is unknown what/if any new burdens funds will be available at a local level. Waste is the Council's single largest expenditure. Given the Council's financial position whereby it is required to find £5.054 million over 3 years from 2024/25, the Council will need to make some challenging decisions in order to mitigate the pressures of mandated changes. This comes at a time when we are experiencing inflationary pressures significantly above projections, in the case of the waste contract over double the budgeted figure for 2022/23. Any proposals to reduce services or generate income will not provide savings on the contract budget but mitigate the financial pressure. It is anticipated that cost pressures could be in excess of circa £1.5m.

2.26 For amounts contained within the report that relate to items that will be contained within the new contract, these are best estimates from knowledge of pricing of the current service. The actual impact of these will be determined by bids for the new contract, and therefore it is not possible to determine the exact impact of any particular decision until final submissions are evaluated.

3.0 Reason(s)

Procurement Route

- 3.1. A competitive dialogue tendering exercise is recommended due to the technical complexities of the proposed service changes and the impacts that any yet unknown legislative requirements resulting from the outcomes of the Resources and Waste Strategy consultations which are yet to be published.
- 3.2. Both Competitive Dialogue and A Competitive Procedure with Negotiation were considered. Dialogue refers to the discussion between the department and bidder to discuss any aspect of the procurement, e.g. the service requirements or proposed solution. Negotiation is the discussion between the department and bidder with a view to improving the content of tenders e.g. performance issues.
- 3.3. The current availability of technologically suitable fleet to reduce the services impacts on the Councils carbon emissions is also unclear and bidders are likely to propose differing solutions to deliver the services. It is hoped that a Competitive Dialogue will ensure we are fully able to understand the offer from prospective providers and understand the pros and cons of new and emerging technology.

Project Board Formation

- 3.4. The formation of a joint Member led project board to oversee the management of the project will ensure a consistent approach for both authorities; and allow an opportunity for discussion at early stages minor changes or decisions are required related to the procurement. It will also provide a conduit for Members on the project board to report back to the wider elected Membership outside of the committee cycles on the progress of the project. Delegated authority is considered necessary due to the current uncertainty regarding the full requirements and implementation dates of the Environment Act 2021.

Contract Length

- 3.5. Early discussions with our consultants Eunomia and early indications from soft market testing indicate a general preference for a minimum contract length of 8 years, with extension possibilities. Our current contract is 7 years with an extension option and the increase in length is not anticipated to negatively impact on the councils.

Customer Services

- 3.6. Customer service at each Council is currently delivered under different models, with differing administrative responsibilities, processes and key performance indicators (KPIs). EHC manage contacts related to waste and street cleansing services in-house as part of a corporate customer service team. At NHC contacts for these services are managed by the current collection contractor with a small proportion of contacts also being handled by the corporate team.
- 3.7. At the joint cross party Member workshops, members explored options regarding the provision of customer services. Pros and cons were identified for both a council led customer service solution and an out- sourced customer service solution. In

addition, indicative costs were provided for both council led and out-sourced solutions. The preference from the working group was for a joint council led customer service solution as it was felt this fits better with aspirations around an improved customer journey.

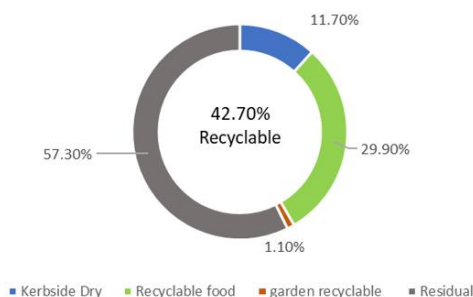
- 3.8. The staffing costs for customer services are broadly similar, whether provided in-house or out-sourced. The calculation of on costs for each authority and how on costs are allocated by any bidder will differ and therefore present differing costs between the two service models. Costs from potential bidders cannot be fully estimated without going out to tender as the variations present too great a difference to reasonably estimate.
- 3.9. Some potential benefits of in-house customer service provision are identified below:-
 - a. Knowledge of all Council related processes and can therefore advise on other queries as a single point of contact
 - b. Greater resilience from a larger staff pool
 - c. Call handling procedures can be controlled and adjusted swiftly
 - d. Monthly quality monitoring in line with other in-house customer service provision.
 - e. Training in line and consistent with council core values and objectives
 - f. Increased transparency over contact types and complaint logging
 - g. Direct control over phone lines, IVR and email auto replies.
 - h. Perceived greater level of trust in reporting direct to the Council.
 - i. Service efficiencies (cost savings) can be realised more easily when channel shift is implemented and working effectively.
 - j. Direct control over payments to the Councils.

3.10. The customer services and call handling not being included in the specification of the next waste contract and it is therefore recommended that a further report be presented to Executive/Cabinet in due course covering non contractual elements of the management of the services. This will include proposals on governance (as recommended by the report to Executive on 19th April 2022) and the financial management arrangements as well as proposals for a council led customer service solution.

Weekly food waste collection and 3 weekly Residual waste collection

3.11. A waste compositional analysis undertaken in late 2020 provided an insight into the composition of the residual waste bins at each authority. The graphs below show details of the recyclable

Recyclables in residual waste East Herts



proportions of the residual waste bin

Recyclables in residual waste North Herts



3.12. The proportion of food waste in EHC residual waste bins is significant at 29.9%. Food production, according to an article in the professional magazine 'New Scientist' contributes 37% of global greenhouse gases and a report by the UN's Environment Programme estimates that between 8% to 10% of greenhouse gas emissions are from food which is wasted. Campaign work to encourage behaviour change in EHC and NHC over recent years and ongoing is only part of the solution to managing food waste.

- 3.13. According to a report by WRAP, (The impact of food waste collections on household food waste arisings); separate food waste collection schemes are significantly associated with lower total food waste arisings amongst householders.
- 3.14. In our public consultation 69% of respondents in EHC said that they were likely or quite likely to use a weekly food waste service.
- 3.15. This coupled with a government mandate for the weekly collection of separated food waste for 2025 leads to the recommendation that they be included for EHC in the new waste collection specification for implementation in 2025, despite confirmation of the mandated start date not being clear from central government.
- 3.16. The implementation costs for the food waste service change for East Herts are anticipated to be in the region of circa £150k for one-off revenue implementation costs. Circa £400k for initial capital costs and circa £1.5m ongoing revenue costs associated with the collection. As with the mid-contract change for the introduction of chargeable garden waste services in East Herts it is anticipated that the introduction of a separate weekly food collection service later than the start of the contract (should the Government push back the date further) will significantly increase the price of the service putting further pressure on the EHC Medium Term Financial Plan (MTFP). From the experience of the garden waste service this has resulted in costs which are over 54% higher for East Herts than the original tender price. It is therefore recommended to provide a separate weekly food collection service early in the contract alongside a 3 weekly residual bin collection service.
- 3.17. There is an inevitable negative carbon impact from the introduction of food waste recycling in terms of the EHC fleet emissions. The current North Herts service produces

approximately 94 tonnes of CO₂ per year. At this stage we are not clear on the methodology a new contractor would use for the collection of food waste and this would impact on the carbon emissions. However, based on the NHC service and extrapolating for higher property numbers it is likely additional fleet will be required. The carbon impact could therefore be in the region of 130 tonnes of additional CO₂ per year.

- 3.18. Removing food waste from the residual waste stream will however have a positive carbon impact. It is estimated using the governments conversion factors that treatment by EfW (Energy from Waste) results in 21.3kg CO₂e per tonne or 626.9kg CO₂e when landfilled. Whereas treatment by anaerobic digestion or composting produces 8.9 kg CO₂e and therefore can result in a minimum net saving of 12.3kg CO₂e per tonne. Based on 79 kg per household (based on capture rates from 21/22 NHC data) this could see a district wide carbon saving linked to disposal of approximately 65 tonnes of CO₂e. Mitigating in part the negative fleet impact.
- 3.19. The waste hierarchy requires a consideration of waste minimisation before recycling however it is clear that residents still have a significant proportion (around 43% of the residual waste bin) of recycling which could be recycling at the kerbside.
- 3.20. In addition the waste compositional analysis showed a significant proportion of food waste in the residual waste bin nearly 30% in EHC and 23% in NHC despite the provision of a weekly separate food waste collection service in a 23L caddy.
- 3.21. In our public consultation. 45% of residents in EHC and 49% of NHC residents in said their residual waste bin was ½ full or less at the time of the fortnightly collection.
- 3.22. In order to reduce the amount of residual waste collected by both authorities it is proposed to extend the emptying cycle from

fortnightly to three weekly for houses. This change has already been implemented by a number of authorities across the United Kingdom. A summary of local authorities known to have undertaken a change to a three weekly collection cycle are shown in Appendix 6.

- 3.23. The demographics of both the EHC and NHC districts mean that with the proposed change and a reinvigorated communications campaign that an increase in recycling rate could be seen. However, based on the results of the public consultation where a high proportion residents stated that their residual waste bin was ½ full or less. It is also possible that a significant proportion of residents will cope with the residual waste change without a need to change either their buying or recycling behaviour.
- 3.24. In addition we asked a number of questions around extending the frequency of collections and the ability for resident to cope with an extended frequency. 75% of resident did not think that reducing the frequency of collections would reduce waste. However, when Daventry District Council adopted a three-weekly residual waste service in 2018 they had the highest fall in residual waste of any local authority in the country at a drop of 13%.
- 3.25. The table below shows an example of three Welsh Councils performance over a number of years following extended frequency collections and a change to three-weekly residual waste collections. These are not direct comparator Councils as they offer slightly different services and have a different demographic however demonstrate that total waste arisings are likely to fall as a result of a change to three weekly residual waste collections.

Residual Waste Service Frequency	Authority	Year	Recycling rate (%)	Waste Arisings per person (kgs)	Percentage Drop in Per Person Waste Arisings (kgs)	Residual Waste Per Person (kgs)	% decrease Residual Waste
4 weekly	Conway	20/21	70	452	18.12%	135	43.98%
3 weekly in 2016 and 4 weekly in Jan 18		13/14	56	552		241	
3 weekly	Gwynedd	20/21	65	494	21.71%	117	59.65%
		13/14	54	631		290	
3 weekly	Pembrokeshire	20/21	73	455	17.12%	112	48.62%
		13/14	60	549		218	

3.26. When asked whether residents agreed or disagreed with the statement; *'I would be able to manage my waste effectively with three weekly residual waste (refuse) collections by recycling more and squashing items.'* The majority of residents disagreed. However, 24% agreed or strongly agreed.

3.27. Of those residents who either disagreed or strongly disagreed, 26.5% had previously answered that their residual waste bin was ½ full or less. With 54% previously stating that their residual waste bin was ¾ full or less. Demonstrating that of those that indicated they could not manage three-weekly collections a significant proportion of previous answers suggest this would be possible and that fear of change is an influencing factor in consultation answers.

- 3.28. Data from other local authorities is mixed but data does indicate that some level of recycling rate improvement can be expected. In particular in EHC where there would be the addition of food waste recycling options to support a positive behaviour change in recycling habits.
- 3.29. Based on data shown in the graphs in 3.11 and 21/22 residual waste tonnage, it is estimated that potentially a further 16,500 tonnes of recycling could be captured by diverting it from the residual waste stream. Although fully capturing this tonnage is unlikely even capturing an additional 20% would have a significant impact on the recycling rate for both authorities.
- 3.30. Reducing the emptying cycle as well as encouraging residents to recycle more and participate fully in services such as weekly food waste collections, will also help to mitigate the costs of service provision during the next 8 years of the contract. It is anticipated that a three weekly cycle would enable a reduction of approximately three vehicles from the fleet across both EHC and NHC. The estimated direct cost of this is anticipated to mitigate whole contract cost increases by circa £550k annually.
- 3.31. The associated reduction in fuel consumption (based on current housing densities) is anticipated to be circa 40k litres which has a direct positive carbon saving of approximately 122 tonnes carbon annually based on our current whole contract diesel fleet.
- 3.32. There are alternative ways the councils could consider reducing their carbon footprint through this contract procurement, such as the use of HVO (hydrotreated vegetable oil) as fuel, however the current cost is approximately 20p per litre more than diesel and consequently could see annual contract cost rises in the region of circa £130k based on 2021 fuel usage data.

- 3.33. In the public consultation 82% of respondents described themselves as either a proactive environmentalist or caring about the environment and doing their bit. With a further 16% describing themselves as residents who recycle and don't drop litter but not much else in support of the environment. 84% of respondents also said that the Council should do more to make people recycle more and reduce waste, with 74% of people agreeing the council should invest or change services to reduce their carbon footprint. These outcomes all support the proposals in this report.
- 3.34. Comparison with other local authorities introducing three weekly residual waste collections is difficult as many will have introduced other changes at the same time. For example changes to what can be recycled at the kerbside or moves from box collections to bin collections. Many Councils undertaking this change are also lower performing Councils at the point of change and so behaviour change is more prominent.
- 3.35. Gwynedd Council predicted that its recycling rate would increase by 5.2 percentage points. In 2013/14, Gwynedd's recycling rate (calculated in line with Welsh Government targets) was 54.0%. By 2015/16, when the switch to three weekly collections had been fully rolled out, the reported recycling rate had risen to 58.7%, and in 2016/17 it increased further to 61.1%. The total increase has therefore been 7.1 percentage points, significantly more than expected.
- 3.36. Bracknell Forest's recycling rate has increased by 13% to 56%. This is a monumental achievement, in comparison, in 2020 to 2021 the largest increase recorded by a local authority in England was 5.2% however this was coupled with other changes like the introduction of food waste and chargeable garden waste collections.

- 3.37. Rochdale, predicted the increase in recycling that was anticipated from going three-weekly (39% in 2015/16, 45% in 2016/17), but did not set out the underlying waste flows. In practice, they achieved 42% in 2015/16 and 47% in 2016/17, exceeding expectations. With a further increase to 53.7% in 2017/18.
- 3.38. Based on the information we have been able find from other Councils improvements in performance are both a step change and improvements over an extended period. The step change occurs with an immediate behaviour change, e.g. residents recycling more with new recycling services. The extended improvement in recycling rates could be attributed to more lasting changes in behaviour such as buying habits with services having a greater focus on recycling than residual waste services. Residents learn over time that the vast majority of waste is recyclable so use these services rather than continuing to use the residual waste bin because items still fit in it.
- 3.39. Our Contract Officers (including the mobilisation Contract Officers) and proposed Waste Awareness Officer will have a suite of tools to guide and support residents and help them identify items which they perhaps did not realise were not recyclable to help prevent any increases in contamination of recycling. Officers will also be able to support residents in understanding items which can be recycled at the kerbside but are sometimes forgotten.
- 3.40. It is likely that at the start of the service change we will see a slight uplift in the number of fly tips. However, this is expected not to be significant as those residents who would consider fly tipping are a very small minority. We will work with the enforcement teams at both authorities to ensure we have a planned approach to the management of fly tipping of household waste expected to be as a result of the service change.

- 3.41. Following the NHC transition to 180L wheeled bins there was no attributable long-term impact on fly tipping. Fly tipping numbers in the first year of the service actually reduced when compared with the previous year and longer terms trends are consistent with the wider Hertfordshire districts. Therefore, a significant uplift in instances of fly tipping is not expected. Those residents who may initially struggle with a change to a three weekly collection cycle will be supported with advice on how to manage their waste and where appropriate will be supported by other policies. For example, the provision of extra capacity for larger households or households with two or more children in nappies and households producing healthcare waste such as incontinence wear. The proposal being for these households to continue to receive fortnightly collection services.
- 3.42. At the Members workshops an option for four-weekly residual waste collections was considered. There are a handful of Councils in the UK who have adopted this model, but Members felt this was too large a service change at the current time. Members were keen to ensure that a transitional option to four-weekly residual waste collections be drafted for the contract.
- 3.43. There is a risk that central government will mandate a requirement for fortnightly residual waste collections as a minimum. It is hoped that our need for fortnightly residual waste collections can be mitigated by supporting policies which can effectively manage the additional needs of some residents. This includes additional frequency collections of residual waste for those residents who require additional capacity for waste such as incontinence waste or nappy waste. The practicalities of this policy decision will be discussed as part of pre-market engagement with bidders.

- 3.44. Should the government mandate fortnightly residual waste collections and we are unable to mitigate this requirement with supporting policies for those who need additional waste collection support, we will have no alternative but to defer to our current residual waste collection model and provide collections fortnightly.
- 3.45. The provision of residual waste collections at flats will remain largely unchanged. Capacity provision at flats is based on per person calculations and as a consequence flats already have less capacity over six weeks of collection cycles than houses. Each flat block will be re audited and where flats participation in recycling services has been difficult, with high levels of contamination, advice and guidance will be given in liaison with the managing agents, to ensure that all flat blocks have access to recycling.
- 3.46. All flats will receive a review of residual waste collections alongside this audit, however it is not anticipated that flats will receive three weekly residual waste collections. It is possible that some flats currently receiving weekly collections may be able to receive fortnightly collections, as a result of a refocus on recycling. This is most likely in East Herts where flats will receive weekly food waste collections in wheeled bins alongside the service for houses.

Bin Colours and Size

- 3.47. Both authorities combined spent £377k on new bins and bin replacements in 21/22. The currently global shortage of plastic polymer and continued impacts of Brexit and the pandemic have also significantly increased the cost of bins and the availability and lead times. Our depot facilities have extremely limited storage space for wheeled bins, meaning stock has to be delivered in small quantities and we are housing multiple colours and sizes of bins to maintain stock levels.

- 3.48. The proposal is for all future bin replacements to have the standard 'grey/black' body with a coloured lid to depict the material type. This will provide a greater resilience in bin stock levels and reduce necessary storage space at both depots.
- 3.49. The standard 'grey/black' bin body is cheaper to procure and can often contain a higher proportion of recycled plastic polymer supporting our aspirations for a circular economy solution for broken and redundant plastic wheeled bins.
- 3.50. It is also proposed that in EHC the standard residual waste bin size be changed from 240L to 180L. This will apply to all new build houses and any replacement bins.
- 3.51. Reducing the residual waste bin size supports waste minimisation principles and is known to impact on the waste produced with NHC seeing a drop of 4,600 tonnes of residual waste when making a wholesale change to 180L residual waste bins. This being a gradual change; it will not impact as significantly on recycling rates until a larger proportion of residual waste bins are 180L. It is expected that the majority of bins will have been replaced over a 15 year life through wear and tear and damage.
- 3.52. It is not expected that new build properties will find the change problematic as services are generally accepted and managed well by new home owners. Individual households who struggle to manage on a smaller bin size will be supported in their waste management and where appropriate our policy on additional capacity will be applied.
- 3.53. It is recommended that replacement recycling bins have a blue lid, replacement residual waste bins have a purple lid and replacement garden waste bins have a brown lid. Details of the proposed bin colours are shown in Appendix 5.

- 3.54. The additional benefit of aligning bin colours across the contract is consistency in the long term over a wider area and more effective joint communications. It is already the case that residents moving from EHC to NHC are contaminating the recycling bin which is currently the 'grey/black' bin in North Herts but in EHC this bin colour is used for residual waste.
- 3.55. Collection staff will also find less confusion working across the boundary if bin colours are consistent.
- 3.56. The estimated cost saving annually for a coloured lid only bin purchasing model is circa £9,000 annually.

Plastic Film

- 3.57. The summary response to the consultation on Extender Producer Responsibility stated the following:- 'With plastic film and flexible packaging comprising around a third of the plastic packaging placed on the UK market each year, we proposed that these materials should be added to kerbside recycling collections across the UK by 31 March 2025 for businesses and 31 March 2027 for households'.
- 3.58. Given our contract start in May 2025 we propose the introduction of plastic film to our commingled recycling bin at the start of our major service changes. This will not only help transition residents to a three weekly collection service by removing a material from the residual bin, but it will also ensure we have secured processing capacity when the current processing capacity in the UK is not sufficient to support all proposed local authority collections.

- 3.59. It can also be anticipated that with mandated changes around extended producer responsibility some manufacturers will shift their packaging to lighter weight materials such as plastic film.
- 3.60. Early discussions with our existing Material Recovery Facility (MRF) supplier will be had post decision. This is a separate contract to our waste & recycling collection and street cleansing contract and officers will determine the steps in relation to this contract following this report.

Bring Banks and Textiles Collections

- 3.61. NHC has not operated bring bank collections since the introduction of commingled recycling and a roll out of recycling at flats. An audit of services in EHC demonstrated that all flat blocks located near to the existing bring bank network have recycling collections and therefore there is no longer a need for paper bring sites, with all residents having access to this service at the kerbside. The public consultation indicated that 2.7% of residents still use the bring banks however any residents who do not currently have a box can request one via our online forms.
- 3.62. We have in recent months experienced a number of issues associated with our bring banks, this includes fly tipping, significant levels of contamination meaning paper loads had to be disposed of as residual waste and we have also had a fire at one of the sites.
- 3.63. The collection costs associated with the paper bring bank service are currently circa £22,000 and are provided by Welwyn Hatfield Council. We anticipate that we will still capture paper currently entering the bring bank scheme via the kerbside services and therefore anticipate this being a whole cost saving for EHC.

- 3.64. In addition to paper bring sites there is also a network of textiles bring sites in EHC. These sites suffer from similar issues to those identified in 3.62 above.
- 3.65. In our public consultation over four times the number of people using our textiles banks donate their textiles to charity in East Herts with over 92% of respondents saying that had used either charity doorstep collections or charity shops.
- 3.66. The cleansing of bring sites currently has a core contract cost of £27k and additional ad hoc costs associated with the clearance of larger fly tips. There is therefore a direct saving from the removal of bring sites although careful management will be required as material will be dumped at the sites once the bins are removed. It is therefore proposed to remove the bring banks as soon as is reasonably practicable and before the end of 2023 but maintain the cleansing requirements to the end of the current contract.
- 3.67. In North Herts 42% of residents indicated they were not aware of the textiles service despite recent promotion of the service on social media and in Outlook magazine. Over six times the number of residents indicated they donate textiles to charity rather than use our kerbside service. with 82.5% saying they had recycled their textiles via charity doorstep collections or charity shops.
- 3.68. Under the Extended Producer Responsibility changes it is expected that textiles producers will face requirements to make their products more sustainable. A number of brands are now offering reuse options and some stores are offering take back solutions too.

- 3.69. The recommendation therefore is to remove the textile bring bank and kerbside collection service in favour of more proactive support for charity textile banks and promotion of specific local charity shops which accept textiles and which will also accept textiles of poor quality for rags.
- 3.70. With additional promotional work it is expected that we can ensure that textiles are kept to a minimum in our residual waste stream and also ensure that a greater proportion of textiles in East & North Hertfordshire heads for reuse rather than industrial recycling.
- 3.71. NHC also operate kerbside battery collections where residents can place batteries out in a plastic bag on top of their recycling bin lid for collection. These material must be collected separately, both from a legislative point of view and also a health and safety point of view.
- 3.72. A small quantity of batteries end up in the mixed dry recycling as contamination. If struck or cracked open during collection or transfer station operations these can present a fire risk. Additional fire risks are associated with batteries exploding in extreme heat, such as we have experienced this year.
- 3.73. The quantity of batteries collected at the kerbside has been extremely low with only 0.9 tonnes being collected since the start of the contract in 2018. Sellers of batteries are required to provide collection locations and therefore every supermarket will have the facility to take batteries for recycling. It is therefore proposed to remove the kerbside collection of batteries from the NHC service at the same time a removing the textile collection service and promote alternative recycling points across the district.

Parish Litter Picking Grants

- 3.74. The EHC street cleansing service currently operates with a historical parish grants scheme which provides 25 parishes with a regular payment for either litter picking and/or litter bin emptying over and above the existing street cleansing contract. This grant does not operate in NHC.
- 3.75. In May 2021 EHC introduced a new grants policy and the current parish grants scheme falls outside of the requirements of this policy in a number of areas. A wholesale review was therefore required.
- 3.76. All streets covered by the litter picking grants are also included in the waste and street cleansing contract with all complaints coming direct to the Council for investigation and rectification. In essence this means that some parishes are benefiting from an enhanced standard of cleansing paid for by EHC where other parishes are not. Some areas are also being litter picked by way of the grant which do not fall under EHC areas of statutory responsibility.
- 3.77. Some parishes empty litter bins under the parish grant and it is proposed to bring all litter bins situated on the street into the waste, recycling and street cleansing contract to ensure a consistency of approach across the parishes and districts. These will be scheduled to ensure they emptied sufficiently frequently to prevent overflowing. The client team will utilise WRAPs 'Right bin right place' guidance to determine the most appropriate location of litter bins across the district and will include existing street parish bins in plans for enhanced online reporting for residents. The net position for EHC is a saving of circa £36,900.
- 3.78. Once the grant ceases and from 1st April 2023 Contract officers will be inspecting the streets currently in parishes in the receipt of the grant to ensure that the standards of litter picking are achieved in accordance with the current contract.

- 3.79. The joint cross-party Members working group explored the current perceived strengths and weakness of the existing street cleansing service which predominantly operates on need based scheduling. Elements such as town centre cleansing and high-speed road cleansing were discussed.
- 3.80. The working group were clear that there should be a continuation of the continuous presence in town centres and expansion of the use of recycling litter bins with support for WRAPs 'right bin, right place' approach to the siting of litter bins. There was also a keenness for contract wording to be strengthened around liaison around grass cutting schedules.
- 3.81. The working group also endorsed the continuation of the 'Adopt An Area' scheme introduced in 2021 as a way for the local community to be supported in enhancing the streetscape and other non-council maintained areas of the district.

Mobilisation, Communication and Policy

- 3.82. During the Members workshops there was a clear steer to ensure that there is a simple customer journey for all residents who wish to report street cleansing issues. Further work will be completed over the next year to work with the grounds teams from both authorities to ensure we can accurately provide an online reporting solution facilitated by the use of QR codes on bins.
- 3.83. Service change of this magnitude and type will require sufficient time and mobilisation resource to ensure a smooth transition to new services for residents. An extensive communications campaign will therefore be planned and residents currently in receipt of additional special services will be reviewed and informed of the change and impacts of the service changes. In particular, residents in receipt of additional capacity residual

waste on medical grounds will continue to receive additional capacity suitable for their individual needs.

- 3.84. In order to support residents through the transition it is proposed to recruit, 2 FTE additional Contract Officers for a period of 6 months. The cost of additional officer resource is estimated to be £29,200 based on appointing at the bottom of the pay scale.
- 3.85. In the public consultation residents ranked an increase in communications more favourably than service changes like more recycling bins or extended residual waste frequency. This; coupled with the proposals for a major service change for both authorities means we are recommending the addition of a new 'Waste Awareness Officer' post to the client team from April 2024 to ensure adequate communication resource is available for the mobilisation and promotion of the service changes on an ongoing basis supporting waste minimisation, promotion at schools and face to face events. The annual cost of this additional post is circa £33,500 based on appointment at the bottom of the pay scale.
- 3.86. This post will have direct responsibility for providing content for web pages and social media channels. As well as providing service related content they will be responsible for running specific campaigns around waste minimisation and proactively undertaking targeted campaigns to increase the participation in our recycling services. This officer will also be expected to deliver school talks and attend events including events outside of normal office hours to promote waste minimisation and our services.
- 3.87. The policy statements surrounding the existing service have not been updated since prior to the start of the contract in 2018. These policies were reviewed as part of the work undertaken by the Joint Cross-Party Members Working Group and an updated

version to support the current services in operation is proposed and provided in Appendix 3. This seeks to align some of the minor differences in policy and/or service operations now, prior to the contract change in 2025. This will facilitate the streamlining of processes in the back office.

- 3.88. A new proposed set of policies to support services in 2025 will be drafted following completion of our pre-engagement exercise. This will ensure that our policy proposals are considered practicable by providers and operational considerations have been taken into account when drafting the specification.

Garden Waste

- 3.89. It is expected that a new contract will mean that both Councils will have the same contract costs for the servicing of garden waste collections. During the joint cross-party Member working groups options for aligning the garden waste service were explored. Members agreed that we should seek to therefore have an aligned price for garden waste as we currently do for bulky waste and commercial waste collections which have the same contract costs.
- 3.90. There is some difference between the authorities pricing at the current time and a future report will outline the options and the core benefits of an aligned charge. These include the potential for realigning the start date of the service to 1st April, which in turn would also introduce the possibility of operating the service with one online portal rather than two, which would have an overall cost saving to the service.
- 3.91. It is therefore recommended that the principle of aligning the charge for the two authorities is approved.

- 3.92. As previously mentioned, we are still waiting for the outcomes of the Resources and Waste Strategy consultation on consistency. One area where we may see a possible change is in relation to the ability for Councils to charge for garden waste.
- 3.93. Under the principles of 'New Burdens' it is anticipated that the government would face significant costs if they were to change the ability for local government to charge for this service. It is therefore recommended that we continue with our current chargeable garden waste service. Should the ability to charge be removed we will manage the implications of this at the time of announcement and bring forward recommendations in accordance with our constitutional requirements.

Mandate on Separate Fibre

- 3.94. The consultation outcomes on consistency may also require the separation of additional materials at the kerbside. Currently, councils are already required to separately collect paper/card, plastic, glass and metals when separate collection is deemed necessary to ensure that the waste is recovered or recycled. This is subject to the separate collections being Technically, Environmentally and Economically Practicable (TEEP).
- 3.95. Our new service design will be subject to a TEEP assessment however based on previous TEEP assessments and a recent review of our separate paper collection service we do not consider it to be economically practicable to design our services with additional separation of material.
- 3.96. If however we are mandated to separately collect all 'fibre' materials (paper and cardboard), then it will be necessary to change our service design during our procurement exercise. We therefore propose to ensure bidders are clear on our plans in the event that this is mandated.

3.97. Options regarding the separate collection of fibre were discussed with Members at the join cross-party Members working groups and the outcomes can be found in Appendix 1.

3.98. At the current time officers consider it unlikely that we will be able to capture all paper and cardboard for recycling in the existing 'paper' box which has 45-55l capacity. Data from our waste compositional analysis, our existing tonnage capture and data from the waste compositional analysis of Hertfordshire authorities who collect paper and cardboard in a box shows that our 'bin and box' collection currently captures significantly more tonnage than 'box' only collections for paper and card. Providing an additional bin may therefore be necessary for the majority of households.

3.99. The provision of an additional bin would significantly increase the capacity at each household and therefore, this, combined with the knowledge that there are plans for a Deposit Return Scheme to be introduced; which will remove material from the kerbside stream, mean the current recommendation if separate fibre is mandated, would be for a three-weekly collection of a 'fibre' (paper and cardboard) bin and a three weekly collection of a 'containers' (cans/tins, glass, plastic bottles pots tubs and trays) bin, alongside the three-weekly collection of residual waste.

3.100. An expansion of a three-weekly cycle for all bins (except food and garden) will help to mitigate the costs of an additional service as well as minimising the additional carbon impacts of the introduction of a new service.

3.101. A more detailed summary of this proposal is provided in Appendix 7. In the event of a mandate for separated fibre, further work will be undertaken with bidders to determine whether a hybrid approach to receptacles can be considered for

paper and cardboard. For example, this might mean that smaller terraced houses with less storage space continue with collections using a box, but that larger semi-detached or detached houses with more storage space are provided with bins, with the expectation that smaller houses will also often produce less waste than larger houses, which may have higher occupancy.

3.102. The introduction of an additional bin would enable EHC to make a whole scale change to 180L residual waste bins. In EHC a new purple lidded residual waste bin would be provided. The existing grey/black bin would become the 'containers' bin and the blue lidded bin in EHC would become the fibre bin. For NHC a new blue lidded fibre bin would be procured. Appendix 5 shows details of the proposed bin colours.

3.103. Any further decision regarding necessary service design changes will be presented to project board for agreement and subject to any further constitutional requirements. At this stage it is recommended that Executive/Cabinet agree to the principle of a three- weekly cycle for a 'fibre' bin and 'containers' bins to provide an early indication to bidders of what an alternative plan may look like.

Commercial Waste & Recycling Collections

3.104. The new legislation resulting from the Resources and Waste Strategy on consistency is expected to require providers of commercial waste collection services to offer recycling solutions consistent with those offered to residents. It is therefore proposed to expand food and garden waste services to the business community, in particular offering services to rural SMEs where the private sector often make waste and recycling collections more costly.

- 3.105. The existing client team currently administers commercial waste and recycling on behalf of each authority but does not have the resources necessary to expand the services and market to new businesses. It is therefore proposed to recruit a new 0.5 FTE Commercial Waste Officer who will be directly responsible for increasing the commercial waste customer base and delivering new customers for new commercial food and garden waste collection services. It is also expected that this resource will provide sufficient capacity within the team to increase the customer base of other commercial waste and recycling services. The cost of this resource is anticipated to be £14,600 based on appointing at the bottom of the pay scale.
- 3.106. It is also proposed to introduce commercial clinical waste customers to the North Herts area. These services are predominantly provided to beauty salons or tattoo shops.
- 3.107. A cost benefit analysis has been undertaken which demonstrates this post should be fully self-funding with an estimated net surplus being generated circa £14k for each authority.
- 3.108. The mobilisation of a new contract is a critical period for securing the ongoing success of a contract. It is an opportunity to communicate with residents on a mass scale provide support and reassurance and it's an opportunity to ensure the systems, processes and data are all accurate set up and tested for a seamless transition.
- 3.109. The reality of mobilisation is that there will be some inevitable service disruption. Our priority is therefore to keep this disruption to a minimum by ensuring a sufficient lead time into the new contract. This is particularly important for vehicle purchasing, with many vehicles required for our services having lead times of over 12 months.

3.110. Appendix 8 shows our current planned timeline and anticipates contract award in advance of May 2024.

3.111. Summary of estimated budgetary impacts for EHC:-

	2023/24*	2024/25*	2025/26*	2026/27*
	£'000	£'000	£'000	£'000
Mobilisation costs	0	0	15	0
Communications Campaign	-10	20	20	-10
Separate Food Waste Collections	0	0	1,581	1,447
Three Weekly Residual Waste	0	0	-277	-277
Alignment of bin colours	-5	-5	-5	-5
Inclusion of plastic film -TBC	0	0	0	0
Removal of Bring Banks/ Paper/ Textiles	0	-40	-43	-43
Cessation of Parish Grants	-37	-37	-37	-37
Expansion of Commercial Waste Services	0	5	-14	-14
Waste Awareness Officer	0	10	20	20
Net budget impact	-51	-47	1,260	1,081

Notes -

*- Does not include inflationary pressures.

EHC - one off costs for bin delivery & mobilisation included in 2025/26 - total £178k

EHC - bin cost for expansion of commercial waste included in Revenue budget £4.9k

EHC - cost of purchasing Bins £400k - Not included in figures above

EHC - contract costs at current prices no inflation applied

EHC - removal of bring banks cost of £3k in 2024/25

4.0 Alternative Options

4.1. A contract extension for a further seven years was considered, however given the Councils aspirations for environmentally and financially sustainable services and the anticipated changes required by the governments Resources and Waste Strategy this was not considered appropriate.

4.2. A procurement in line with the existing service specification was considered, however given the Councils aspirations for environmentally and financially sustainable services and the

anticipated changes required by the government's Resources and Waste Strategy this was not considered appropriate. The current service with the adoption of mandated pressures (without implementation of three weekly collections) will place a further burden on budgets of circa £270k.

5.0 Risks

- 5.1 There is a risk that the outcomes from the governments Resources and Waste Strategy are not in line with our service design. We anticipate that these risks can be mitigated through a competitive dialogue process and subject to any constitutional requirements will be considered by the joint project board if required.
- 5.2 There is a risk that central government will mandate a requirement for fortnightly residual waste collections as a minimum. It is hoped that any need for fortnightly residual waste collections can be mitigated by supporting policies which can effectively manage the additional needs of some residents. This includes additional frequency collections of residual waste for those residents who require additional capacity for waste such as incontinence waste or nappy waste. The practicalities of this policy decision will be discussed as part of pre-market engagement with bidders.
- 5.3 There is a risk that the government will mandate the separation of more material at the kerbside. It is our expectation that the most likely material would be fibre (paper and cardboard) and therefore we have explored options around the full separation of this material with members at the joint cross-party working group. The provisional recommendation in this instance being described in 3.99.

- 5.4 There is a risk that if services are not aligned that the contract is not considered favourable by the market. This is mitigated by proposing service changes which bring the most alignment for both authorities.
- 5.5 There is a risk that the contract costs are significantly higher than anticipated at tendering because of providers being exposed to more operational risks over recent years and high inflation.
- 5.6 There is a risk that carbon savings and cost mitigation are not considered sufficiently reasonable reasons by the public for a major service change and that this creates a negative public reaction. This is mitigated for by the creation of a new Waste Awareness role, and extensive communications plan and temporary additional Contract Officers who will support the transition for residents.
- 5.7 There is a risk that a minority of residents choose to fly tip or use illegal waste disposal options when struggling to manage their waste collections. This will be mitigated with supportive policies for those with genuine additional needs.
- 5.8 There is a risk that the proposed services do not adequately mitigate the carbon impacts of the Councils operations and that additional carbon saving initiatives are required. This is being mitigated by early pre-engagement conversations with the market to consider all carbon saving options for the contract.

6.0 Implications/Consultations

- 6.1. In some areas, legislation (or statutory guidance) expressly imposes a duty on a public authority to engage in some form of

consultation before taking a particular decision or exercising a particular function. Statutory provisions exist in the areas of:

- a. Health
- b. Environment
- c. Equality

- 6.2. Even where there is no express duty to consult, the courts may imply a duty to consult as part of a public authority's general duty to act fairly, for example if nature and impact of the decision may mean that fairness requires it.
- 6.3. The doctrine of legitimate expectation (common law) is rapidly becoming the most important aspect of the law of consultation. It is now seen as common law, whereby the courts recognise consultees' rights to expect a fair process which incorporates guidance and management promises.
- 6.4. A public consultation was carried out between 22nd July 2022 and 22nd August 2022. The results of the consultation can be found in Appendix 2.
- 6.5. A joint cross-party working group was established under the recommendations of a report presented to Cabinet/Executive on 19 April 2022. The terms of reference for the working group can be found in Appendix 1. Elected Members attended a series of workshops over two months looking at all aspects of the service design.
- 6.6. The working group supported the recommendations for transitioning EHC to 180L residual waste bins and supported a three weekly collection cycle for residual waste for houses. The outcomes and full details of the recommendations from the working group can be found in Appendix 1.
- 6.7. A series of walkabouts were held in the major towns and ward councillors were invited to meet officers and contractor staff to

discuss the current needs and/or improvements in relation to street cleansing. Only minor contractual non-conformities were identified and no major changes to existing working practices were identified.

6.8. Invitations were sent to all Parish Councils to attend online meetings with officers from the shared waste service. A summary of comments from Parish Councils can be found in Appendix 9.

6.9. Officers from the Hertfordshire Waste Partnership were informed of our proposed service changes and a specific request was made to Hertfordshire County Council, their comments can be found in Appendix 10.

Community Safety

No

Data Protection

No

Equalities

Yes – See attached Equalities Impact Assessment in Appendix 11

Environmental Sustainability

Yes – This report contains both positive and negative environmental impacts.

There is a negative carbon impact from the introduction of separate weekly food waste collections however this is a mandated change and therefore we can only attempt to mitigate the carbon impact. Work will be undertaken during the procurement process with bidders to determine options around carbon mitigation. It is possible however that this may increase the carbon footprint by 130 tonnes per annum.

The extended frequency residual waste collection change will however mitigate this impact. The expected carbon saving from this change is 60 tonnes per annum.

Removing food waste from the residual waste stream will however have a positive carbon impact. It is estimated using the governments conversion factors that treatment by EfW (Energy from Waste) results in 21.3kg CO₂e per tonne or 626.9kg CO₂e when landfilled. Whereas treatment by anaerobic digestion or composting produces 8.9 kg CO₂e and therefore can result in a minimum net saving of 12.3kg CO₂e per tonne. Based on 79 kg per household (based on capture rates from 21/22 NHC data) this could see a district wide carbon saving linked to disposal of approximately 65 tonnes of CO₂e. Mitigating in part the negative fleet impact. There are a number of differing sources for conversion factors. Utilising the WRAP conversion factors indicates district wide carbon savings could be 216 tonnes of CO₂e based on disposal by anaerobic digestion and a net saving of 41kg CO₂e per tonne of food waste.

Furthermore the extended frequency residual waste collections will shift the behaviour of some residents resulting in increased capture rates for recycling and composting in general which will in turn have a positive impact on the councils sustainability objectives.

Financial

Yes –

When the Council set its budget it assumed contract inflation of 4% in 2022/23 and 2.5% in the years after that. Actual contract inflation in 2022/23 will be £294k more than budget and with an estimated contract inflation of 18% next year will be a further spending pressure of £568k. These figures will add immediately to the savings totals the council has to make to balance its budget. Additionally, if council employee pay is settled at the national employer's offer to staff then

this will add a further £312k corporate budget pressure in 2022/23 and in future years.

In the council's medium term financial plan a £1million increase is factored in to the waste budget from 2024/25 but inflation will erode this by at least £862k before new requirements of the government's mandated waste strategy are delivered. The proposed design of waste services is anticipated to lead to new pressures of circa £1.3 million as the amount set aside for the new contract will have been eroded by inflation.

The net effect of inflationary pressures on the total amount of savings the council will need to find over the next 5 years is to increase the target figure to find from £1.6 million to £3.1 million. This is in addition to the £5.054 million in savings already built into the budget. This means that Members will face further hard decisions in order to balance the budget.

Section 3 provides indications of the financial impact of the decisions that Cabinet/ Executive are being asked to make. For amounts that relate to items that will be contained within the new contract, these are best estimates from knowledge of pricing of the current contract. The actual impact of these will be determined by bids for the new contract, and it may never be possible to determine the exact impact of any particular decision. The amounts quoted do give an indication as to whether a decision will lead to an increase or decrease in cost, and the expected scale of that change.

Some of the costs mentioned will be a split between revenue and capital costs. Savings from moving to three-weekly residual collections could be a combination of revenue and capital costs, although the majority will be revenue savings. This is dependant on how the Council treats the vehicles that are used to deliver the waste contract and whether they are considered the Council's capital assets as a result of Capital purchasing.

The Medium-Term Financial Plan sets out the financial outlook for the Council, and the likely actions that will need to be taken to achieve a balanced budget. This highlights the significant financial uncertainty in relation to a new waste contract, the Government's upcoming waste strategy and any potential new burdens funding that may be attached to mandated service change. For the future financial sustainability of the Council it is important that available actions are taken to keep down the costs of the new contract.

Health and Safety

No

Human Resources

Yes – additional pressure will be put on the joint client team to manage the current services whilst procuring then mobilising a new contract. The procurement exercise is being supported by Procurement Officers at NHC and Stevenage Borough Council who operate a shared service with EHC.

A part time project management resource is being employed to assist in the management of project documents and to facilitate internal conversations between the two authorities surrounding the procurement.

A specialist waste consultant will support on our pre-engagement exercise and provide due diligence throughout the procurement process.

Legal support will be provided by the EHC Contract Lawyer or external legal support.

During mobilisation it is proposed to employ 2 x additional customer service advisors for 4 months at a cost of £16,900 and 2 x Contract

officers for 6 months at a cost of £29,200 to support residents through the transition to new services.

A permanent full-time 'Waste Awareness' resource is proposed at a cost of £33,500 to support a robust communications campaign for the service and continue to provide proactive engagement with residents across the districts on waste minimisation and recycling.

A permanent 0.5 FTE resource is proposed at a cost of £14,600 to deliver new commercial waste services for food and garden waste to businesses across the districts and increase take up of commercial waste services in particular recycling services.

All costs are based on current staff costs at the bottom of the pay band.

Human Rights

No

Legal

Yes – The Executive has authority to decide to proceed with a Competitive Dialogue procurement for the waste & recycling collection and street cleansing contract.

As highlighted in the report, there are several aspects of the proposals that are dependent on the outcome of the government's consultations on its Resources and Waste Strategy, and any subsequent policy or legislative updates that may be forthcoming thereafter. This is particularly pertinent with regards three-weekly collections, the separate collection of fibre and the ability to charge for garden waste. Should the government mandate something that is contrary to the current recommendations then it will be necessary for the Councils to adhere to those requirements at that time.

The current contract allows for an extension of seven years; however, it is likely that the variations that would be required as a result of the government's Resources and Waste Strategy as well as the Councils' commitment to reaching Carbon net zero by 2030 would fall outside the remit of permissible modifications under The Public Contracts Regulations 2015, it is therefore not recommended that an extension be sought under the terms of the current deal.

Specific Wards

No

7.0 Background papers, appendices and other relevant material

Appendix 1 – Terms of Reference and Recommendations from joint cross-party working group

Appendix 2 – Outcomes from the public consultation

Appendix 3 – Proposed Current Service Policy Statements

Appendix 4 – Aims and Principles of the Shared Service.

Appendix 5 – Proposed bin colours

Appendix 6 – List of Councils operating 3 or 4 weekly residual waste collection cycles

Appendix 7 – Summary of separate fibre collection service

Appendix 8 – Procurement Timeline

Appendix 9 – EHC Parish Council comments

Appendix 10 – Hertfordshire County Council comments

Appendix 11 – Equalities Impact Assessment

Appendix 12 – Recommendations and Comments from Overview and Scrutiny Committee

[Food production emissions make up more than a third of global total | New Scientist](#)

[UNEP Food Waste Index Report 2021 | UNEP - UN Environment Programme](#)

[The impact of food waste collections on household food waste arisings | WRAP](#)

[UK and England's carbon footprint to 2019 - GOV.UK \(www.gov.uk\)](#)

[Technical report templates \(wrap.org.uk\)](#) – Carbon conversion factors

[WRAP-Right bin in the Right Place Final.pdf](#)

[Extended Frequency Residual Waste Collections \(ricardo.com\)](#)

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Terms of Reference – Waste Cross Party Joint Working Group

1. Identify the core aims and priorities in terms of service performance, identifying our current performance levels and how these are benchmarked, considering the long-term objectives of both Councils.
2. Consider the impending changes to legislation, including environmental and financial pressures. Reviewing the current service design in relation to these factors.
3. Identify best practice and where opportunities may exist to transition towards best practice where this is both financially and environmentally sustainable.
4. Seek to achieve consensus and greater consistency of services endeavouring to benefit from greater stability and efficiencies from a common contract.
5. Identify opportunities for financial efficiencies and cost reduction in service design and delivery.
6. Consider and identify the optimal long term service design options for the Councils and how these will deliver the Councils objectives and aims and principles of the shared service.
7. Specifically, the working group will focus on:
 - a. Customer Services
 - b. Street Cleansing Non-Core Services
 - c. Street Cleansing Core Services
 - d. Waste & Recycling Non-Core Services e.g. textiles collections
 - e. Waste and Recycling Core Services
 - f. Chargeable Garden Waste Collections
 - g. Chargeable Waste & Recycling Services

Recommendations from the joint cross-party working group on waste

Workshops were held with members from both East Herts Council and North Herts Council from 24th June to 24th August. These workshops focused on the recommendations for the waste and street cleansing service design from 2025. Detailed minutes were taken at the time and this document provides a short summary of the key outcomes and recommendations.

Information presented to the workshops pertinent to any recommendations for Executive/Cabinet will be provided in the Executive/Cabinet report, information or figures may be updated to reflect any new information available.

The term 'consensus' is used where all Members were in agreement

The term 'majority' is used where a consensus was not agreed but only one or two Members did not.

The term 'no agreement' is used where opinion was split by three or more Members or where members did not agree to an option.

Where there is a clear preference by one authority only this is also noted.

Workshop 1 - Scene Setting

The first workshop provided an overview of current services, performance, aims and principles and the financial position of the Council and contract as well as identifying needs and options regarding our carbon impacts.

- No specific service change options were discussed .
- Consensus for the service to explore Zero or Ultra Low Emission Vehicles (ULEVs) where practicable and seek further information during soft market testing.
- Consensus on a need to ensure a slick customer journey with improved online offering.
- Early indication of a willingness for aligned services
- EHC Members were keen to see an improvement in recycling performance.

Workshop 2 – Customer Services

The workshop explored the pros and cons regarding in-house and out-sourced customer service models. It identified aspirations for the future provision of services and channel shift.

- Consensus that residents should experience a 'great' standard of customer service.
- Consensus that the focus should be in reducing the number of calls coming in
- Consensus that the customer journey should be simple and effective with supporting SLAs for contact handling
- Majority for in- house customer service provision – provided that the cost differences are not hugely different and therefore prohibitive.

- Majority for a joint customer service provision – subject to a future cost benefit report
- Consensus for more proactive service led communications not just service information.
- Consensus for all contacts which could be fully managed online to have a route to do online.
- Consensus on a joint comms plan for waste services
- Request to explore viability of comms lead authority for waste
- No agreement for the Contractor to lead on comms
- Consensus felt a 'waste awareness' officer would be beneficial to the service.

Workshop 3 – Street Cleansing

This workshop explored the strengths and weaknesses of the current service provision and explored options for change.

- Consensus support for continuation of 'continuous presence' requirement in town centres.
- Consensus felt there was confusion relating to reporting of litter bin issues due to multiple ownership
- Consensus support for current project asset mapping streets and parks bins with use of QR codes for reporting.
- Consensus support for asset mapping of 'non-council' litter bins and Council to act as a reporting conduit.
- Consensus for WRAPs 'right bin, right place' approach to the siting of litter bins.
- Majority felt that more comms should be done on what we expect of residents
- Consensus for replacing some litter bins for dual litter and recycling bins
- Request that viability of combining litter bin management for all bins in the district come under one contract, be explored.
- Consensus for more joined up working to prevent grass cutting before litter picking

Workshop 4 - Waste & Recycling

This workshop explored a number of options surrounding service change. This included continuing with similar services through to four weekly residual waste collections. Identifying future necessary changes as a result of the governments resources and waste strategy such as separate food waste collections as well as discussing options surrounding future potential outcomes from the government consultation on consistency.

- Consensus for the same specification across the contract for both authorities
- Consensus for introduction of separate food waste for EHC in line with the current NHC service

- Consensus for an alignment of bin sizes, meaning a transition to a 180l residual waste bin in EHC through the natural replacement cycle.
- Consensus for an earlier start time of 6am during the summer
- Consensus for an optional earlier start time of 6am all year
- Consensus on soft plastics collections for 2025 in advance of potential 2027 mandate
- Consensus on three weekly residual waste collections
- Majority wanted supportive policies for households with additional needs during the transition.
- Majority would like to explore a transition to four weekly residual waste collections mid contract – further information to be provided at conclusions workshop
- Consensus that the preferred option if fibre is mandated to be kept separate is for three weekly fibre (paper and cardboard) , three weekly containers (plastic and cans) and three weekly residual waste with fortnightly chargeable garden waste and weekly food waste.

Workshop 5 – Non-Core Services

This workshop looked at the non-statutory elements of the services for both street cleansing and waste collections. Looking at the pros and cons of continuing with the existing non-statutory service provision.

- EHC Member consensus to cease the provision of paper bring banks
- EHC Member consensus to cease the provision of textile bring banks provided there is supportive comms for the charity sector.
- NHC Member consensus to cease kerbside textile collections provided there is supportive comms for the charity sector.
- Consensus that 5L kitchen caddies not provided as part of standard 'bin set' to all households.
- Consensus that 5L caddies be provided on request only via events etc. but not replaced as standard.
- Consensus a 'waste awareness' officer post would be beneficial to the service and contractor.
- Consensus on bin colours – purple lidded for residual waste, blue lidded for mixed dry recycling and brown lidded for garden waste.
- Consensus on 'fibre' separate bin colours - purple lidded for residual waste (new 180L purple lidded provided in EHC), existing grey/black bin for mixed dry recycling (formally residual waste bin in EHC), blue lidded for paper & cardboard (New for NHC residents – existing mixed dry recycling bin for EHC) and brown lidded for garden waste.
- No agreement from NHC Members on the removal of the leaf fall clearance service.

- Consensus for officers to explore out of contract options for setting up market stalls and salt bins
- Consensus to continue with 'Adopt an Area' scheme
- Majority of EHC members agreed to remove parish litter picking grants and bring parish street litter bins back into the contract.
- Consensus to agree to policy alignment where there are current minor differences. – updates will be provided as part of the Cabinet and Executive report.
- Consensus to remove policy 19 – relating to bin stickers

Workshop 6 – Chargeable Services

This workshop explored options regarding the chargeable services offered by both Councils and reviewed the differences between them. The workshop also looked at the pros and cons of an expansion of commercial waste services to include food waste and garden waste.

- Consensus to align the standard garden waste charge from 2025 based on future contract costs being the same.
- Consensus from NHC members that options need to be explored to manage the potentially big hit in 2025 when contract rise.
- Consensus to consider an aligned start date of 1st April if price is aligned
- Consensus from NHC members to keep a concession, EHC Members wish to ensure that concessions are not subsidised by other service users and therefore this should be a NHC funded element.
- Consensus that there should be an agreed mechanism for future uplifts when there is a shared price.
- Consensus that a solution should be found for online self-serve for bulky waste collections
- Some support for small WEEE as an 'add on' item to bulky service
- Consensus that commercial clinical should be provided in both districts on the assumption that it's no significant additional burden
- Consensus the domestic clinical should not be charged
- Consensus for the introduction of commercial food waste services subject to resources being available to administer new services.
- Consensus support a part time commercial waste post to support marketing of services and introduction of new services – subject to cost – benefit analysis
- Majority support a limitation of event cleansing and bin emptying offering. – income and costs to be provided at conclusions workshop

Waste Public Consultation Results

The survey for East and North Herts commenced on the 22nd July and ended on the 22nd August 2022. Both councils shared the details of the consultation via social media channels, via councillors and by notifying local parishes. Below is a summary of the questions asked and the responses. Where applicable connections have been made by linking respondents' answers to various questions.

Survey response totals

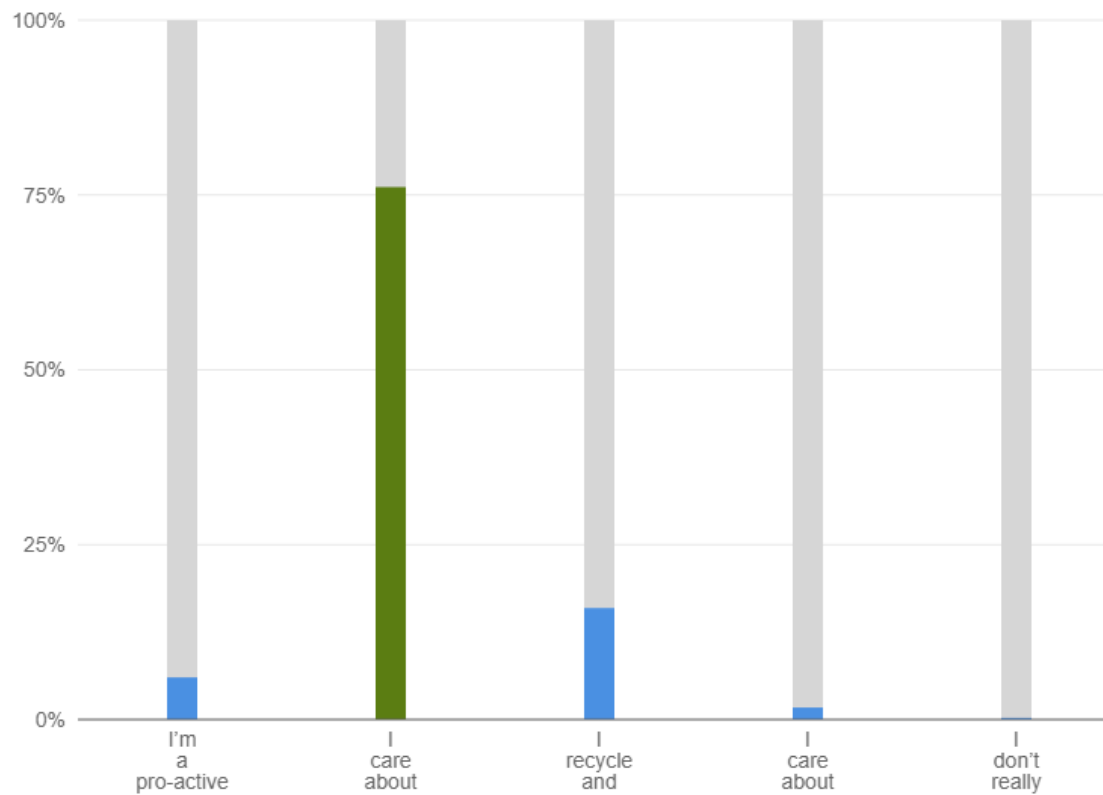
- Started: 4,082
- Completed: 3,396
- Questions Answered: 85,665
- Completion Rate: 83%

1. Which district are you a resident of (who do you pay your Council tax to)

Answer Option	%
North Herts Council (Hitchin, Letchworth, Baldock, Royston and surrounding areas)	60.17
East Herts Council (Buntingford, Bishop's Stortford, Ware, Hertford and surrounding areas)	39.83

2. How would you describe your thoughts on the environment?

Answer Option	%
I'm a pro-active environmentalist	6.02
I care about the environment and climate change and do my bit	76.11
I recycle and don't drop litter but don't think much more about the environment and climate change	15.92
I care about the environment but don't feel like I know where to start with making changes	1.71
I don't really care about the environment and climate change	0.24



3.What type of property do you live in?

Answer Option	%
House/Bungalow without a garden	2.1
House/Bungalow with garden	93.48
Flat/Maisonette without a garden	2.6
Flat/Maisonette with a garden	1.63
Other e.g. sheltered accommodation	0.18

4.How full are your bins and boxes on the average collection week? North Herts

Please tick which answers most apply to you

Answer Option	Full/overflowing %	¾ full %	½ full %	¼ full %	Empty %	I don't have one %
Refuse - purple bin	18.52	28.83	27.89	21.51	0.8	2.45
Recycling - black bin	48.51	33.26	12.66	3.74	0.04	1.78
Paper box	7.64	16.04	25.29	31.72	5.75	13.57
Food waste caddy	16.02	25.41	24.03	16.06	9.66	8.81
Brown Bin	32.25	25.81	17.53	7.02	2.15	15.25
I have a sack collection	0.18	0.06	0.12	0.24	0.06	99.33
Shared refuse bin	2.4	0.99	0.42	0	0.14	96.04
Shared paper bin	1.28	0.57	0.99	0.85	0.28	96.03
Shared recycling bin	3.11	0.57	0.42	0	0.14	95.76

4.How full are your bins and boxes on the average collection week? East Herts

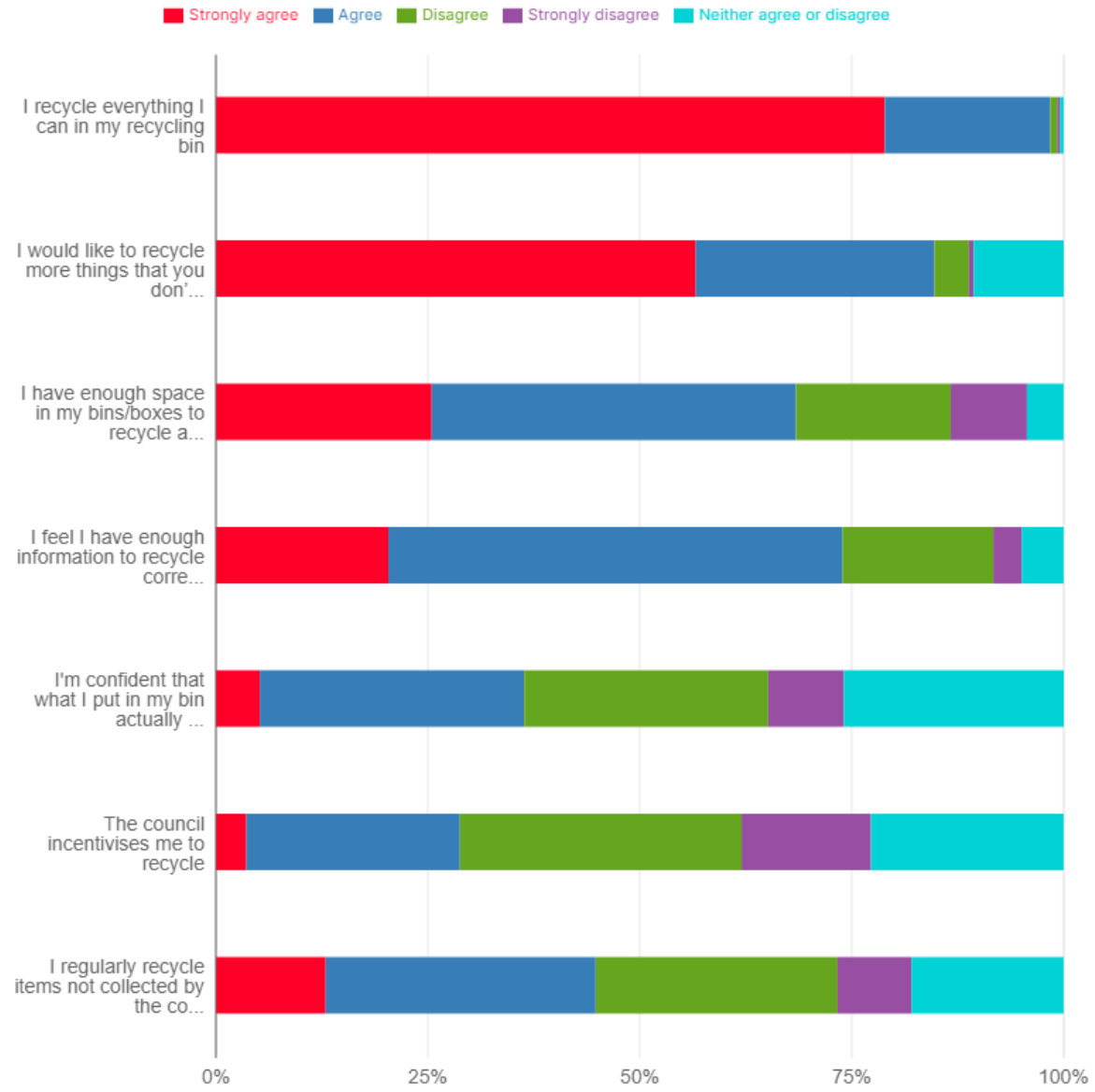
Please tick which answers most apply to you

Answer Option	Full/overflowing %	¾ full %	½ full %	¼ full %	Empty %	I don't have one %
Refuse - black bin	25.72	27.13	24.65	20.28	0.67	1.54
Recycling - blue lidded bin	60.9	24.28	10.46	2.68	0	1.68
Paper box	14.22	17.21	22.31	19.12	2.38	24.76
Brown Bin	30.93	24.48	14.32	7.6	1.48	21.18
I have a sack collection	1.5	0.4	0.2	0.6	0.1	97.2
Shared recycling bin	2.06	0.59	0.29	0	0.29	96.76
Shared paper bin	0.59	0.88	0.29	1.18	0	97.06
Shared refuse bin	2.92	0.29	0.58	0	0	96.2

5.We want to understand your recycling habits

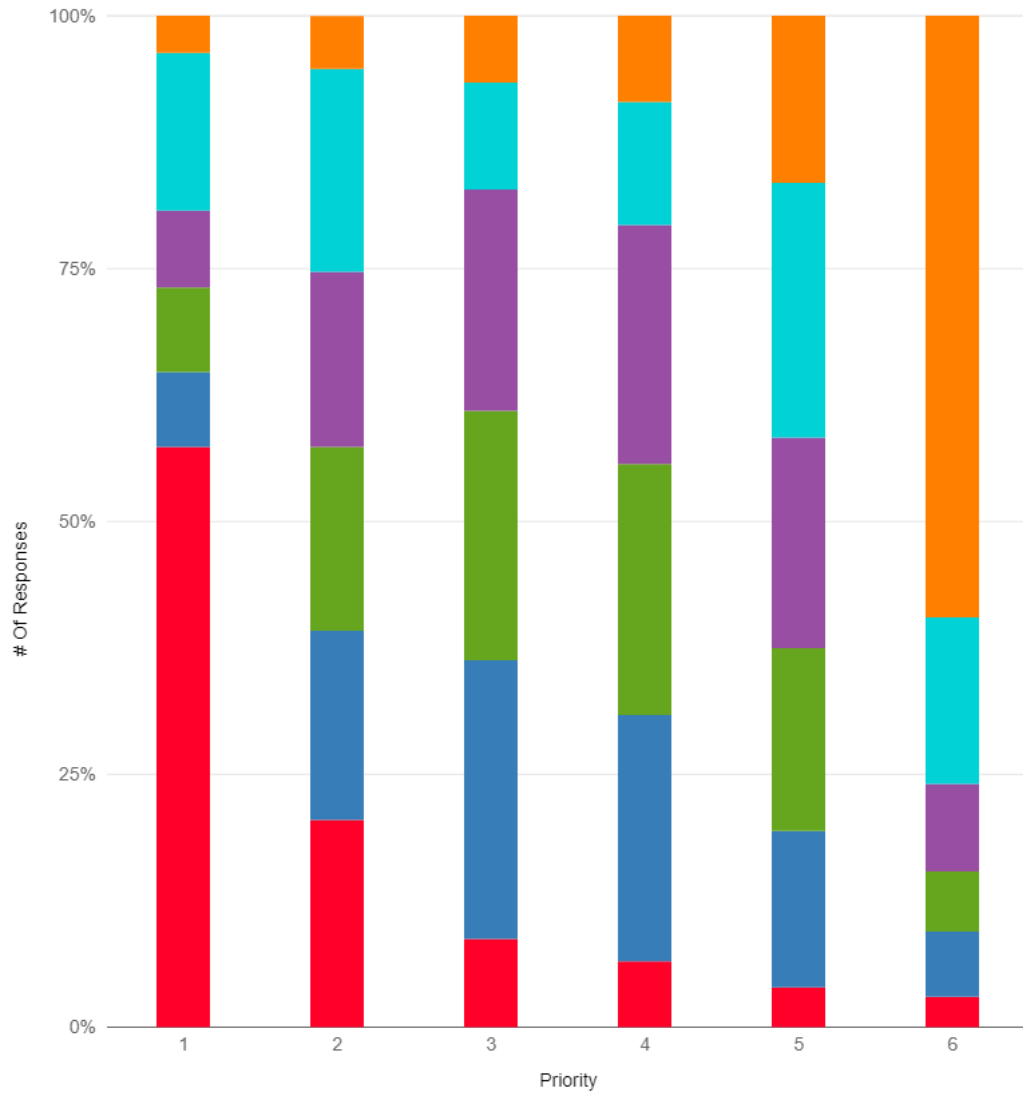
Please indicate how you feel about the following statements

Answer Option	Strongly agree %	Agree %	Disagree %	Strongly disagree %	Neither agree or disagree %
I recycle everything I can in my recycling bin	78.9	19.52	0.82	0.31	0.45
I would like to recycle more things that you don't currently collect	56.61	28.16	4.06	0.57	10.61
I have enough space in my bins/boxes to recycle all items	25.46	42.97	18.26	8.98	4.33
I feel I have enough information to recycle correctly	20.34	53.58	17.78	3.36	4.94
I'm confident that what I put in my bin actually gets recycled	5.18	31.2	28.78	8.92	25.94
The council incentivises me to recycle	3.6	25.2	33.22	15.25	22.73
I regularly recycle items not collected by the council in other recycling schemes e.g. Terracycle.	12.95	31.86	28.53	8.71	17.95



6. What would encourage you to recycle more? Please order these statements in priority order, 1 being most important and 6 being the least important.

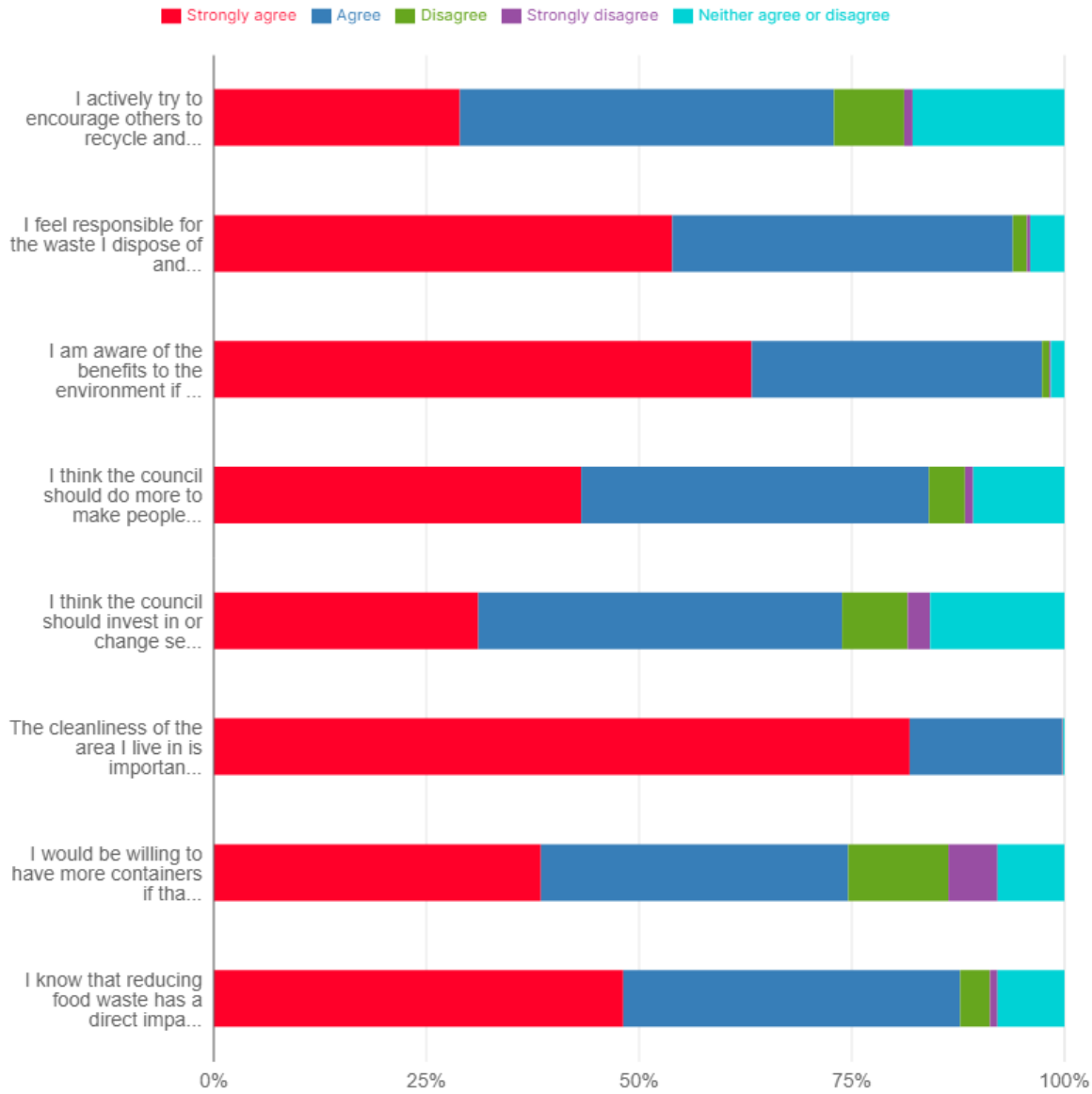
Answer Option	1st %	2nd %	3rd %	4th %	5th %	6th %	Score
The addition of more items that can be recycled by the council eg plastic film	57.37	20.48	8.71	6.5	3.93	3.01	1.88
More information on the council's website and social media about what can be recycled	7.42	18.72	27.59	24.36	15.46	6.45	3.41
More information on the council's website and social media about where my recycling goes	8.34	18.16	24.64	24.83	18.08	5.94	3.44
More information in email newsletters about what can be recycled	7.62	17.35	21.9	23.63	20.84	8.65	3.59
Larger or more recycling containers	15.6	20.06	10.55	12.17	25.17	16.46	3.61
If my refuse (non-recyclables) were collected less frequently	3.66	5.22	6.61	8.51	16.52	59.49	5.07



- The addition of more items that can be recycled by the council eg plastic film
- More information on the council's website and social media about what can be recycled
- More information on the council's website and social media about where my recycling goes
- More information in email newsletters about what can be recycled
- Larger or more recycling containers
- If my refuse (non-recyclables) were collected less frequently

7. Please tick to indicate how much you agree with the following statements

Answer Option	Strongly agree %	Agree %	Disagree %	Strongly disagree %	Neither agree or disagree %
I actively try to encourage others to recycle and reduce their waste	28.94	43.97	8.25	1	17.84
I feel responsible for the waste I dispose of and care where it goes	53.9	40.04	1.65	0.4	4.01
I am aware of the benefits to the environment if I recycle and reduce my waste	63.24	34.14	0.83	0.2	1.59
I think the council should do more to make people recycle more and reduce waste	43.19	40.88	4.24	0.97	10.73
I think the council should invest in or change services to reduce their carbon footprint e.g. electric or ultra-low emission vehicles where possible (I understand this could cost more)	31.1	42.76	7.71	2.65	15.79
The cleanliness of the area I live in is important to me	81.82	17.89	0.03	0.09	0.17
I would be willing to have more containers if that meant I could recycle more material types	38.46	36.12	11.78	5.78	7.86
I know that reducing food waste has a direct impact on climate change	48.14	39.61	3.5	0.88	7.88



8. Please tick all the statements that apply to you “regarding paper recycling”

Answer Option	%
I recycle all of my paper separately via my paper box	50.73
I recycle most of my paper via my paper box	16.75
I use recycling banks for my paper (East Herts only)	2.26
I don't use my paper box and include my paper with my other recyclables	7.08
I don't recycle paper	1.66
I don't have a paper box	8.52
I don't have a paper box but would like one.	7.62
I don't have space for a paper box	1.75
I don't want to recycle paper separately	2.04
I don't produce any paper	1.58

9. Bagged textiles (North Herts)

Please tick all statements that apply

Answer Option	%
I have used the council's textile collection service within the last 12 months	9.63
I have used the council's textile collection service within the last 3 months	4.54
I dispose of my textiles via my purple bin	2.95
I was not aware of the textile collection service	21.71
I recycle my textiles via collection banks	15.7
I recycle my textiles via charity doorstep collections	14.69
I recycle my textiles via charity shops	27.86
Other (please specify)	2.92

9.Textiles - East Herts

Please tick all statements that apply

Answer Option	%
I have used the councils textile banks to recycle my textiles in the last 12 months	19.2
I have used the councils textile banks to recycle my textiles in the last 3 months	7.95
I dispose of my textiles via my black bin	8.23
I recycle my textiles via other textile banks	11.21
I recycle my textiles via charity doorstep collections	13.6
I recycle my textiles via charity shops	36.86
Other (please specify)	2.94

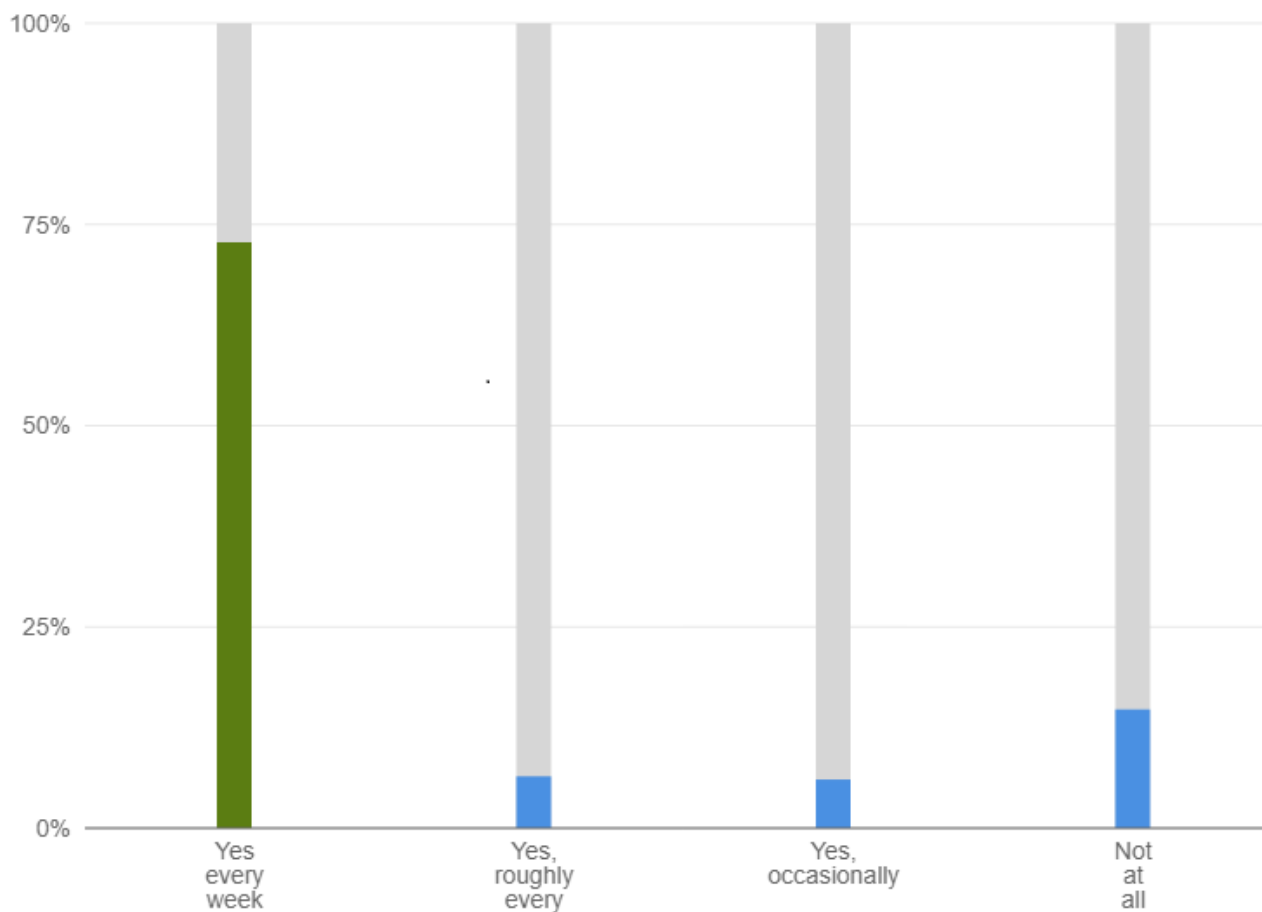
9.1 If we were to offer a textile collection service on your recycling week, please indicate how often do you think you would use this? East Herts

Answer Option	%
Regularly (every two weeks)	2.66
Once a month	17.78
A few times a year	65.73
I would not use this service	13.82

10 Food Waste - North Herts

Do you use the weekly food waste collection service?

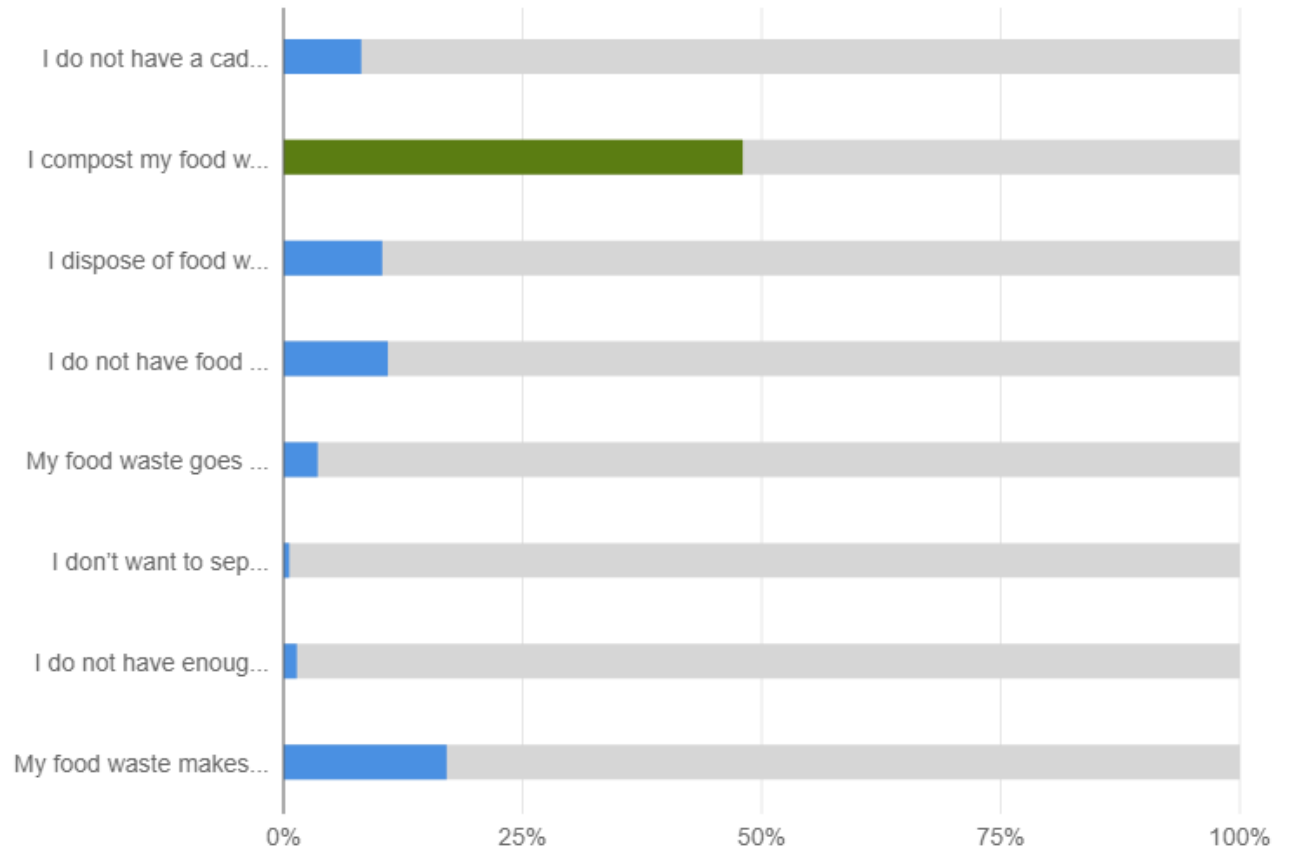
Answer Option	%
Yes every week	72.81
Yes, roughly every two weeks	6.43
Yes, occasionally	6.04
Not at all	14.72



10 Food Waste - North Herts

If not, please tell why not?

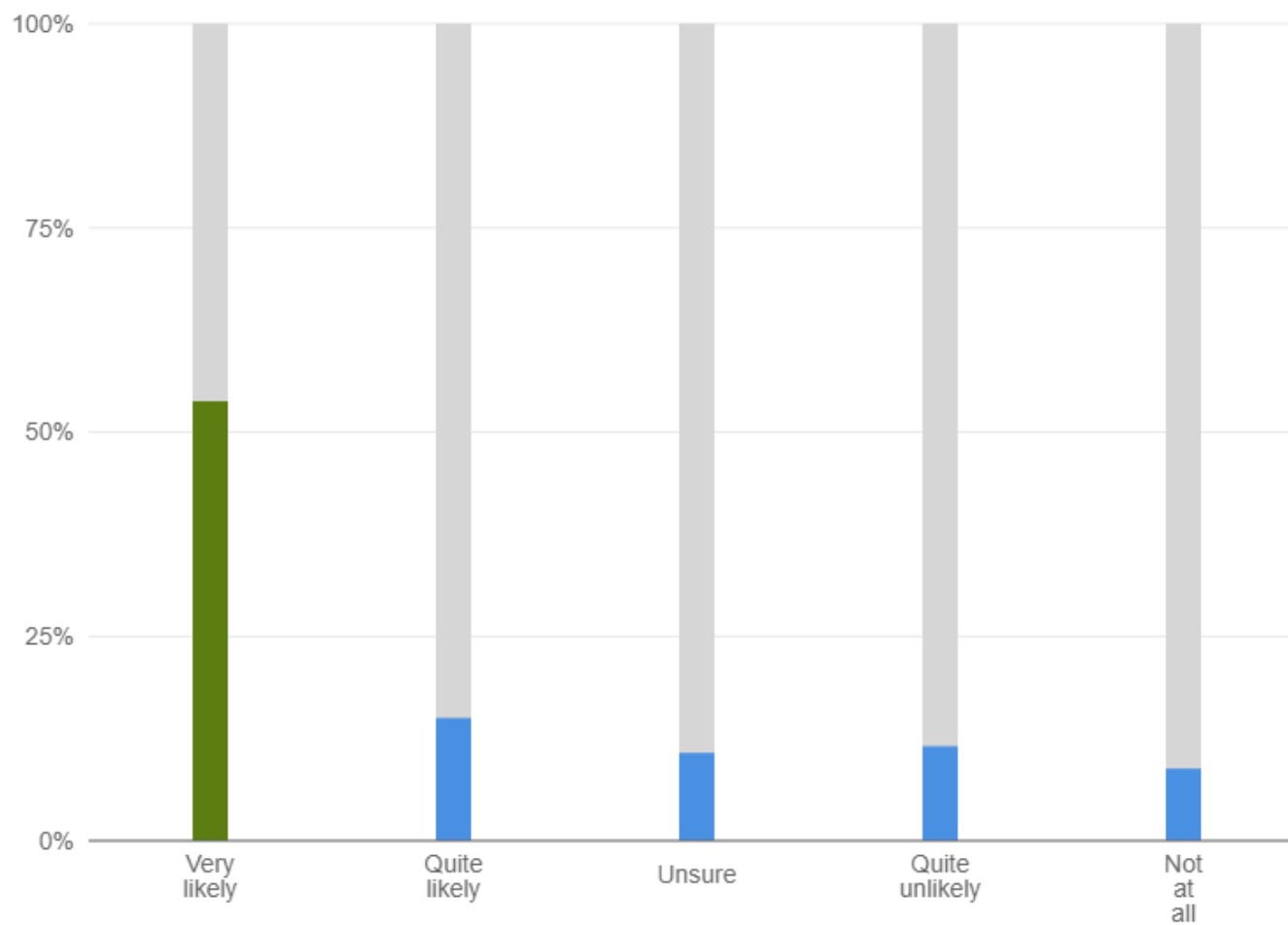
Answer Option	%
I do not have a caddy / container (hyper link to ordering page or instruction)	8.13
I compost my food waste	48.02
I dispose of food waste in my purple bin	10.32
I do not have food waste	10.91
My food waste goes to pets	3.57
I don't want to separate my food waste	0.6
I do not have enough information about how to recycle my food waste	1.39
My food waste makes my caddy smell and attract flies	17.06



10.1 Food Waste - East Herts

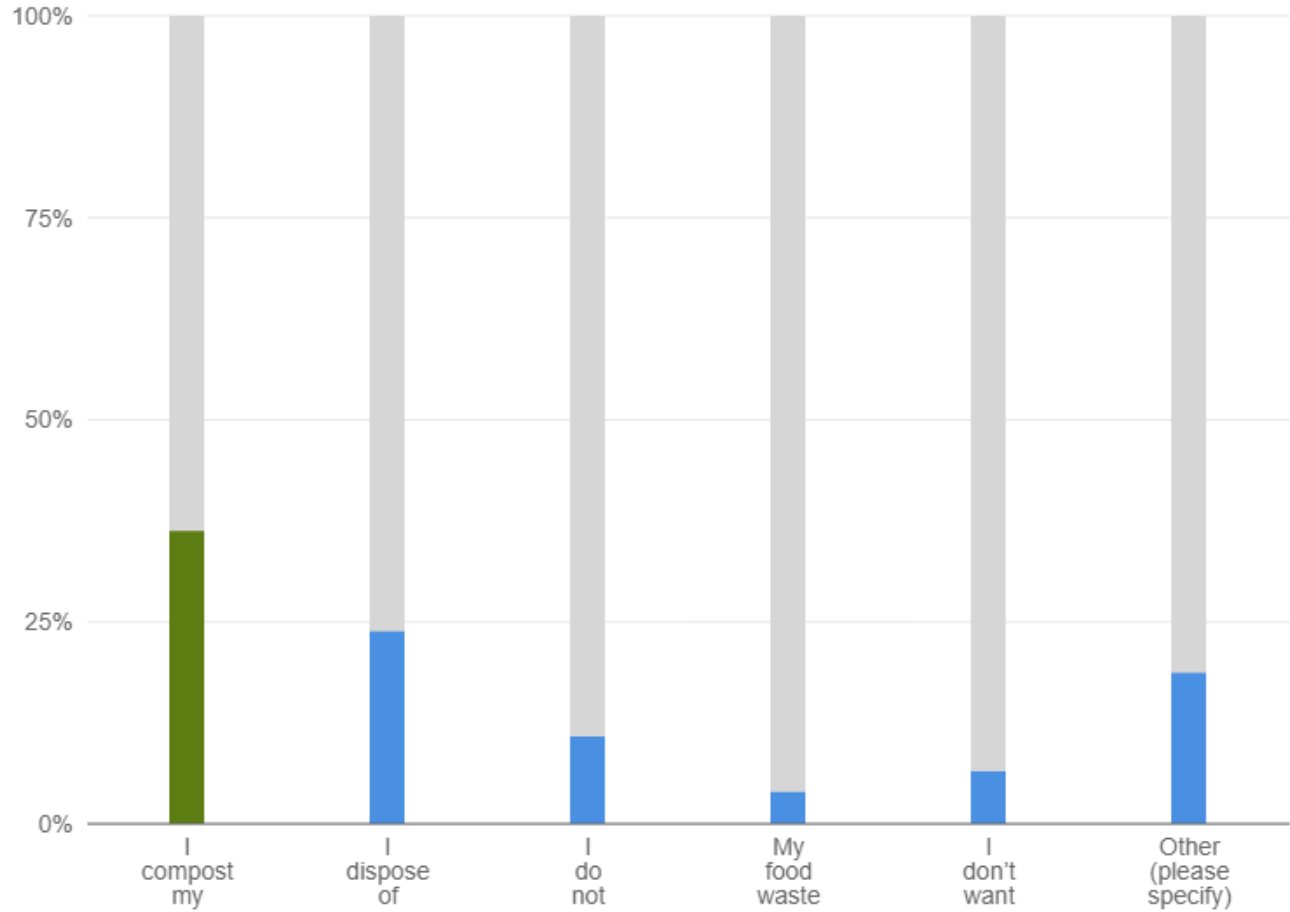
If the council introduced weekly food waste collections how likely would you be to use it?

Answer Option	%
Very likely	53.8
Quite likely	15.04
Unsure	10.77
Quite unlikely	11.57
Not at all likely	8.82



10.2 If you answered quite unlikely or not at all likely please tell us why?

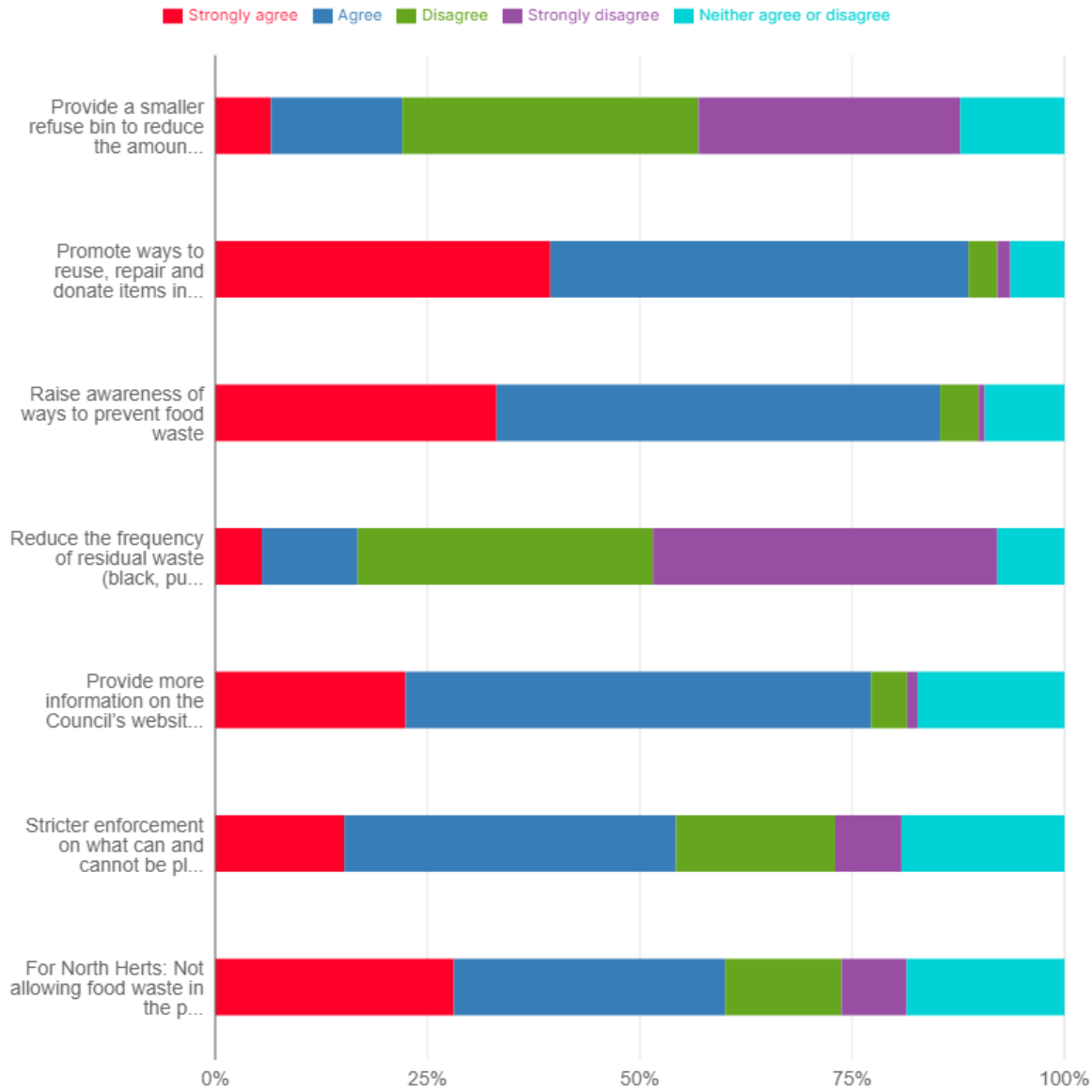
Answer Option	%
I compost my food waste	36.22
I dispose of food waste in my black bin	23.82
I do not have food waste	10.83
My food waste goes to pets	3.94
I don't want to separate my food waste	6.5
Other (please specify)	18.7



11. What action should the council take to help reduce waste?

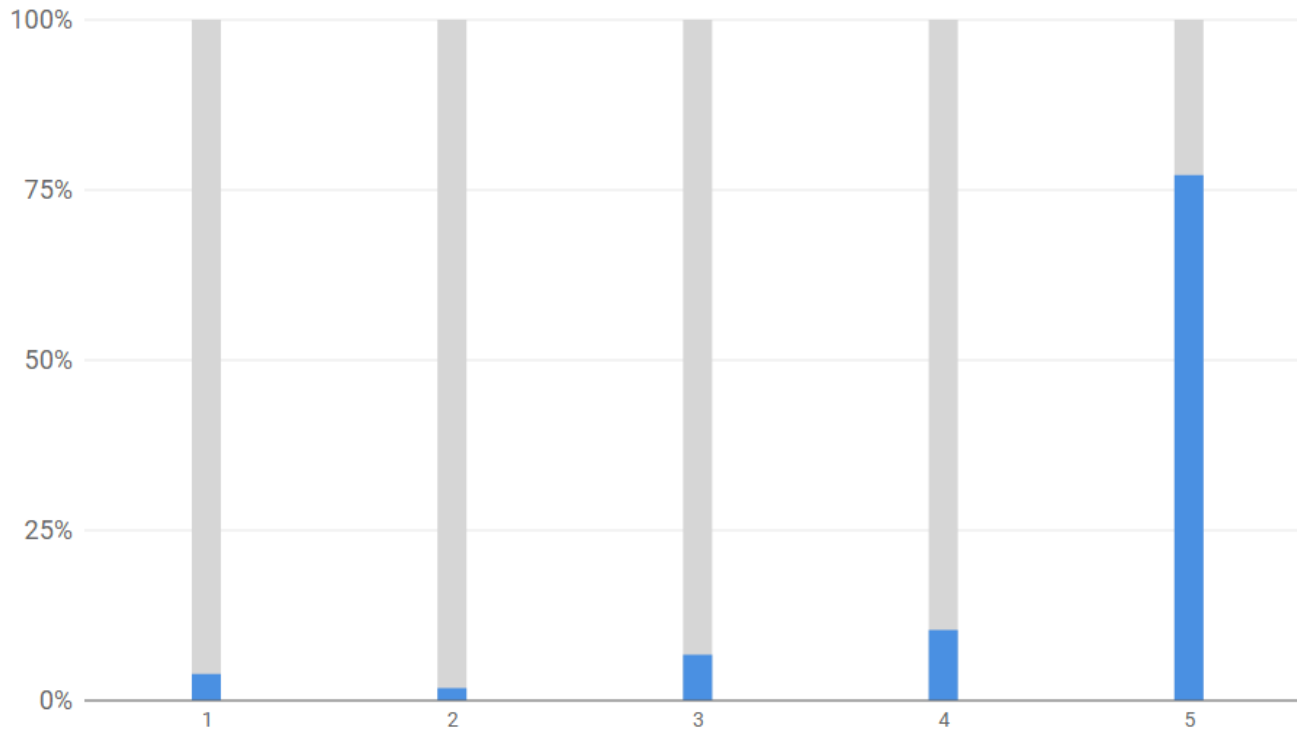
To what extent do you agree or disagree that these possible actions by the council would help to “reduce waste?”

Answer Option	Strongly agree %	Agree %	Disagree %	Strongly disagree %	Neither agree or disagree %
Provide a smaller refuse bin to reduce the amount of waste residents can put out on collection day and encourage them to recycle more	6.56	15.47	34.87	30.82	12.28
Promote ways to reuse, repair and donate items instead of disposing of them in refuse collections.	39.46	49.25	3.39	1.52	6.38
Raise awareness of ways to prevent food waste	33.12	52.24	4.52	0.73	9.39
Reduce the frequency of residual waste (black, purple bins) collections to encourage people to think more about what they dispose of	5.51	11.28	34.75	40.58	7.88
Provide more information on the Council’s website and social media on waste minimisation	22.4	54.82	4.26	1.21	17.31
Stricter enforcement on what can and cannot be placed in waste and recycling bins.	15.2	39.06	18.75	7.81	19.19
For North Herts: Not allowing food waste in the purple bin to encourage residents to recycle more	28.08	31.97	13.68	7.69	18.58



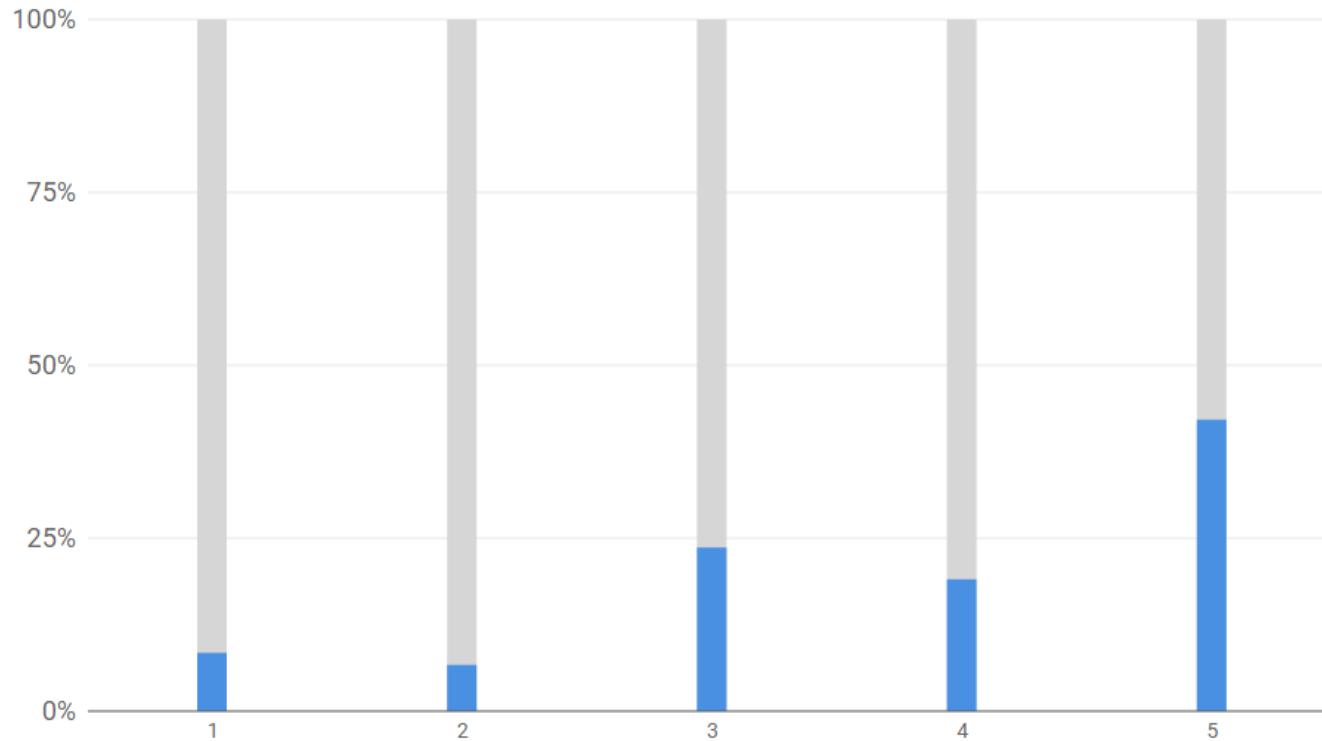
The Council should continue to provide fortnightly collections of all waste and recycling

Scale	Percentage
1 – Strongly Disagree	3.90
2 - Disagree	1.82
3 - Neither disagree or agree	6.74
4 - Agree	10.35
5 - Strongly Agree	77.18



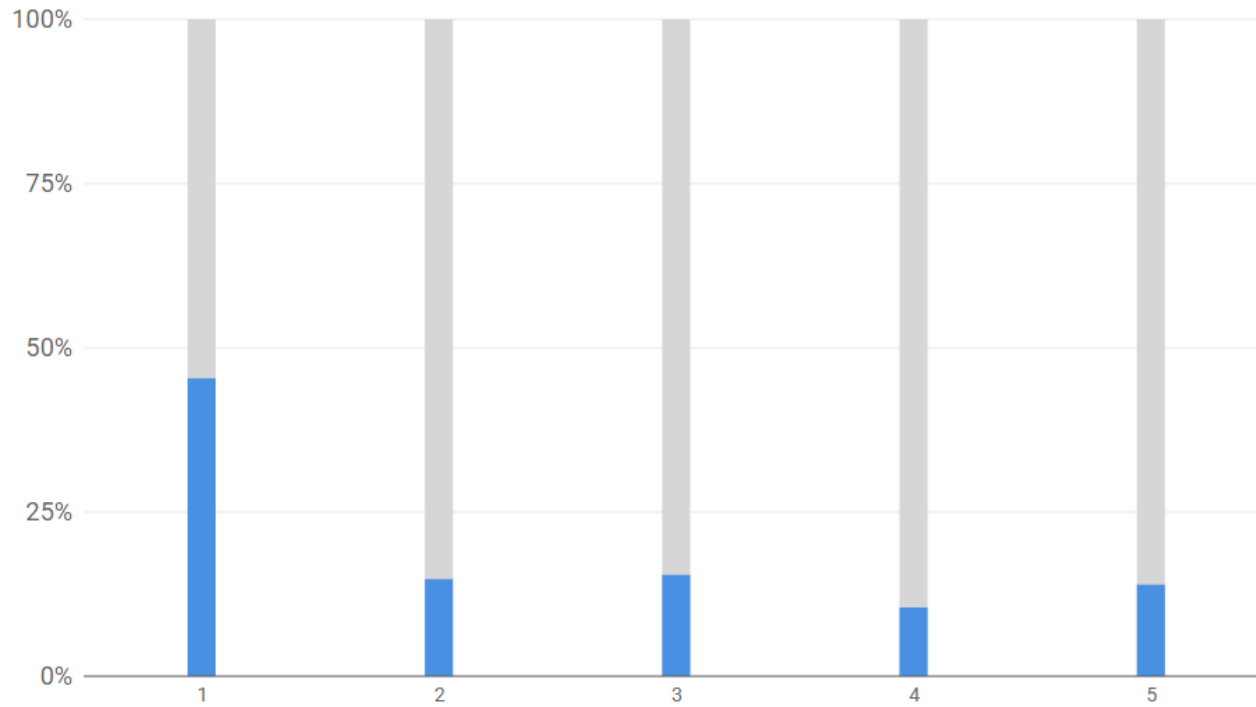
The Council should provide additional collection capacity for those who may need it e.g. larger families, households with large quantities of adult or child nappies

Scale	Percentage
1 – Strongly Disagree	8.44
2 - Disagree	6.69
3 - Neither disagree or agree	23.64
4 - Agree	19.08
5 - Strongly Agree	42.15



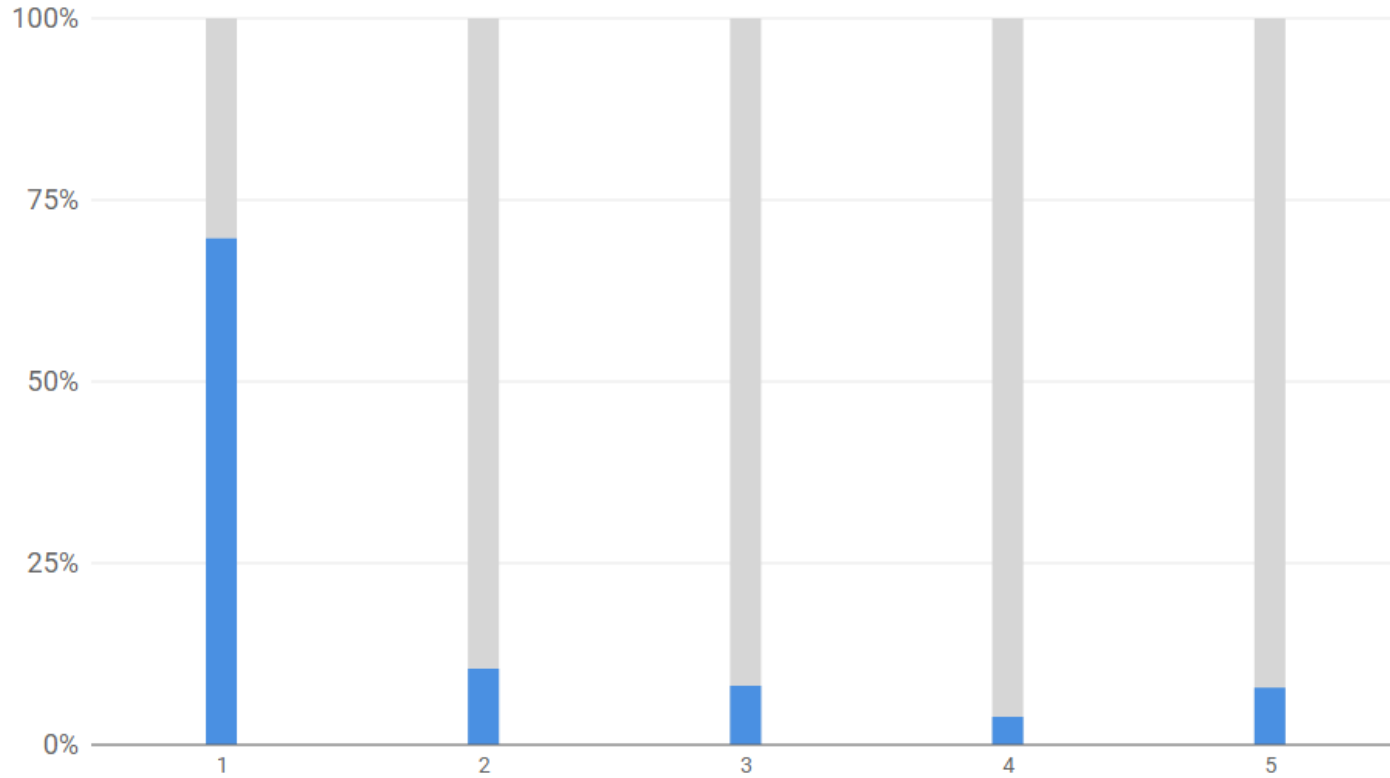
I would be able to manage my waste effectively with three weekly residual waste (refuse) collections by recycling more and squashing items.

Scale	Percentage
1 – Strongly Disagree	45.36
2 - Disagree	14.81
3 - Neither disagree or agree	15.43
4 - Agree	10.45
5 - Strongly Agree	13.95



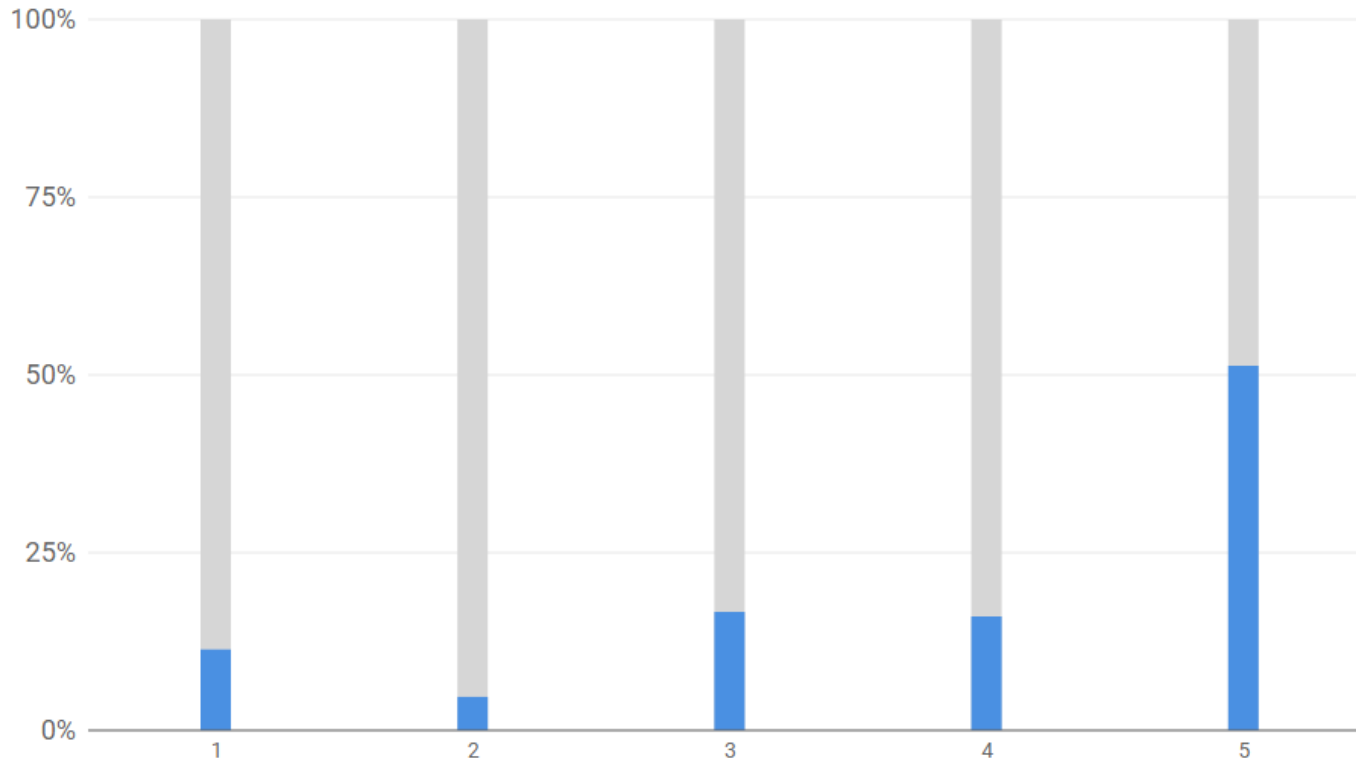
I would be able to manage my waste effectively with four weekly residual waste (refuse) collections by recycling more and squashing items

Scale	Percentage
1 – Strongly Disagree	69.72
2 - Disagree	10.49
3 - Neither disagree or agree	8.09
4 - Agree	3.84
5 - Strongly Agree	7.85



I would like to be able to put out extra recycling next to my bin

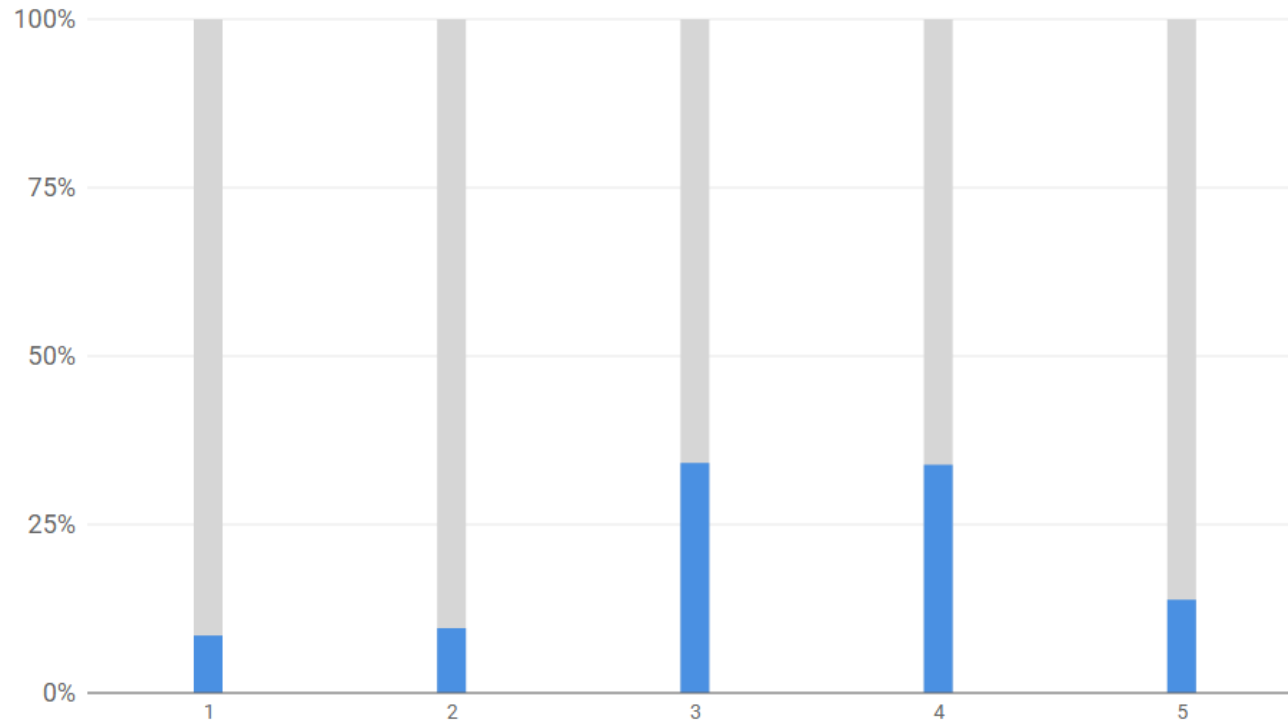
Scale	Percentage
1 – Strongly Disagree	11.36
2 - Disagree	4.71
3 - Neither disagree or agree	16.66
4 - Agree	16.01
5 - Strongly Agree	51.26



Street cleansing

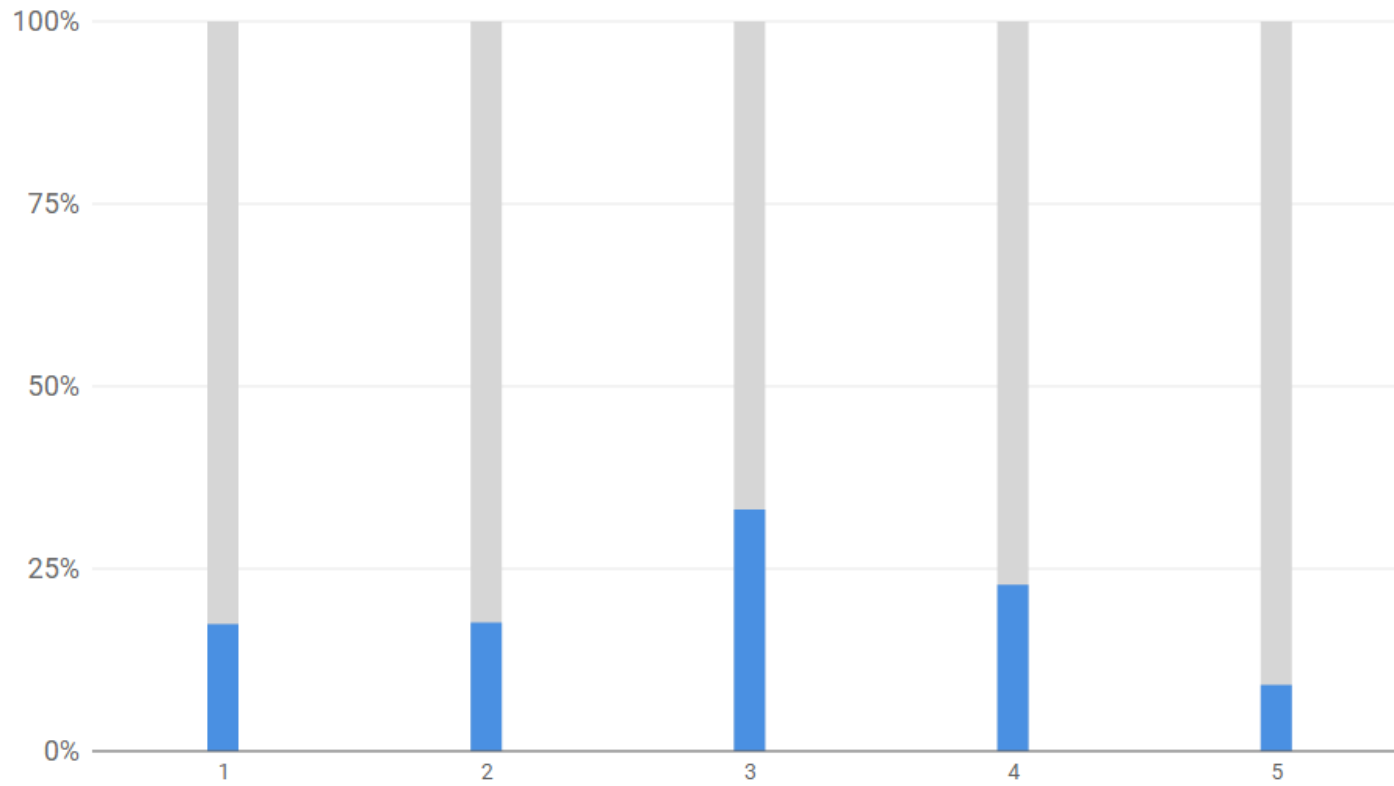
The standard of street sweeping and litter picking in town centres

Scale	Percentage
1 (Poor)	8.51
2	9.62
3	34.15
4	33.88
5 (Excellent)	13.84



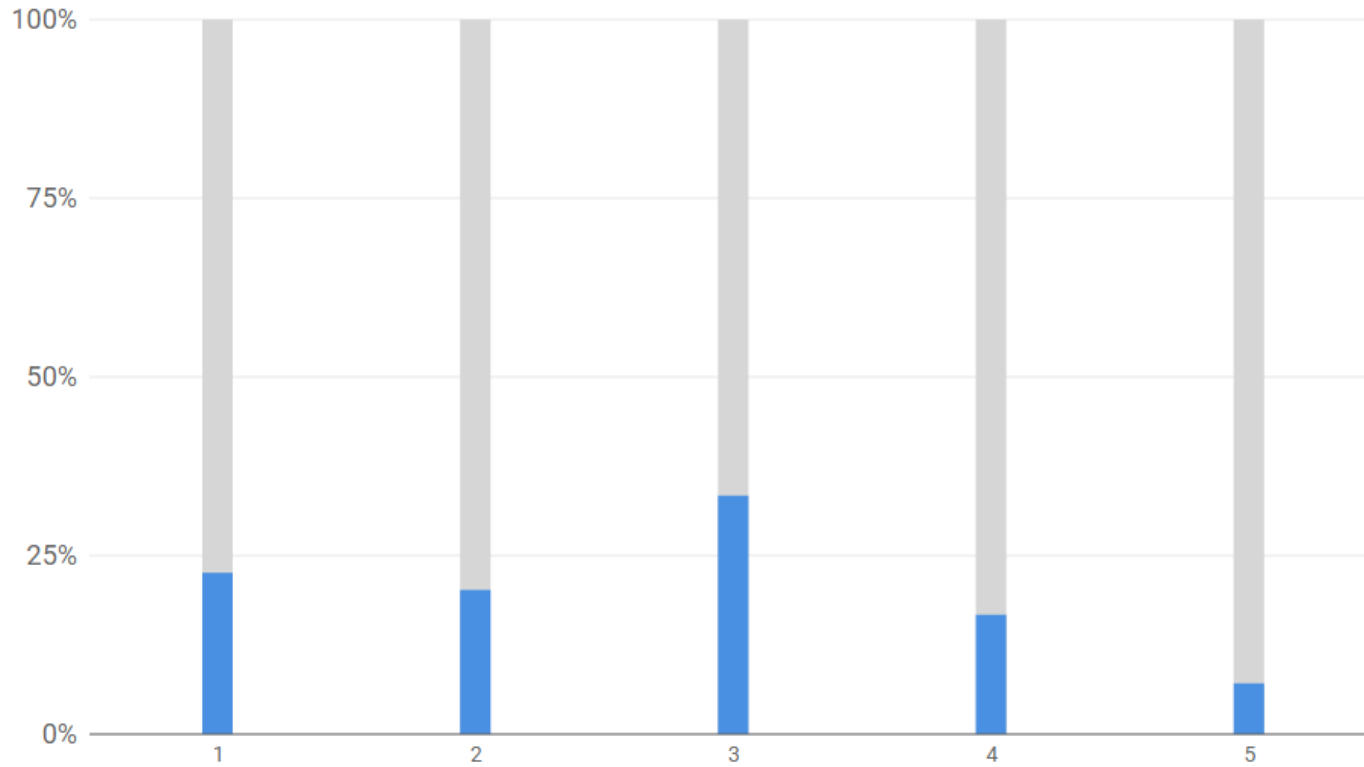
The standard of street sweeping in residential areas

Scale	Percentage
1 (Poor)	17.40
2	17.61
3	33.13
4	22.79
5 (Excellent)	9.06



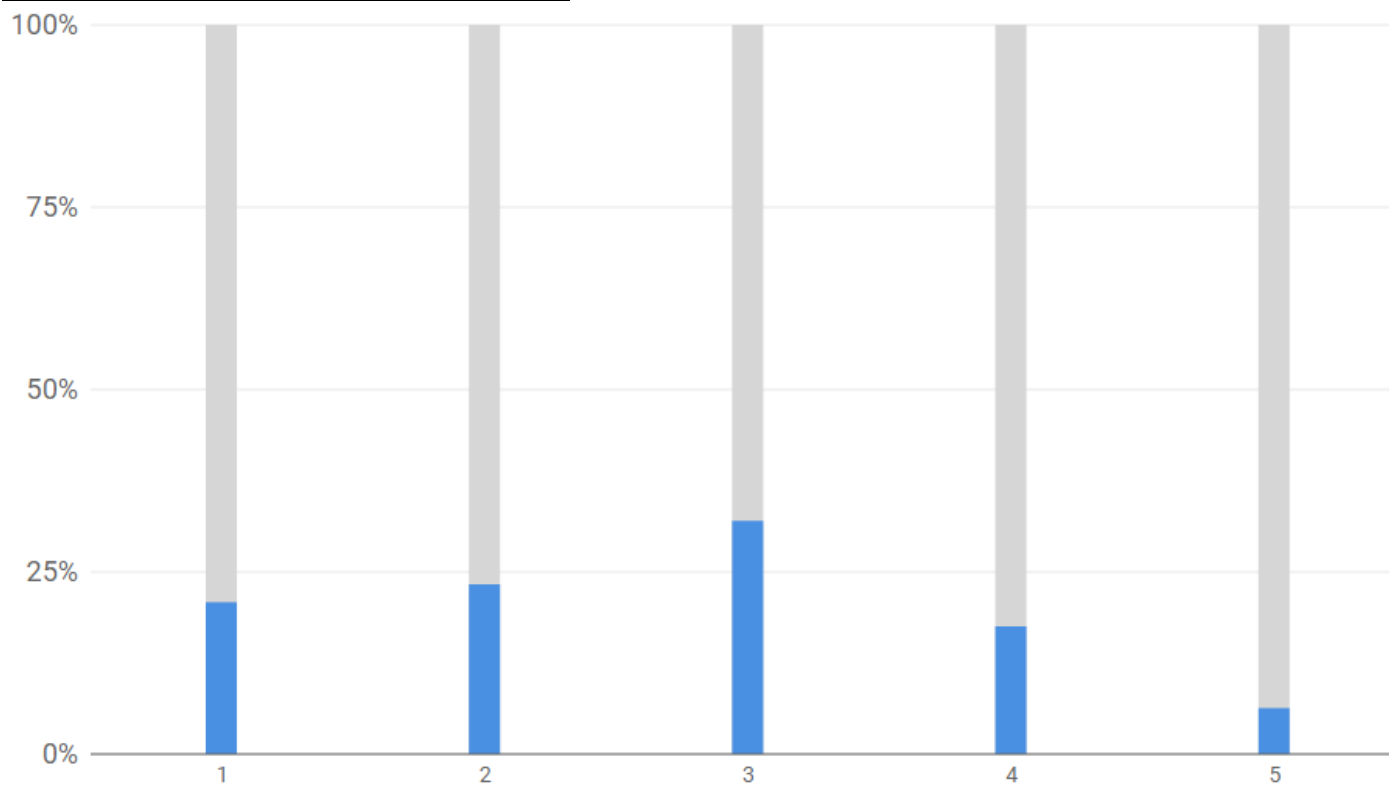
The standard of litter picking in residential areas

Scale	Percentage
1 (Poor)	22.59
2	20.17
3	33.4
4	16.73
5 (Excellent)	7.11



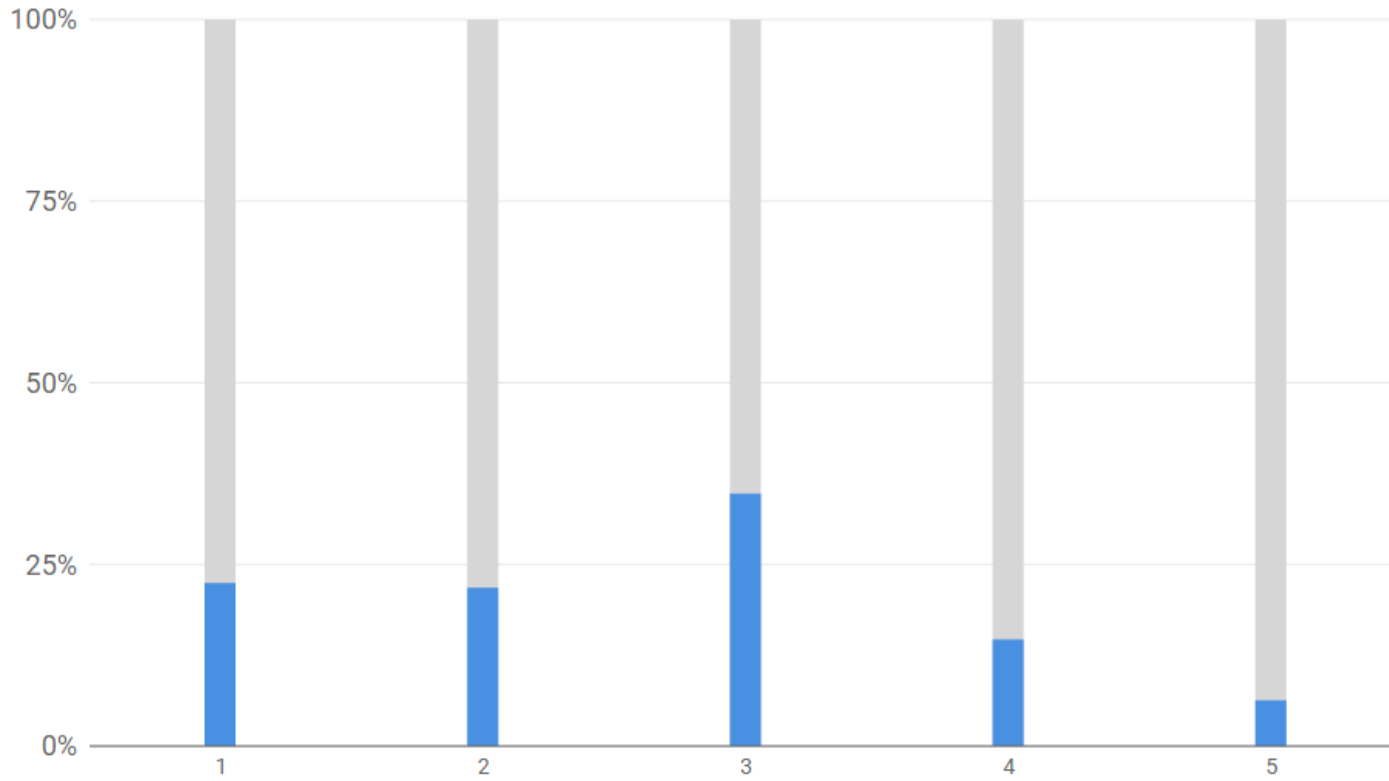
The provision and emptying of on street litter bins

Scale	Percentage
1 (Poor)	20.83
2	23.31
3	32.01
4	17.54
5 (Excellent)	6.31



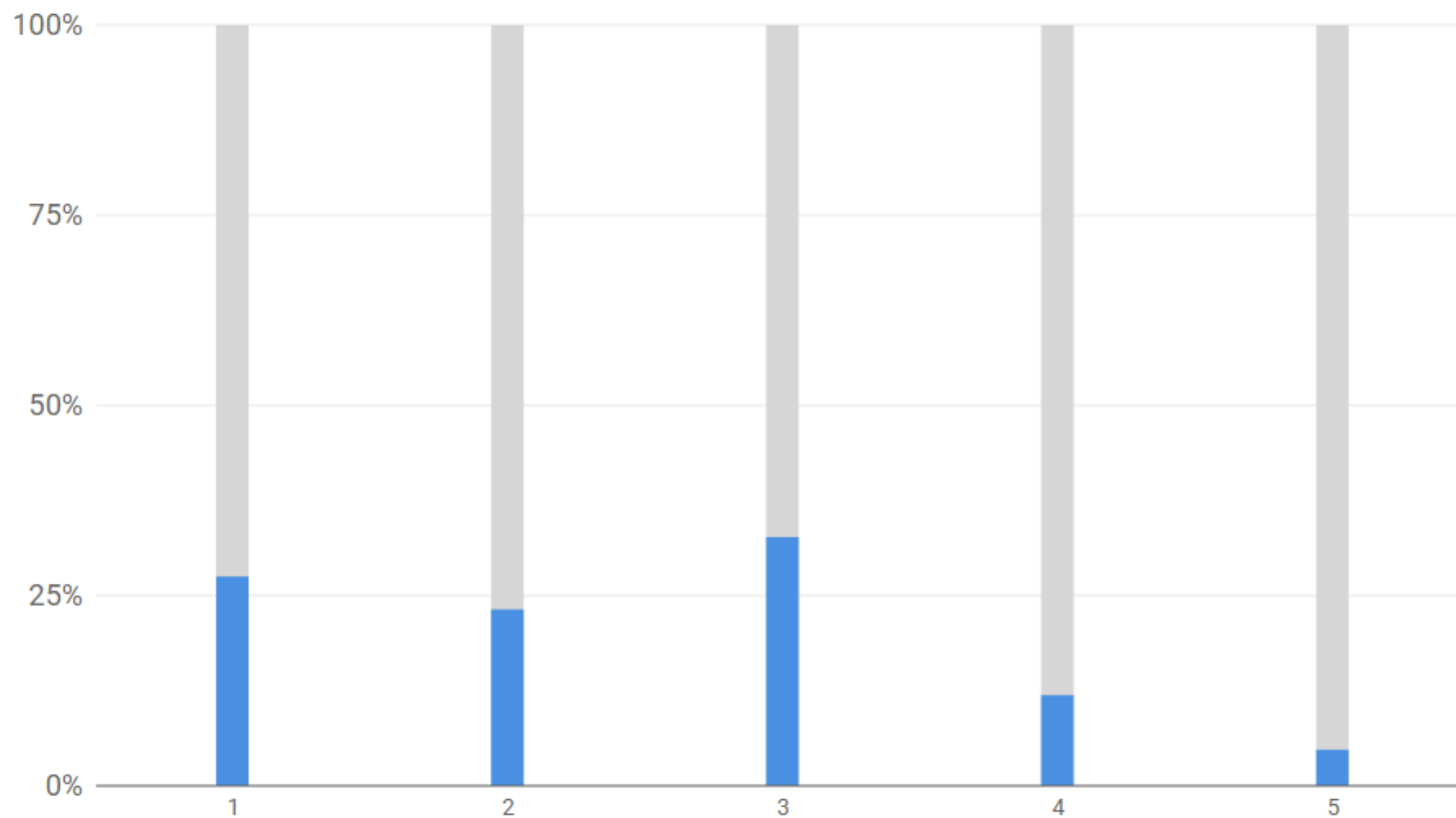
The management of fly tipped waste on the highway

Scale	Percentage
1 (Poor)	22.42
2	21.81
3	34.77
4	14.7
5 (Excellent)	6.3



The management of litter on high-speed dual carriageway and major A roads e.g A602, A505, A414 & A10

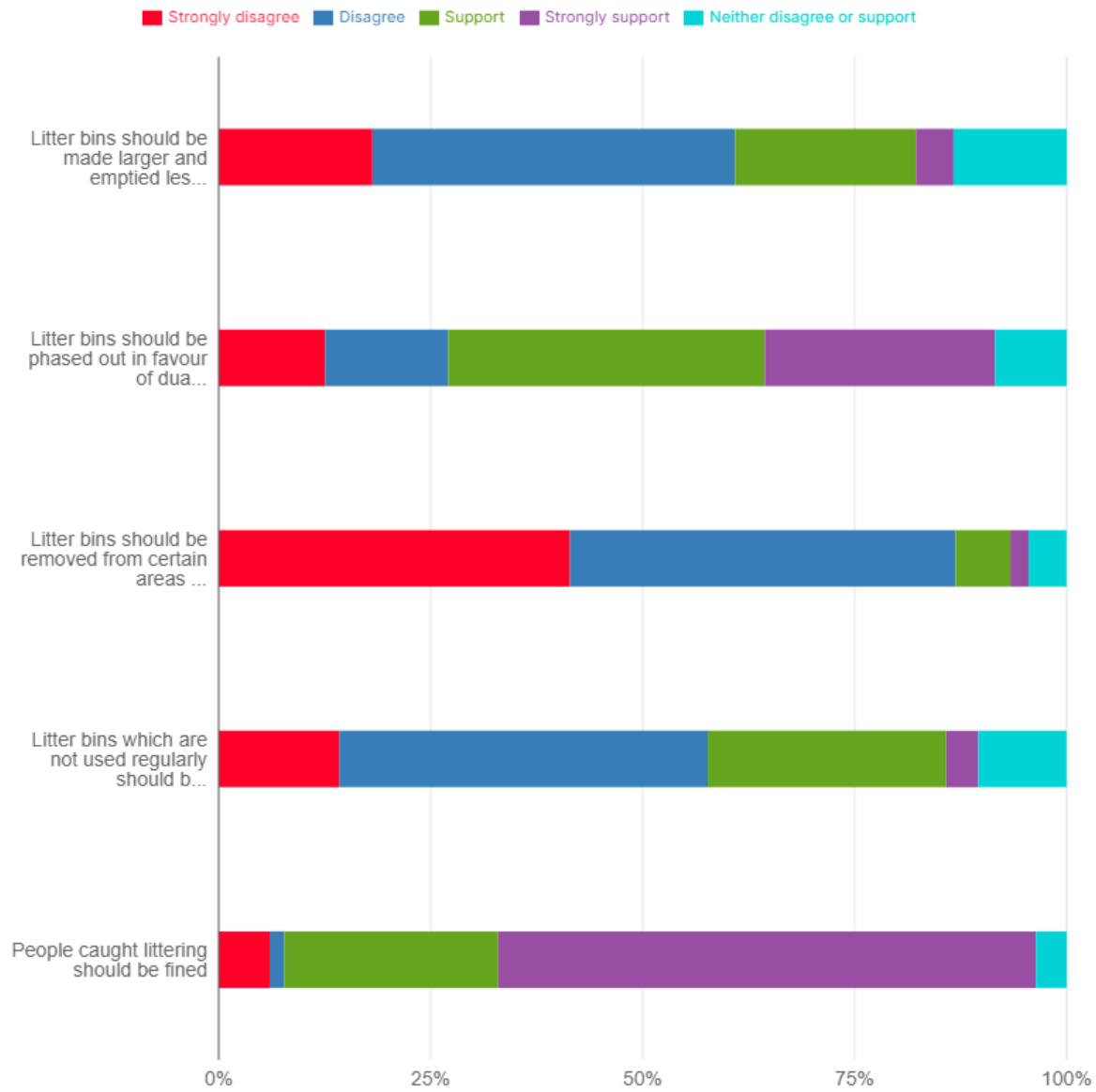
Scale	Percentage
1 (Poor)	27.48
2	23.17
3	32.7
4	11.92
5 (Excellent)	4.74



Our carbon footprint

The council is looking for ways to reduce its carbon footprint and reduce costs but limit the impact on the provision of cleansing services. Please indicate which of the following you feel would help achieve this.

Answer Option	Strongly disagree %	Disagree %	Support %	Strongly support %	Neither disagree or support %
Litter bins should be made larger and emptied less frequently	18.14	42.75	21.33	4.44	13.35
Litter bins should be phased out in favour of dual litter and recycling bins	12.57	14.5	37.34	27.16	8.43
Litter bins should be removed from certain areas so people are encouraged to take litter home	41.43	45.48	6.45	2.17	4.46
Litter bins which are not used regularly should be removed	14.21	43.47	28.1	3.81	10.4
People caught littering should be fined	6	1.75	25.22	63.41	3.62



Please select the statement which most closely applies to you (Hanger preference)

Answer Option	%
I don't think hangers should be provided as I can check my collection dates online	36.58
I don't think hangers are needed as I can check my collection dates with neighbours	1.16
I don't think hangers are needed, I put my bin out and know it will be emptied eventually	1.61
I don't think hangers are needed if collections are only delayed by one day	5.91
I think we should keep the hangers as I use them for reference	32.28
I think we should keep hangers at Christmas where the change to bin days is not simple	22.46

WASTE & RECYCLING COLLECTION & STREET CLEANSING POLICY STATEMENTS

POLICY DESCRIPTION	PAGE
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Domestic Waste Collection Service Policy Statements

- | | |
|-----|---|
| 1a. | <u>Standard service for individual houses North Herts</u> |
| 1b. | <u>Standard service for individual houses East Herts</u> |
| 2. | <u>Variations from the standard service</u> |
| 3. | <u>Multi-occupancy properties (flats blocks etc.)</u> |
| 4. | <u>Mixed Domestic / Commercial properties (Mixed hereditament properties)</u> |
| 5. | <u>Number of sacks provided</u> |
| 6. | <u>Extra bin capacity</u> |
| 7. | <u>Items prohibited from domestic wheeled bins / sacks</u> |
| 8. | <u>Excess waste/ side waste</u> |
| | 8a North Herts |
| 9. | <u>Bin lids</u> |
| 10. | <u>Rejected/ contaminated wheeled bins and sacks</u> |
| 11. | <u>Collection day and time</u> |
| 12. | <u>Collection point for wheeled bins/ sacks</u> |
| 13. | <u>Return of bins</u> |
| 14. | <u>Missed collections</u> |
| 15. | <u>Assisted collections</u> |
| 16. | <u>Frozen compostable waste bins</u> |
| 17. | <u>Overweight wheeled bins and sacks</u> |
| 18. | <u>Ownership of wheeled bins/sacks</u> |
| 19. | <u>Provision of new / replacement wheeled bins</u> |
| 20. | <u>Lost or stolen wheeled bins</u> |
| 21. | <u>Damaged wheeled bins</u> |
| 22. | <u>Sharing wheeled bins</u> |
| 23. | <u>Severe weather</u> |
| 24. | <u>Access issues</u> |
| 25. | <u>Healthcare and Clinical waste</u> |
| 26. | <u>Bulky waste collections</u> |

Trade Waste Collection Service Policy Statements

- | | |
|-----|---|
| 28. | <u>Trade refuse and recycling collection material streams</u> |
| 29. | <u>Trade refuse and recycling collection bin sizes</u> |
| 30. | <u>Terms and Conditions</u> |

Street Cleansing Policy Statements

- | | |
|-----|----------------------------|
| 31. | <u>Standard of Service</u> |
| 32. | <u>Response times</u> |
| 33. | <u>Leaf clearance</u> |

- [34. High speed roads](#)
- [35. Street Cleansing Town centres](#)
- [36. Litter Bins](#)
- [37. Winter snow clearance](#)
- [38. Events and street parties](#)
- [39. Graffiti and fly-poster removal](#)

DOMESTIC WASTE COLLECTION SERVICE POLICY STATEMENTS

Policy 1a - Standard service for individual houses North Herts

The standard service for the collection of residual domestic waste is a fortnightly service. Mixed dry recycling and paper will be collected fortnightly on the alternate week, in separate containers. Food waste is collected separately, weekly. Each property on the standard service will receive only one bin of each type.

Residents also have the option of paying for a fortnightly collection of garden waste. This collection will occur during the same week as the recycling is collected. Each household can pay a subscription charge for a maximum of two additional brown bins for garden waste.

The bins provided are as follows:

Container	Material	Frequency
180L purple bin (replacements purple lidded)	Residual waste (waste which cannot be recycled)	Fortnightly
240L grey bin	Mixed dry recycling*	Fortnightly
55 L blue box	Paper	Fortnightly
23L brown caddy	Food waste *	Weekly
240L brown bin (chargeable opt in service)	Garden waste*	Fortnightly
Residents use own carrier bag and place it at side of grey bin	Household batteries	Fortnightly
Residents use own carrier bag and place it at side of grey bin	Textiles	Fortnightly

*As defined by our current acceptance criteria stated on our website

The correct bin must be used for the different types of waste. Exemptions to the standard service may be made subject to certain criteria (see [Policy 2](#)). Where a property is provided with the standard service, only waste presented in wheeled bins provided by the Council will be collected with the exceptions under [Policy 8](#) and for batteries and textiles.

Policy 1b - Standard service for individual houses East Herts

The standard service for the collection of residual domestic waste is a fortnightly service. Mixed dry recycling and paper will be collected fortnightly on the alternate week, in separate containers. Each property on the standard service will receive only one bin of each type.

Residents also have the option of paying for a fortnightly collection of garden waste. This collection will occur during the same week as the recycling is collected. Each household can pay a subscription charge for a maximum of two additional brown bins for garden waste.

The bins provided are as follows:

Container	Material	Frequency
240L black bin (replacements 180L purple lidded)	Residual waste (waste which cannot be recycled)	Fortnightly
240L blue lidded bin	Mixed dry recycling*	Fortnightly
40L inner paper box /55 L blue box	Paper*	Fortnightly
240L brown bin (chargeable opt in service)	Garden waste*	Fortnightly

*As defined by our current acceptance criteria stated on our website

The correct bin must be used for the different types of waste. Exemptions to the standard service may be made subject to certain criteria (see [Policy 2](#)). Where a property is provided with the standard service, only waste presented in wheeled bins provided by the Council will be collected with the exceptions under [Policy 8](#)

Policy 2 – Variations from the standard service

To qualify for an exemption from the standard service you must meet one or more of the following criteria:

1. There is no reasonable rear or side access to the property and the useable off street frontage is too small to accommodate the bins (see [Policy 5](#))
2. The property is accessed via steep inclines or steps, so making it impractical to use wheeled bins (see [Policy 5](#))
3. The property is a flat (see [Policy 3](#))
4. The household is a House in Multiple Occupation or has a large number of residents eg. Student house. (see [Policy 6](#))
5. The household/s are disabled or elderly and cannot manoeuvre wheeled bins. (see [Policy 15](#))
6. The household produces clinical waste (see [Policy 26](#))
7. The household produces large quantities of hygiene waste, e.g. nappies or incontinence pads (see [Policy 6 and 26](#))
8. Any other exceptional circumstance as agreed by the council

Policy 3 - Multi-occupancy properties (Communal/ flat blocks etc.)

Properties such as flats or accommodation blocks will normally be collected using communal wheeled bins wherever possible. The number of bins provided will depend on the size and number of properties.

Where bins cannot be provided, for example flats above shops, sacks for residual waste will be provided for use and boxes will be provided for dry recycling. Residents will be provided with the quantities of sacks as detailed in [Policy 5](#).

Bins will be collected from the bin storage or other area as agreed by the Council and returned to the collection location. The standard collection cycle is fortnightly, however weekly collections for residual waste will be facilitated for existing flat blocks where bin storage space is insufficient.

Only waste which is presented in the correct containers with the correct items in will be collected. For multi-occupancy properties, where the bin is found to contain incorrect items, it will be rejected and not emptied.

It will be the responsibility of the residents / managing agents to arrange for the incorrect materials to be removed before the bin will be emptied on the next scheduled collection day. The Council may offer to empty the bins at its discretion alongside the scheduled residual waste collection. Repeated incidents may result in charging for the emptying of bins. Only items detailed as acceptable items on our website will be collected.

No loose rubbish or sacks around the bins will be collected nor any other items; and it will be the responsibility of the residents / managing agents to remove or clear any such items.

Where access to a bin is blocked with loose rubbish / sacks it will not be emptied until this has been removed. The bin will then be collected on the next scheduled collection day.

Policy 4 – Mixed Domestic / Commercial Properties (Mixed hereditament properties)

Mixed hereditament properties are generally business properties with living accommodation attached e.g. a flat above a shop. Such properties will be provided with the standard service ([Policy 1](#)) unless an exemption/variation applies. The bins provided must not be used to dispose of business waste.

Policy 5 - Number of sacks provided

If the property meets either Criteria 1 or 2 from [Policy 2](#) the property will be provided with sacks for the collection of residual waste and a box for the collection of mixed dry recycling, a box for the collection of paper and a 23l caddy for food waste (NHC only).

Sacks are delivered annually. Sacks are predominantly collected fortnightly and a maximum of 4 sacks will be collected unless an exemption within [Policy 6](#) applies.

In some circumstances flats will receive weekly residual waste collections. Properties must demonstrate they are using recycling services to be considered for weekly residual waste collections.

Policy 6 – Extra bin capacity

All households will be provided with bins in accordance with the standard service. Residents can apply for additional capacity for residual waste under the following circumstances.

1. There are six or more permanent residents in the household, and there is excessive residual domestic waste that cannot be recycled.
2. There are two or more children in nappies
3. A household where a large quantity of non-clinical healthcare (hygiene) waste is being produced

All households that request additional capacity will need to meet the set criteria. If the application is under Criterion 1 above, a waste audit may then be carried out to determine whether additional capacity is required. This is to ensure that households are recycling all that they can.

Capacity requirements are reviewed periodically and additional bins are provided on a conditional basis. Households will revert back to the standard service when the criteria no longer apply.

If additional capacity is authorised due to babies in nappies then there must be two or more children in nappies under the age of 36 months

Under Criterion 1: If a household is placing out a significant amount of extra recycling each collection, they may be considered for a larger recycling bin or second recycling bin.

Policy 7 - Items prohibited from domestic wheeled bins / sacks

The following items are prohibited from all bins, this list is not exhaustive:-

- Any hazardous waste
- Any clinical waste
- Paint/ Pesticides or chemicals
- DIY waste
- Plasterboard
- Electrical and electronic equipment
- Commercial waste
- Large or bulky waste which does not normally fit into a bin.(see [Policy 27](#))
- Hot ashes
- Car parts
- Rubble / soil
- Corrosive materials and liquids
- Oil
- Fluorescent tubes / low energy light bulbs

An A-Z of recycling is provided on our website for information on what can be recycled at the kerbside.

Policy 8 – Excess waste / Side waste

Excess residual waste beside or piled on top of the residual domestic wheeled bin will not be taken. Where possible excess waste will be placed inside the bin after it has been emptied, a sticker informing the resident may also be left. Persistent excess residual waste may result in an officer visit to advise on management of waste. Excess waste can be taken to the nearest Household Waste Recycling Centre alternatively the resident can pay for a bulky waste collection see [Policy 27](#).

Where bins have been forcibly compacted or frozen and the contents is stuck in the bin, residents are required to loosen the contents. The bin will then be collected on the next scheduled collection day.

Excess waste will not be collected with brown bins with the exception of real Christmas trees, which should be left next to the brown bin in January only. This is for residents who have signed up to the chargeable garden waste service only.

Additional dry recycling materials for the mixed dry recycling bin will be collected as long as these are contained in a paper bag, cardboard box or reusable plastic box. Non-recyclable containers will be left after collection. Large item such as cardboard from large electrical goods must be broken down to facilitate collection. Excess

recyclable material will not be collected if presented in a black or other type of plastic sack.

Excess paper can be placed next to the box in a paper bag or reusable plastic box.

Policy 9 – Bin Lids

Wheeled bins will only be collected if the bin lid is closed otherwise it will not be emptied. This is due to Health and Safety considerations and to limit the potential for waste to fall or blow out of the bin. See [Policy 8](#) for the management of additional waste.

Policy 10 - Rejected / contaminated wheeled bins, boxes and sacks for standard house service

Where wheeled bins are found to be contaminated, residents will be notified by means of a sticker or hanger placed on the relevant bin requiring them to remove the incorrect material and dispose of it in a responsible manner. Boxes and sacks will have a sticker placed on them if possible. Once the incorrect material has been removed from the bin or sack they will be collected on the next scheduled collection date for that material. We will not return to empty the bin, box or collect the sack before the next scheduled collection date.

Policy 11 - Collection day & time

The bins/sacks/boxes must be available at the collection point by 7am on the day of collection for all residents.

During periods of high temperatures in the summer months, collections will begin at 6am following notification via social media.

Policy 12 - Collection point for wheeled bins / sacks

Receptacles should be presented at the kerbside where this is not possible due to wheeled bins blocking footpaths they should be presented at the edge of the property, where the property meets the public highway. If properties are located down a private driveway/road then the bins must be presented where the private access road / driveway meets the public highway.

In a small number of cases e.g farms, due to the access or location of a property it may not be possible for residents to place bins near the public highway for collection. Each case will be looked at on an individual basis to agree a suitable collection point as close as possible to a vehicle access point on the highway.

Where the collection vehicle has to travel over a private / road drive we will not be liable for any damage due to wear and tear to the road surface from normal collection operations as the roadway is unlikely to have been built to highway standards.

Policy 13 - Return of bins

Bins will be returned to the collection point where possible or another safe place within a reasonable distance to the property and should be removed by the householder as soon as reasonably/practicable after the collection has been made. Bins should not be left obstructing driveways or the public footpath.

Where a bin store has been provided the bins will be returned to the bin store.

Policy 14 - Missed collections

We will only return for a reported missed collection in the following circumstances

- The bin, box or sack was placed out before 7.00am
- The correct collection point was used, and;
- It has not been reported as contaminated by collection crew;
- A crew report has not been received regarding the bin e.g. heavy, excessive waste
- In the case of assisted collections (see [Policy 15](#)) there were no access issues e.g. gate unlocked

A missed collection must be reported within 48 hours of your normal scheduled day of collection. Any missed collections reported after this time will not be collected until the next scheduled collection day unless there are exceptional circumstances.

Vehicle CCTV and in-cab crew reports will be used to determine whether a return will be made.

Policy 15 - Assisted collections

Assisted collections are available to anyone with a mobility problem where no-one in the household is able to take the bins to the normal collection point (see [Policy 12](#)). The collection team will collect the waste or recycling from its 'normal storage point', empty the container and return it back to the householder's storage point.

Where bins/boxes/sacks are placed out for collection at a location not designated as the 'normal storage point' receptacles will be returned to the location that they were found.

The bins/boxes/sacks must be easily accessible for the crews, and collection vehicle. Gates must be left unlocked where necessary and the crew should be easily able to manoeuvre the bins from the property. Please ensure there are no overhanging branches or shrubs as we may be collecting in the dark. Wherever possible the bins should be stored at the front of the property to enable easy collection and collection should avoid steps and gravel drives.

Where a property on an assisted collection is located a long way from the public highway on a private driveway / road the vehicle may need to access the property where it is not suitable for our crews to walk to collect the waste. In these circumstances we will not be responsible for damage cause to road surfaces through normal collection operations.

Checks may be carried out by the Council from time to time on resident's suitability for the collection and evidence requested from the householder. Any change in circumstance must be notified to the council as soon as possible.

Policy 16 – Frozen waste bins

During winter months organic waste can become frozen in the bin, if the waste does not empty when lifted by the vehicle mechanism the bin will be left with the contents still in it. A sticker or hanger will be left to indicate the reason for non-collection. The resident should ensure that the waste is loosened within the bin when presenting it for collection on their next scheduled collection day. We will not return to empty frozen bins before the next scheduled collection.

Policy 17 - Overweight wheeled bins and sacks

Where a crew member cannot safely manoeuvre and position a wheeled bin onto the vehicle, or where the vehicle cannot lift the bin due to its weight, then it will be left unemptied and reported by the collection crew. By law all the vehicle bin lifts have a safe working weight limit which crews cannot override. Bins containing the correct items (see website and [Policy 7](#)) will rarely be over weight.

Sacks should be liftable with one hand. When collecting sacks the employee will assess the weight of the bag. If this is too heavy to carry safely to the vehicle, the bag is likely to split or if the employee cannot safely lift it into the vehicle it will not be collected.

Where any bin or sack is found to be too heavy the householder will be required to remove sufficient material from the bin/sack and dispose of it in a responsible manner. Once sufficient weight has been removed, the bin or sack should be presented on the next scheduled collection date. We will not return to empty the bin or collect the sack before the next scheduled collection date.

Policy 18 - Ownership of wheeled bins / sacks

All wheeled bins and sacks provided remain the property of the Council and should be left at the property when moving out.

For households with a larger bin (see [Policy 6](#)) for residual domestic waste it is necessary to notify the waste department at the Council when the property is vacated.

Wheeled bins and sacks provided must only be used for the collection of waste and recycling.

The householder is responsible for keeping the bins / sacks safe whilst they are on their property and to protect them from misuse. The Council will not clean or wash bins.

Policy 19 - Provision of new/replacement wheeled bins

Bins will not usually be put on our delivery schedule until the property is occupied and registered with Council Tax.

At a property where the previous occupier has not left the bins, the Council must be contacted to arrange delivery of a set of bins.

The delivery of bins can take up to six weeks.

Policy 20 – Lost and stolen wheeled bins

If you suspect your bin has been lost please check the surrounding area before requesting a new bin. You must contact us to request a replacement bin. Waste not contained within the specified receptacles will not be collected.

Policy 21 - Damaged wheeled bins

If the bin has been damaged or 'eaten' by the collection vehicle the collection crew will report it on their in-cab reporting system and a new bin will automatically be delivered, and a notification will be left.

Replacement bins can be provided when they are damaged, damage should be reported to the Council and a replacement bin requested. Replacement mixed dry recycling bins are provided free of charge. Replacement garden waste bins and

residual waste bins are provided at a charge to cover the cost of delivery. Replacement bins or boxes can be ordered online.

A replacement may be a refurbished bin.

Policy 22 - Sharing wheeled bins

If residents request to do so, then they may share bins with their neighbour if both are in agreement. One resident must claim overall responsibility for the bin as a bin can only be allocated to one address; this is usually the property where the bins are stored. It is the responsibility of the householder if a bin is contaminated, misused or needs replacing.

Policy 23 - Severe weather

During severe weather we will

- Continue to undertake the regular scheduled collection of waste wherever it is deemed safe to do so. The decision on whether it is safe for a refuse collection vehicle to access a specific location/street has to be determined locally by the driver of that vehicle. Among key factors that apply are: road conditions, weather conditions, access past parked cars, risks to the safety of public and the crew, risks of damage to parked cars or property.
- We will try to return and collect missed bins as soon as possible after the scheduled collection date. If this is not possible due to continuing bad weather conditions we may make alternative arrangements. All service disruption details and any alternative arrangements will be communicated via our website and on social media.
- If disruption occurs we may decide to prioritise which services are caught up.

Policy 24 - Access Issues

If access to a road is blocked by parked cars or road works collections will be attempted on two consecutive days following the scheduled day of collection.

Parked cars blocking access will have a letter, card or sticker attached to the windscreen.

Where access has, on a number of occasions, been attempted to collect waste but vehicles were unable to do so for reasons such as parked cars. We may notify the Police. Collections will resume on the next scheduled day.

If we are notified of road works in advance alternative arrangements may be arranged and communicated to residents.

Policy 25 – Healthcare and clinical waste

Offensive / hygiene waste

The Council does not offer a separate collection for low grade non-clinical healthcare (offensive / hygiene) waste such as incontinence pads, nappies, feminine hygiene products etc, from a person with a non-infectious condition. This waste should ideally be double wrapped and placed in the non-recyclable (residual waste) wheeled bin. Where a large quantity is being produced then the household may be eligible for a larger residual waste wheeled bin under [Policy 6](#).

Clinical waste - Infectious or hazardous waste including Sharps

Sharps such as needles must never be placed in wheeled bins or sacks but disposed of in special sharps boxes and can be returned to the doctors surgery/ hospital or residents can have a special collection. Clinical waste collections of sharps are made in yellow sharps boxes on a call and collect basis.

Clinical waste collections for infectious waste in most cases are considered temporary and are periodically reviewed.

Patients producing infectious or hazardous waste must have a referral form from their healthcare provider.

Which of the services above are provided will be based on the information provided by the resident and their healthcare professional.

Policy 26 – Bulky waste collections

Where a household has bulky household waste e.g. a sofa or large Waste Electronic or Electrical Equipment e.g. a fridge for disposal these can be taken to the nearest Household Waste Recycling Centre.

It is advised that for bulky household waste in good condition charities or reuse organisations should be contacted initially.

Bulky household waste collections made by the Council are charged and will be collected only upon receipt of the relevant payment. These collections will be made at a different time to normal waste collections and the items should be placed outside for collection on the notified day.

Items should be stored in a clean and dry location prior to collection as the Council will reuse or recycle the items where possible.

We do not make collections from inside the property.

TRADE WASTE POLICIES

Policy 27 – Trade refuse and recycling collection material streams

The Council can provide chargeable collection upon request for residual trade waste. In some areas collections can also be made for mixed dry recycling, separate paper. Waste must be contained within the receptacles provided and payment must be made in advance.

Bins which are contaminated or contain prohibited items will not be collected.

Contaminated bins can be emptied as residual waste for an additional charge.

Policy 28 – Trade refuse and recycling collection bin sizes

Collections can be arranged for the following bin sizes provided they are in stock.

- 140L
- 240L
- 360L
- 660L**
- 1100L**

**Not suitable for paper only collections.

All bins and sacks remain the property of the Council and will be collected at the end of a contract or on non payment of outstanding invoices.

Terms and conditions and further service information is available on our website.

STREET CLEANSING POLICIES

Policy 29 – Standard of Service

The majority of street cleansing operations are undertaken in accordance with a cleansing schedule based on zoning outlined in the Code of Practice for Litter and Refuse. Where standards of cleanliness have been identified to have fallen below Grade B between the scheduled cleanse or litter pick, they will be returned to Grade A in accordance with the response times outlined in [Policy 32](#).

Policy 30 – Response times

All highway cleansing schedules have been devised on needs based cleansing frequencies according to their intensity of use and using guidelines in the Code of Practice on Litter and Refuse. Further details are available on our website.

Fly-tipping will be removed within 2 working days of the report. Where hazardous waste is identified in the fly tip a specialist contractor is required to remove waste and therefore removal may be up to 10 working days.

Heavily littered and 'hotspot' areas which are categorised as Grade C or D will be cleaned of litter on receipt of reports or as a result of inspections in accordance with the response times.

Overflowing litterbins will be responded to within 2 working days.

Reported needles will be collected the same working day.

Policy 31 – Leaf clearance

In the NHDC area, separate leaf clearance work will be undertaken as required in high leaf fall streets across the district to maintain the safe use of highway footpaths. All other leaf clearance will be undertaken alongside the scheduled cleanse, typically a minimum of every six weeks.

In EHDC, leaf clearance work will only be undertaken when there is a potential problem for drainage in roads identified as liable to flooding.

Policy 32 – High speed roads

High speed roads requiring traffic management and road closures to cleanse and litter pick safely will be mechanically swept at least once a year.

Laybys and safely accessible areas will be litter picked as required and in accordance with the zones specified in the Code of Practice for Litter and Refuse. This is often done at the same time as litter bin emptying.

Policy 33 – Street cleansing Town centres

Town centres will receive a daily litter pick service. The areas of the town centres experiencing the highest intensity of traffic will be maintained to a Grade A standard between 8am and 6pm Monday to Saturday and 8am and 12noon on Sundays, with the exception of Christmas Day and New Year's Day.

Policy 36 - Litter / on street recycling bins

Litter bins are to be used for small items of rubbish derived from passers by only. Bagged dog faeces can be placed into street litter bins. Household and commercial waste should not be placed into on street bins. Waste should be placed inside the bin, not next to or on top of it.

If a stub plate is present, the extinguished cigarette should then be disposed in the bin.

Where recycling bins are present, only the correct materials as stated on the bins should be placed within them.

Where litter bins are not present litter should be taken home.

Policy 37 – Winter snow clearance

Winter snow clearance and gritting frozen or icy roads or footpaths is the responsibility of the land owner. For roads and footpaths which form part of the highway this is the responsibility of Hertfordshire County Council (HCC).

Gritting will be undertaken when necessary on Council owned land such as car parks, and in some circumstances staff will assist HCC in gritting and clearing snow from the town centre footpaths.

Policy 38 – Events and street parties

Additional cleansing support can be provided where necessary for events and street parties. It is the responsibility of the event organisers to liaise with the cleansing team about these requirements and the cost of additional services will be recovered from the organisers.

Policy 39 – Graffiti and fly-poster removal

Response times for the removal of reported offensive graffiti and reported offensive fly-posting, on Council property, will be in accordance with the recommendations in the Code of Practice for Litter and Refuse.

In addition officers will work with private property owners to encourage the removal of graffiti.

Further details are provided on our website

Waste Shared Service Aim

Delivering high quality and well performing services which are both financially and environmentally sustainable.

Waste Shared Service Principles

- a. Maintain and/or improve service standards through efficient working.
- b. Achieve service improvements, greater resilience, efficiencies, cost reductions or better performance through service alignment
- c. Deliver service changes aligned with the government's Resources and Waste Strategy which demonstrate a net environmental benefit
- d. Work in partnership with contractors to develop and evolve a carbon management plan identifying how operations can deliver year on year carbon savings and move towards services with net zero carbon emissions.
- e. Improve efficiencies and enhance the offering for chargeable waste and recycling services and explore commercial opportunities
- f. Work in partnership with contractors to explore new opportunities to reduce costs and ensure the delivery of financially sustainable services
- g. Providing residents and customers with improved and enhanced online self-serve opportunities delivering any service changes with this in mind
- h. Work in partnership with contractors to improve and modernise working practices and make our services an attractive place to work
- i. Work with the Herts Waste Partnership and other partners to share knowledge, best practice, reduce waste and embed circular economy principles in service delivery.



East Herts current bins:
 Black 240 litres refuse
 Blue lidded 240 litres Co-mingled recycling
 +
 Paid for garden waste service 240 litres



North Herts current bins:
 Purple 180 litre refuse
 Black 240 litres Co-mingled recycling
 Blue Paper box 55 litres
 Food caddy 23 litres
 +
 Paid for garden waste service 240 litres



Proposed Standard Configuration
 Purple lidded 180 litres refuse
 Blue lidded Co-mingled recycling 240
 litres
 Food caddy 23 litres
 Blue Paper box 55 litres
 +
 Paid for garden waste service 240 litres



Separate Fibre Bin Option
 Purple lidded 180 litre refuse
 Black lidded co-mingled bin 240 litres
 Blue lidded fibre bin 240 litres
 Food caddy 23 litres
 +
 Paid for garden waste service 240 litres

SUMMARY OF COLLECTION SERVICES - 3 WEEKLY REFUSE

Councils with 3 weekly refuse collections	Refuse	Mixed recycling	Food	Garden waste	Paper/card	Glass	2019 recycling rate (SEPA) %	20/21 recycling rate (Let's Recycle &)	Notes
Argyll and Bute Council	3 wk, 240L	2 wk, 240L	weekly, 23L caddy, towns only	not collected	included in recycle bin	4 wk towns only, 120L?	38.6		
Blaenau Gwent County Borough Council	3 wk, 240L? bin or sacks	weekly, 4 stacked boxes (Trollybocs) on trolley for separating paper,plastics, metal& glass	weekly, caddy 23L?	weekly, hessian sack	weekly, hessian sack (cardboard only)	weekly, included in Trolleybocs		64.3	Garden waste stops in winter. Batteries and small WEEE collections
Bury Council	3 wk, 240L?	3 wk, bin	2 wk (mixed) bin		3 wk, bin	included in recycle bin		50.5	Collecting 3 weekly refuse since 2014
Ceredigion County Council	3 wk, sacks (option to purchase a 240L or 1100L bin)	weekly, sack	weekly, caddy	sacks, bookable collection	in mixed recycling bin	3 wk, box		70.2	
Clackmannanshire Council	3 wk, 240L	2 wk, 240L	weekly, 23L	3 wk, 240L	in mixed recycling bin	in mixed recycling bin		55.4	
Daventry District Council	3 wk,240L?	2 wk, 240L?	weekly, 23L	2 wk, 240L	in mixed recycling bin	in mixed recycling bin		52.7	123+ WEEE collected in bag on residual day
East Ayrshire Council	3 wk, 240L	Weekly, trolley boxes (plastics & cans)	weekly, caddy 23L?	4 wk, 240L	weekly trolley box	weekly trolley box		53.2	
East Devon District Council	3 wk, 240L? bin or gull sack	Weekly Sack (plastic/metal) and box (paper/glass/bag ged WEEE, textiles and batteries)	weekly, caddy	2 wk, 240L	in mixed recycling bin	in mixed recycling bin		60	Ask East Devon Alexa service
East Renfrewshire Council	3 wk, 240L?	3 wk, 240L?	weekly, mixed food/garden (max 1 bin), 240L		3 wk, 240L	in co-mingled		67.8	
Gwynedd County Council	3 wk, 240L	weekly trolley boxes	weekly, 22L caddy	2 wk, 240L?	weekly box	weekly box		65.5	
Isle of Anglesey County Council	3 wk, 240L	weekly, trolley boxes	weekly,23L food	2 wk,240L	weekly box (paper & Textiles)	weekly box (glass & cardboard)		65.7	
Mid Devon	3 wk, 180L (new bins)	2 wk boxes	weekly, 23L caddy	2 wk, 240L	2 wk (cards & cartons)	in mixed recycling bin		53.7	Bin-it 123, Oct 22
Moray Council	3 wk, 240L	2 wk, 140L bin	2 wk, 140L		2 wk, 140L bin	2 wk, Box 38L		59	
North Ayrshire Council	3 wk, 240L	3wk, 240L	2 wk (mixed), 240L		3 wk, 240L	in mixed recycling bin		56.3	
North Lanarkshire Council	3 wk, 240L	3 wk, 240L	2 wk (mixed), 240L		3 wk, 240L	in mixed recycling bin		40.3	
Oldham Council	3 wk, bin	3 wk, bin	weekly, bin		3 wk, bin	in mixed recycling bin		36.7	
Pembrokeshire County Council	3 wk, 3 sacks	Weekly, reusable sack for metals and plastics	weekly, 23L caddy	2 wk, 240L	weekly, reusable sack for card, box for paper	weekly, box		73.2	Aug 19, good video. Garden waste stops in winter
Powys County Council	3 wk, 180L	Weekly, 55L Box	weekly, caddy		weekly,44L Box	weekly, 44L Box		66.1	
Renfrewshire Council	3wk, bin	2 wk, bin	weekly, bin	weekly, caddy	2 wk, bin	in mixed recycling bin		53	
Rochdale Borough Council	3 wk, 240L	3 wk, 240L	weekly, 204L		3 wk, 240L	in mixed recycling bin		48	Family 5+ can have larger bins
Salford City Council	3 wk, 240L (Tues-Fri)	2 wk, 240L bin, box or sack	weekly, mixed garden/food 240L bin and 23L just for food (no garden)		2 wk, 240L bin (may be too big)	in mixed recycling bin		47.2	4 day collections. 4 years, includes farm houses/flats, buy extra capacity via trade contract. Saved £10M. 180-200 houses, 400,00 pop
South Ayrshire Council	3 wk, bin	4 wk, 2 bins allowed	weekly, caddy	4 wk, 2 bins allowed	4 wk, bin	6 wk, 2 bins allowed		57.7	App SAC mybins
Wigan Metropolitan Borough Council	3 wk, 240L standard (140 for smaller properties)	3 wk, 240L standard metals,glass plastics (140L smaller properties)	2 wk, mixed garden/food 240L standard (140L or 23L caddy for smaller properties)		3 wk 240/140L or sackx1	in mixed recycling bin		53.2	Food video. T&Cs for bin charging. Published waste policy "at a glance" summary
Walsley District Council	3 wk, 180L	2 wk, 240L	weekly, 23L caddy	2 wk, 240L	in mixed recycling bin	in mixed recycling bin		49.5	"123 collection" also batteries WEEE and textiles, Aug 22
Stratford-on-Avon District Council*	3 wk, 240L (replacements will be 180L)	2 wk, 240L	weekly, 23L caddy	2 wk, 240L	in mixed recycling bin	in mixed recycling bin		59.4	"123 collection" also batteries WEEE and textiles, Aug 22

*working in partnership

Paper Recycle

Proposal if separate 'fibre' (paper and cardboard) is mandated

Current Service Provision

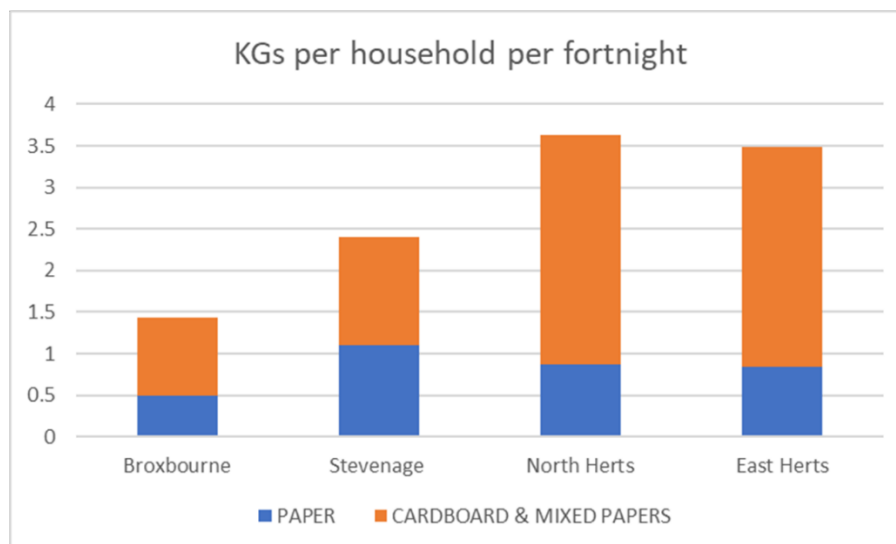
East Herts

- 240L Fortnightly Residual Waste
- 240L Fortnightly Mixed Dry Recycling
- 45-55L Fortnightly Paper
- Total capacity over 6 weeks = 1,575L - 1,605L
- Recycling Rate 21/22 = 46.03%

North Herts

- 180L Fortnightly Residual Waste
- 240L Fortnightly Mixed Dry Recycling
- 55L Fortnightly Paper
- 23L Food waste caddy
- Total capacity over 6 weeks = 1,563L
- Recycling Rate 21/22 = 57.58%

Capture rates of paper and card are shown based on two local box services and our current box and bin service.



Capture of cardboard/ mixed papers is likely to drop significantly if collected in a box only service. Proposal is therefore for a 240L bin provision for the majority of households.

Preferred Proposal if separate fibre is mandated

- Introduce weekly food in EH
- Three weekly 180L residual waste
- Three weekly 'Fibre' bin – Paper and Cardboard
- Three weekly 'Containers' bin – plastic bottles pots, tubs, trays, film, aluminium and steel cans, glass
- Total capacity over 6 weeks = 1,458L
- Est. Recycling Rate = 58%-60%+

Capacity for households is reduced slightly from the current provision over a six-weekly cycle in line with waste minimisation principles. However, capacity provision is higher than the primary proposal recommend in the Cabinet/Executive report for three weekly residual waste with fortnightly mixed dry recycling and a fortnightly paper box.

- **Does it reduce waste?** Yes, from reduced residual bin size and reduced residual emptying cycle. Also food waste reduces when separate food waste collections are introduced.
- **Does it increase recycling?** Yes, greater capacity for recycling in bins. Also food waste captured in EHC.
- **Does it reduce fleet carbon footprint?** Carbon impacts are mitigated, reduced fleet movements for residual waste. However, introduction of new mandated services will increase fleet movements and therefore carbon impacts. Fleet movements are mitigated as far as is considered reasonably practicable.
- **Does it reduce collection costs?** Costs are mitigated reduced costs from residual waste collections but the introduction of new mandated services will increase costs. Costs are mitigated as far as is considered reasonable practicable.
- **Are East & North Service aligned?** Yes
- **Is there Capital spend?** Yes, from mandated change only.

Date	Activity
June/July/August 2022	Tender procurement for Waste Consultants to support the procurement
Aug-22	Issue PIN notice (not essential but alerts the market to the opportunity)
August/September 2022	Pre-market engagement to warm up the market and check timetable
30/08/22	EHC LT
05/09/22	NH LT
06/09/22	EH Exec T
07/09/22	NHC PLB
07/09/22	O&S papers deadline
08/09/22	EHC All Member Briefing
12/09/22	O&S papers published
14/09/22	NHC All Member Briefing
20/09/22	EHC O&S
28/09/22	NHC O&S
September/October 2022	Development of Descriptive Document and SQ.
12/10/22	Exec Pre Meet
14/10/22	EHC Exec papers deadline
25/10/22	EHC Executive/ NHC Cabinet
Nov-22	Project Board
05/12/22	Contract Notice and ITT Issued
Nov-22	Project Board
09/01/23	SQ deadline
w/c 09/01/2023 until early Feb 23	Evaluation of SQ's/Shortlisting
Jan-23	Project Board
6th Feb - 17th March 2023	Dialogue Stage 1
20th Mar - 26th May 2023	Reduction in bidders/ revised solutions
Mar-23	Project Board
29th May - 21st July 2023	Dialogue Stage 2
Apr-23	Project/Partnership Board
24th July - 29th Sept 2023	Reduction in bidders/ revised solutions
Jun-23	Project Board
not needed	Dialogue Stage 3 (may not be required)
not needed	Reduction in bidders/ revised and final solutions
Aug-23	Project Board
2nd October 2023	Issue Final Tenders
Oct-23	Project/Partnership Board
23rd October 2023	Tender Deadline
Dec-23	Project Board
30th Oct - 15th Dec 2023	Tender Evaluation & and Post Tender Clarifications
Jan-24	Project Board/ Executive & Cabinet Approval
Feb-24	Intention to Award/Standstill Period
Mar-24	Contract Award
Apr-24	Project/Partnership Board
Apr 24 - Apr 25	Contract Mobilisation
May-25	Contract Start

Appendix 9 – Summary of comments from Parish Councils

Responses were received from the following Councils:-

- Albury Parish Council
- Anstey Parish Council
- Ardley Parish Council
- Aspenden Parish Council
- Aston Parish Council
- Cottered and Throcking Parish Council
- Hertford Heath
- Hunsdon Parish Council
- Little Hadham Parish Council
- Walkern Parish Council

Below is a summary of the points raised:-

An objection to the proposed changes was received from some of the respondents. No responses were received from Parish Councils not in receipt of the grant.

Concern regarding a lowering of the standard of cleansing.

Concern regarding the frequency of litter bin emptying.

Concern that litter bins may be allowed to over flow.

Concern that the grant is used to cleanse areas which are outside of the districts responsibility and therefore won't be cleansed under the contract. E.g. village greens, fields and common land.

Concern for the safety of visitors if more cleansing vehicles will be operating in areas.

Concern that some Parish Councils operate services with a zero carbon footprint.

Concern that litter left uncollected (because it falls outside of EHC responsibility) will be harmful to the environment etc.

Concern that contracted staff will not perform duties as diligently as locally employed staff.

Concern that a degradation of litter collection would impact on neighbourhood cohesion, community pride, emotional and mental wellbeing.

Concern that reduced litter collection would result in rats and other vermin.

Concern that Parish Councils need sufficient time to budget for changes.

That the grant scheme currently in place meets the objectives of the Discretionary Community Grants Policy

Concern that litter would blow into hedges, gardens and fields due to infrequent litter collection.

Concern that money from the precept would be needed to maintain service standards.

Concern that the precept can not afford the current private provision.

Concern that current schedules would not be sufficient to maintain standards.

Suggestion that the 'Adopt an Area' scheme is the Council relinquishing it's responsibilities.

Question whether there is a real saving to EHC.

Appendix 10 – Hertfordshire County Council Comments

General Observations

Whilst you rightly make reference to the national Resources and Waste Strategy (R&WS) in your email, it occurs to me that additional support for the recommendations and/or consideration of risk for their implementation could be made by reference to potential legislative and policy changes that are proposed through consultation and/or on the horizon but that sit outside of the R&WS and which therefore, may also be influencing factors in your decision making. To highlight a few areas:-

- The future management of Persistent Organic Pollutants (POPs) – LAs and service providers will have had recent notification of the Environment Agency's enforcement position in regard to the management of POPs in the waste stream. Specifically, for Waste Collection Authorities (WCAs), consideration on how best to collect domestic soft furnishing items from resident's homes and/or from fly-tipping incidents would seemingly form a part of the costing of proposals and likely discussed during the tender process, acknowledgement of the risks would seem prudent at this stage.
- The potential inclusion of Energy from Waste (EfW) in the Emissions Trading Scheme – From a strategic and holistic point of view, your proposed reduction in residual waste receptacle size and 3 weekly residual collection would support aims on waste reduction and efforts to protect the 'taxpayer's purse' in future years.
- The Environment Act's proposed long-term waste reduction target – Noting industry thinking that there is likely to be a significant gap between the target and what is capable of delivery through R&WS implementation, again, your proposed

reduced receptacle size and 3 weekly residual waste collection would support progress towards this long-term aim.

- Net zero/decarbonisation agenda – How we best track and monitor holistic carbon impact of WCA and Waste Disposal Authority (WDA) is a matter being considered by officers of the HWP and I would think that your proposed recommendations would support an improved carbon reduction position for Hertfordshire, for example, waste minimisation and food waste to Anaerobic Digestion.

Whilst R&WS implementation has a continued lack of clarity, there are a range of financial considerations that may affect decision making at a local level:

- Lack of specific information concerning “new net burdens” under the R&WS Consistency agenda.
- How “necessary costs” arising through Extended Producer Responsibility (EPR) funding for Packaging Wastes will be identified and ultimately how much will be received, and when, by any Local Authority.
- Should EPR deliver funding, then what is the potential for cessation of Recycling Credits and how have this and other existing tiered statutory and non-statutory funding arrangements throughout Hertfordshire been considered as part of the financial assumptions in the scope of costing the proposed changes.
- Impact of a Deposit Return Scheme.

From a WDA perspective, consultation on contract length may inform process and there are a range of local parameters that need to be considered including, use of the new Eastern Transfer Station, organic

waste contract end dates and future services for separate green garden and food waste. My officers would be able to support on planned timing of procurements and award.

Recommendations for Executive (from your email):

- That the customer services and call handling function be provided by the local authority.

Whilst a matter for your own Authority, I would suggest that it would be best to maintain flexibility with reference to the outcome of the planned HWP Waste Study.

- That a new weekly separate food waste collection service in 23l caddys for houses and in wheeled bins for flats in East Hertfordshire be introduced from 2025.

The County Council is supportive of the introduction of separate food waste services.

- That residual waste collections occur on a three weekly collection cycle from 2025.

Whilst frequency of collection of all waste types remains a local decision, the County Council is supportive of service changes seeking to minimise waste. Appropriate communication with officers at the County Council is required as WDA contracted services are subject to their own terms and conditions e.g. guaranteed minimum tonnage and communication would help to mitigate any unforeseen consequences.

- That the standard receptacle for residual waste be 180l in size and that all new and replacement residual waste containers for houses will be 180l as soon as is reasonably practicable.

The County Council is supportive of service changes seeking to minimise waste with comments above concerning financial business case assumptions applying.

- That a standard bin colour set across East and North Hertfordshire is introduced and that colours are transitioned over time.

Whilst a matter for your own Authority, I would suggest that it would be best to maintain flexibility with reference to the outcome of the planned HWP Waste Study.

- That plastic film be included in the mixed dry recycling collections from 2025.

The County Council is supportive of efforts to move waste up the hierarchy with comments above concerning financial business case assumptions e.g. Recycling Credit future applying.

- That bring bank services for paper and textiles are removed during 2023/24.

Whilst the County Council doesn't have a strong view on the cessation of these local services, a view from partners in any HWP consortia and reference to the outcomes of the HWP Waste Study should be considered.

- That Parish litter picking grants cease and for street litter bins currently maintained under this scheme to be serviced under the waste and recycling contract from 1st April 2023.

The County Council would make no comment.

- That the garden waste collection charge is aligned with NHC from 2025.

Whilst this is not a matter for the County Council to comment on, clarity on the Consistency agenda of the R&WS may impact on any decision to charge for green garden waste. Outcomes of the HWP Waste Study should be considered.

- Collection of fibre separately (should it be mandated by the Government).

The County Council would make no comment.

Thank you again for the opportunity to comment on your draft proposals and I'm also happy to extend an offer of support from County Council and HWP officers in the ongoing process.

Equality Impact Analysis Form

1. Equality Impact Analysis (EIA) Form

Title of EIA (policy/change it relates to)	Waste Collection Service Changes – Three Weekly Residual Waste & Weekly Food Waste.	Date	05/09/2022
Team/Department	Shared Waste Management Service		
Focus of EIA What are the aims of the new initiative? Who implements it? Define the user group impacted? How will they be impacted?	<p>The services changes are being proposed to ensure waste collection services remain fit for purpose and meet the Councils objectives for financial and environmental sustainability. The change to the weekly separate collection of food waste is expected to be mandated in 2025 and the change of frequency of collection for residual waste will help mitigate the increased costs of the service and mitigate some of the additional carbon impacts of the fleet. The service changes will be implemented as part of the waste collection contract change in 2025 and the changes will affect all residents in the district. Residents will be required to change the way they manage the waste they produce and use different waste collection arrangements.</p>		

Please note: Prepopulated data for protected categories other than Age and Gender come from 2011 census results¹ on the district, the Age and Gender data comes from ONS mid-year estimates². If the service has specific demographic data for service users/residents than this should be used instead.

¹<https://www.nomisweb.co.uk/census/2011>

²<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalescotlandandnorthernireland>

2. Review of information, equality analysis and potential actions

Please fill in when appropriate to the change. If it does not, please put N/A

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff		What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts (actual and potential, positive and negative. Clearly state each)	What can you do? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and • foster good relations
Age	Under 20 20-24 25-29 30-44 45-59 60-64 65-74 75-84 85-89 90	24.2% 4.5% 5.5% 19.8% 22.9% 5.4% 9.6% 5.6% 1.6% 0.9%	Service changes are often perceived negatively. They are perceived as placing additional burdens on householders. However, the public consultation also indicated that 45% of residents residual waste bins were half full or less. Only 9% of residents indicated that	The results indicate that a large proportion of residents do not need to change behaviour to manage the change. It also indicates that some of the changes would be welcomed. It also shows that some of our existing policies will support the changes. It is expected that the parents of multiple children in nappies and users	Households with multiple children in nappies will be supported to consider reusable options with our existing nappy scheme. We will promote our 'exceptions' policies. Our policy currently allows for additional capacity for households producing large quantities of nappy waste. It is proposed that under a policy change these households will be offered fortnightly collections. We will also promote our assisted collection service for those residents who

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff		What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts (actual and potential, positive and negative. Clearly state each)	What can you do? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and • foster good relations
			they were not at all likely to use a weekly food waste collection. 42% of residents indicated that they would like to see additional collection capacity provided for those who may need it.	of adult nappies (which may be a higher proportion of older residents) would find the three weekly service most difficult to manage. Older residents are likely to live in smaller households which would mean managing their waste with the provided capacity would be easier. Older residents may find the three – weekly cycle confusing.	may struggle due to their age and deteriorating mental capacity to remember to put bins out on a three weekly cycle.

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff	What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts (actual and potential, positive and negative. Clearly state each)	What can you do? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and • foster good relations
Disability	11,663 households in East Herts have one person in household with a long-term health problem or disability.	42% of residents indicated that they would like to see additional collection capacity provided for those who may need it.	Users of adult nappies would find the three weekly service most difficult to manage.	Our existing policy on assisted collections already supports this group. We will promote our 'exceptions' policies. Our policy currently allows for additional capacity for households producing large quantities of nappy waste. It is proposed that under a policy change these households will be offered fortnightly collections.
Gender reassignment	N/A			

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff		What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts (actual and potential, positive and negative. Clearly state each)	What can you do? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and • foster good relations
Pregnancy and maternity			42% of residents indicated that they would like to see additional collection capacity provided for those who may need it.	It is expected that the parents of multiple children in nappies would find the three weekly service most difficult to manage.	We will promote our 'exceptions' policies. Our policy currently allows for additional capacity for households producing large quantities of nappy waste. It is proposed that under a policy change these households will be offered fortnightly collections.
Race	White English/Welsh/Scottish/Northern Irish/British Irish Gypsy or Irish Traveller Other White Mixed/multiple ethnic groups White and Black Caribbean White and Black African White and Asian Other Mixed	95.47% 90.25% 1.14% 0.04% 4.04% 1.61% 0.45% 0.15% 0.62% 0.38%	The consultation feedback provided no mention of the proposals impacting this protected characteristic.	No anticipated impact	No mitigation measures necessary.

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff		What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts (actual and potential, positive and negative. Clearly state each)	What can you do? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and • foster good relations
	<p>Asian/Asian British 1.95%</p> <p style="padding-left: 40px;">Indian 0.73%</p> <p style="padding-left: 40px;">Pakistani 0.15%</p> <p style="padding-left: 40px;">Bangladeshi 0.20%</p> <p style="padding-left: 40px;">Chinese 0.37%</p> <p style="padding-left: 40px;">Other Asian 0.49%</p> <p>Black/African/Caribbean/Black British 0.71%</p> <p style="padding-left: 40px;">African 0.43%</p> <p style="padding-left: 40px;">Caribbean 0.22%</p> <p style="padding-left: 40px;">Other Black 0.07%</p> <p>Other ethnic group 0.26%</p> <p style="padding-left: 40px;">Arab 0.10%</p> <p style="padding-left: 40px;">Any other ethnic group 0.16%</p>				
Religion or belief	<p>Christian 62.75%</p> <p>Buddhist 0.32%</p> <p>Hindu 0.45%</p> <p>Jewish 0.33%</p> <p>Muslim 0.72%</p> <p>Sikh 0.12%</p> <p>Other religion 0.32%</p> <p>No religion 27.75%</p>		The consultation feedback provided no mention of the proposals impacting this protected characteristic.	No anticipated impact	No mitigation measures necessary.

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff		What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts (actual and potential, positive and negative. Clearly state each)	What can you do? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and • foster good relations
	Religion not stated	7.26%			
Sex/Gender	The district is 51% female and 49% male		The consultation feedback provided no mention of the proposals impacting this protected characteristic.	No anticipated impact	No mitigation measures necessary.
Sexual orientation			The consultation feedback provided no mention of the proposals impacting this protected characteristic.	No anticipated impact	No mitigation measures necessary.

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff		What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts (actual and potential, positive and negative. Clearly state each)	What can you do? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and • foster good relations
Marriage and civil partnership	Single Married Civil partnership Separated Divorced Widowed	30.5% 52.3% 0.2% 2.3% 8.6% 6.2%	The consultation feedback provided no mention of the proposals impacting this protected characteristic.	No anticipated impact	No mitigation measures necessary.
Assessment of overall impacts and any further recommendations					
The impacts focus on the ability for residents to manage their own waste. As well as supportive policies for those who genuinely need additional support, we are also able to provide advice and guidance and will have additional staff resources during the mobilisation period to do this.					

3. List detailed data and/or community feedback which informed your EqIA (If applicable)

Title (of data, research or engagement)	Date	Gaps in data	Actions to fill these gaps: who else do you need to engage with? (add these to the Action Plan below, with a timeframe)
Public Consultation	22 nd July 2022 to 22 nd August 2022.	Not all residents completed the public consultation.	A communications campaign will deliver messages directly to households in advance of the service changes and additional advice and information will be provided either online or via the customer contact centre.

4. Prioritised Action Plan (If applicable)

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
NB: These actions must now be transferred to service or business plans and monitored to ensure they achieve the outcomes identified.				
Ability to manage their waste	Updates to supportive policies and additional resources during service roll out.	Greater uptake of supportive policies	Low levels of complaints. Low instances of dumped nappy waste.	Ongoing.

EqIA sign-off: (for the EQIA to be final an email must sent from the relevant people agreeing it or this section must be signed)

Lead Equality Impact Assessment officer:		Date:	
Directorate Management Team rep or Head of Service:		Date:	
Author of Equality Impact Analysis:	Chloe Hipwood	Date:	05/09/22

Appendix A: Comments from the Overview and Scrutiny Committee

Future Service Design of Waste, Recycling and Street Cleansing Services

Comment from Committee	Reasons from the Committee	Executive Member/Officer Comment	Recommended Action
Comment/suggestion made by the Committee	Why the Committee made the suggestion	Response from the Exec Member following consultation after the meeting and any relevant response from Officers ie if the suggestion/comment has any legal or financial implications	Take no action OR List the suggested change
That the three weekly vs the two weekly residual collections and the cost involved would be administered and why there was a need as this could cause difficulties especially for those with health needs, those living in flats etc.	The comments raised were in responses to the questions asked by Members to the Executive Members and responses received at the O&S Meeting	A further report on the policies and wider arrangements for the shared service which will support the service changes will be brought forward to overview and scrutiny in Spring 2023 as will the contract award in Spring 2024. A Project Board will oversee the progress of the procurement as identified in the report. The final contract award report will highlight the cost benefit of any proposed changes following financial submissions from bidders.	A report in the spring is presented to O&S regarding revised policies for the service. A member briefing session will be considered when the government strategy is finalised.

Commented [LB1]: This line will be deleted once documents finalised.

Comment from Committee	Reasons from the Committee	Executive Member/Officer Comment	Recommended Action
That the use of electrical vehicles should be introduced from the viewpoint of sustainability and practicality (as they could recharge overnight at the depot)		The viability of electric vehicles is being explored. This includes exploring the cost of necessary infrastructure changes to the depots. At the moment a wholly electric fleet is not considered viable based on the technology in the market place.	To ensure the contract specification considers more sustainable operations to the current model of operations.
That food could become compacted for those sharing communal facilities and hygiene related issues in relation to food caddies and infrequency of collection.		As described in the report. Communal facilities will receive weekly collections. The shared service currently has no recurring issues with weekly food waste collections from communal properties in North Herts where the service has been operating since 2012.	To ensure the work programme for the service includes future comms messages covering issues raised regarding food waste.
Whether Officers were confident that a reduction in the size of the bins would encourage more recycling		As described in the report, reducing bin size and capacity is highly likely to encourage more recycling. North Herts experienced a significant uplift in the recycling rate when they changed from 240L residual waste bins to 180L residual waste bins. The change for East Herts would be more gradual as the bin size transition is only for replacement bins.	To ensure future campaigns make it clear what goes into the residual and what can be composted or recycled.

Comment from Committee	Reasons from the Committee	Executive Member/Officer Comment	Recommended Action
<p>The financial uncertainty of the economy and how this might impact on the waste contract</p>		<p>Our current contract annual uplift is based on a basket of indices. Inflationary increases therefore significantly impact on the cost of service provision linked to the rising cost of wages and fuel. We will be undertaking a pre-engagement exercise with potential bidders in the hope of ensuring the contract we bring to the market is as attractive as possible.</p>	<p>The financial forecast for contract inflation will be reflected in the medium term financial plan report as part of the budget setting process.</p>

East Herts Council Report

Executive

Date of Meeting:	25 October 2022
Report by:	Councillor Jan Goodeve, Executive Member for Planning and Growth
Report title:	Old River Lane Supplementary Planning Document (SPD) - Final for Adoption
Ward(s) affected:	All

Summary

- To outline the responses received to the public consultation on the draft Old River Lane Supplementary Planning Document (SPD) and to seek Members' agreement to adopt a revised Old River Lane SPD.

RECOMMENDATIONS FOR Executive to recommend to Council:

- (a) That the responses to the consultation be noted and the officer responses and proposed changes to the Old River Lane Supplementary Planning Document (SPD) be supported;**
- (b) That the Old River Lane Supplementary Planning Document (SPD), as detailed at Appendix C to this report, be agreed for adoption; and**
- (c) That in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004 it has been determined that a Strategic Environmental Assessment of the Old River Lane Supplementary Planning Document**

(SPD) is not required as it is unlikely to have significant environmental effects beyond the District Plan policies.

1.0 Proposal(s)

- 1.1 The Old River Lane Supplementary Planning Document (SPD) has been prepared to provide guidance on the implementation of Policy BISH8 in the East Herts District Plan 2018.
- 1.2 Following public consultation, the Council has amended the draft Old River Lane SPD to reflect the issues raised.
- 1.3 This report outlines the results of the consultation and seeks Members' agreement to adopt a revised Old River Lane SPD.

2.0 Background

- 2.1 Old River Lane is a development site allocated in the East Herts District Plan 2018 (Policy BISH8) which forms a key opportunity for sustainable redevelopment in the heart of Bishop's Stortford and an opportunity to reconfigure the retail, community, and leisure provision in the town centre.
- 2.2 The Old River Lane SPD sets out the Council's aspirations for the redevelopment of the Old River Lane site. The ambition is to create a well-designed development that responds to the character of the surrounding area.
- 2.3 A draft version of the Old River Lane SPD was published for public consultation for four-weeks between the 5 July and 2 August 2022.

3.0 Reasons

Purpose of the SPD

- 3.1 Policy BISH8 (Old River Lane) of the East Herts District Plan 2018, sets out that the Old River Lane site will provide for a mixed-use development and around 100 new homes. The policy states that the 'Bishop's Stortford Town Centre Planning Framework' 2016

will form the basis of a Supplementary Planning Document which will be used to inform the masterplanning of the site.

- 3.2 The SPD sets out the aspirations of the Council for the redevelopment of the Old River Lane site. The ambition is to create a well-designed development that responds to the character of the surrounding area. The SPD:
- Sets out the existing planning policy framework for bringing forward appropriate redevelopment of Old River Lane.
 - Establishes placemaking and design principles.
 - Will improve the quality of proposals.
 - Will ensure high quality-design.
- 3.3 The SPD has been prepared in line with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012 and will be a key material consideration in determining the acceptability of development on the site and seeks to reduce uncertainty by creating a framework against which development proposals can be assessed

Content of the SPD

- 3.4 The SPD addresses a range of planning matters relating to the redevelopment of Old River Lane. As such the SPD has been split into nine Chapters as follows:
- **Introduction** – describes the background to the SPD including the planning policy context and the process for preparing the SPD.
 - **Site Context and Analysis** – examines the historical development of the area, looking back at the evolution of Bishop’s Stortford, followed by a brief history of the Old River Lane site. Further analysis of the Old River Lane site today follows and how it relates to the wider town centre.
 - **Policy BISH8 Old River Lane** – provides further information on the policy requirements of BISH8 with

- reference to land use on the site.
- **Transport Options** – considers broad transport issues and options relating to Old River Lane.
 - **Vision and Development Objectives** – sets out the vision for the Old River Lane site and development objectives.
 - **Constraints and Opportunities** – sets out the constraints and opportunities that were identified following the appraisal of the site and its existing uses.
 - **Design Principles** – sets out the design principles that will guide development at Old River Lane.
 - **Strategic Masterplanning Framework** – sets out the framework for development proposals at Old River Lane.
 - **Planning Application Requirements** – outlines the documents required to accompany planning applications.

3.5 An Old River Lane Steering Group was set up last year (2021) to ensure a better understanding of the key issues and aspirations that the community have for the Old River Lane site. The Council was able to get feedback on the emerging proposals and principles as well as jointly setting a vision and objectives for the site. The discussions that have taken place at the Steering Group meetings have therefore influenced both the scope and content of the SPD.

Consultation

3.6 The draft Old River Lane SPD was subject to public consultation in accordance with the Town and Country Planning (Local Planning) (England) 2012 (as amended) and the Council's adopted Statement of Community Involvement (2019).

3.7 The draft SPD was published for consultation for four-weeks between the 5 July and 2 August 2022 (5pm). The consultation was advertised via a press release. Information was also made available on the Council's website and via social media.

3.8 A total of **439** responses were received from **97** consultees. Most of the responses contained several issues. The main issues raised are summarised below:

Objection to the demolition of the United Reformed Church (URC) Hall	Objections focussed on the need to retain the URC Hall, particularly as it has now been identified as an Asset of Community Value.
Objection to the demolition of Charringtons Houses	Objections focussed on the loss of office space, plus concern that the SPD takes no account of the carbon embedded in existing buildings.
Objection to the loss of the Waitrose Carpark	Concern that the Waitrose carpark was being lost rather than re-provided on site.
Lack of commitment to climate change and sustainability	The SPD should be strengthened to recognise the importance of climate change and environmental sustainability.
Objection to loss of trees	Particular concern that the mature trees across the site would be cut down.
Concern over building heights	Concern that building heights should not impact on the character of the area or on heritage assets.
Lack of clarity over leisure facilities	Further guidance on appropriate 'leisure' uses requested.
Lack of clarity over the public square	Further information requested on the public square.
Objection to	View that there is no requirement for

another cinema in the town	another cinema in Bishop's Stortford.
Mixed views on a new Arts Centre	View that a new arts centre would not be required if the URC Hall was refurbished. Some support for a new Arts Centre but further information requested.
Key documents need updating	Requirement to update the plan to reference the updated Bishop's Stortford Neighbourhood Plan for Silverleys and Meads Wards (1 st Revision) and the Hertfordshire Eastern Area Growth & Transport Plan.

- 3.9 Officers have considered these issues in full and made amendments where they add value to the SPD.
- 3.10 The issues raised as part of the consultation; the officer responses and the proposed amendments to the SPD are included in the Consultation Statement, attached at **Appendix A**. For clarity, a track change version of the document has also been attached at **Appendix B**, so that it is easier to see where the changes are within the SPD.
- 3.11 Members are therefore invited to agree these officer responses; the proposed modifications; and the adoption of the final document. A final version of the Old River Lane SPD is attached at **Appendix C**.

Strategic Environmental Assessment

- 3.12 Under the requirements of the European Union Directive 2001/42/EC and Environmental Assessment of Plans and Programmes Regulations (2004), certain types of plans that set the framework for the consent of future development projects, must be subject to an environmental assessment. It is therefore a requirement that the Council undertakes a Screening Assessment to determine whether the Old River Lane SPD should

be subject to a Strategic Environmental Assessment.

- 3.13 The Regulations require that the Council consults three statutory bodies in reaching this determination. Consultation has therefore been carried out with Natural England, Historic England and the Environment Agency.
- 3.14 Natural England has confirmed that they welcome the production of the SPD which provides guidance on the design and implementation of Policy BISH8 (Old River Lane), including the integration of green infrastructure, urban greening, and water management. Natural England also confirm that in their view the proposals contained within the SPD will not have significant effects on sensitive sites that they have a statutory duty to protect.
- 3.15 Historic England, having reviewed both the SPD and the draft Screening Statement has confirmed that they support the conclusion of the draft Screening Statement that determines that an SEA is not required for the Old River Lane SPD.
- 3.16 The Environment Agency have confirmed that they have no comments to make regarding the Old River Lane SPD at this stage
- 3.17 The final Screening Statement is attached in **Appendix D**. It concludes that the SPD is unlikely to have significant environmental, social, or economic effects beyond those of the District Plan policies it supplements; does not create new policies and only serves to provide useful guidance on how to effectively and consistently implement the District Plan policies and therefore does not require a Strategic Environmental Assessment.

4.0 Options

- 4.1 Option 1: Not adopt the SPD – this would mean that there wouldn't be an overarching strategy produced to guide future development at Old River Lane.

4.2 Option 2: Adopt the SPD – this will allow the Council to set out the strategy and aspirations for the redevelopment of the Old River Lane site.

5.0 Risks

5.1 The SPD will help guide the redevelopment of the Old River Lane site.

6.0 Implications/Consultations

6.1 The draft Old River Lane SPD was subject to a four-week public consultation as detailed above.

Community Safety

No

Data Protection

No

Equalities

The SPD provides more detailed guidance on policies in the East Herts District Plan 2018, which was the subject of an EqIA.

Environmental Sustainability

The Old River Lane SPD has been screened to determine whether a Strategic Environmental Assessment (SEA) is required. The final Screening Statement is attached at Appendix D.

Financial

No

Health and Safety

No

Human Resources

No

Human Rights

No

Legal

The SPD is not introducing new legal requirements.

Specific Wards

Bishop's Stortford Meads

7.0 Background papers, appendices and other relevant material

7.1 **Appendix A:** Consultation Statement

7.2 **Appendix B:** Track change version of the Old River Lane SPD

7.3 **Appendix C:** Final version of the Old River Lane SPD

7.4 **Appendix D:** Final SEA Screening Report

Contact Member

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Old River Lane SPD Consultation Statement

November 2022



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Old River Lane Supplementary Planning Document

Consultation Statement

1. Introduction

- 1.1 This statement is the 'Consultation Statement' for the Old River Lane Supplementary Planning Document (SPD) as required by the Town and Country Planning (Local Planning) (England) Regulations 2012. This statement sets out the details of the consultation that has informed the preparation of this SPD.
- 1.2 Supplementary Planning Documents (SPDs) provide guidance to supplement the policies and proposals in the District Plan. SPDs do not have to go through the formal examination process, but consultation with stakeholders and the wider community is still a vital part of the preparation process. The scope of consultation and decision on who will be consulted will reflect the nature of the SPD.

2. Town and Country Planning Regulations

- 2.1 SPDs must be produced in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. The relevant regulations relating to the consultation process are explained below.
- **Regulation 12(a)** requires the Council to produce a consultation statement before adoption of the SPD, this must set out who was consulted, a summary of the issues raised, and how these issues were incorporated into the SPD.
 - **Regulation 12(b)** requires the Council to publish the documents for a minimum 4-week consultation, specify the date when responses should be received and identify the address to which responses should be sent.
 - **Regulation 35** requires the Council to make documents available by taking the following steps:

1. Make the document available at the principal office and other places within the area that the Council considers appropriate; and
2. Publish the document on the Council's website.

3. Statement of Community Involvement (SCI)

- 3.1 The Statement of Community Involvement (SCI) explains how the Council will involve the community in the preparation, alteration and review of planning policy plans and guidance. Community engagement is a key part of the planning system as it ensures that the Council can listen to the views of stakeholders and the community to inform the outcome of planning decisions. This helps local people to become directly involved in place shaping in the district. The Council wishes to involve all sectors of the community in the planning process and is committed to maximising publicity of its planning documents.
- 3.2 In October 2019 the Council adopted a new SCI to replace the previous SCI (adopted in 2013) and take into account changes to legislation and policy. This consultation has been undertaken in accordance with the 2019 SCI.

4. Early consultation

- 4.1 As part of the scoping of the draft SPD, an Old River Lane Steering Group was set up. Membership of the Steering Group includes: Officers from East Herts Council and Hertfordshire County Council; Councillors; representatives from the Cross-party Working Group on Old River Lane; landowner and developer representatives; as well as other representatives from the Town Council, the Neighbourhood Plan Group, the Bishop's Stortford Climate Group, the Bishop's Stortford Business Improvement District (BID) and Bishop's Stortford Civic Federation. Several community representatives also attended the Steering Group meetings.

4.2 The purpose of the Steering Group was to consider all matters relating to the proposed development at Old River Lane with the aim of achieving a high-quality development that meets the Council’s place-making, corporate and community aspirations and objectives for Bishop’s Stortford and its town centre.

4.3 As set out in the table below, the Steering Group met on six occasions between November 2021 and May 2022:

Meeting:	Date:
Steering Group Meeting 1	10 November 2021
Steering Group Meeting 2	13 December 2021
Steering Group Meeting 3	7 February 2022
Steering Group Meeting 4	28 March 2022
Steering Group Meeting 5	25 April 2022
Steering Group Meeting 6	16 May 2022

4.4 The Old River Lane Steering Group ‘Terms of Reference’ is attached for information at **Appendix A**.

4.5 The main tasks of the Steering Group included:

- to act as a sounding board for the emerging Supplementary Planning Document (SPD).
- to receive, review and critically assess emerging master planning and development proposals.
- to identify and highlight issues which need addressing and to identify possible approaches for dealing with these matters.
- to assess the impact of the development proposals in a comprehensive way for the town, identifying town-wide issues which may be best addressed by looking at proposals in combination and to identify solutions to these issues.

4.6 Meeting with stakeholders has ensured a better understanding of the key issues and aspirations that the community have for the Old River Lane site. Alongside this the Council has been able to get feedback on emerging proposals and principles as well as jointly setting a vision and objectives for the site. The discussions that have taken place at the Steering Group meetings have therefore influenced both the scope and content of the SPD.

5. Consultation

5.1 The draft SPD was published for consultation for four-weeks between the 5 July and 2 August 2022 (5pm). The consultation was advertised via a press release. Information was also made available on the Council's website and via social media.

5.2 The draft SPD was made available for public inspection at:

- **East Herts District Council (Hertford Office):** Wallfields, Pegs Lane, Hertford, SG13 8EQ. The office is open 10am – 4pm every Tuesday.
- **East Herts District Council (Bishop's Stortford Office):** Charringtons House, Bishops Stortford, CM23 2ER. The office is open 10am – 4pm every Wednesday.
- **Bishop's Stortford Town Council:** The Old Monastery, Windhill, Bishop's Stortford, CM23 2ND. The Town Council is open Monday to Friday 9am-5pm.
- **Bishop's Stortford Library:** The Causeway, Bishop's Stortford, CM23 2JE. The Library is open Monday 10am-7pm, Tuesday-Friday 10am-6pm, Saturday 10am-5pm, and Sunday 12pm-4pm.

5.3 All consultation documents and further information on how to submit representations (comments) were made available to view on the East Herts Council website (www.eastherts.gov.uk/oldriverlaneSPD-consultation). All statutory and relevant consultees were directly contacted, including those on the planning policy database. A list of consultees is provided in **Appendix C**.

5.4 Representations could be made via the Council's consultation portal – <http://consult.eastherts.gov.uk/portal>. Alternatively, representations could be emailed to planningpolicy@eastherts.gov.uk. Hard copy representations should be sent to; Planning Policy Team, East Herts Council, Wallfields, Pegs Lane, Hertford, SG13 8EQ.

6. Issues raised in the consultation

6.1 A total of **439** responses were received from **97** consultees. Most of the responses contained several issues. The main issues raised are summarised below:

- Objection to demolition of the URC Hall
- Objection to the demolition of Charringtons House
- Objection to the loss of the Waitrose Carpark
- Lack of commitment to climate change and sustainability
- Objection to loss of trees
- Concern over building heights
- Lack of clarity over leisure facilities
- Lack of clarity over the public square
- Objection to another cinema in the town
- Mixed views on a new Arts Centre
- Key documents need updating

6.2 Officers have considered these issues in full and made amendments where they add value to the SPD. A summary of the consultation responses is set out in the schedule below at **Appendix B**. This table outlines the comments by chapter/section, the Council's response to these issues and any consequential changes to the SPD. A track change version of the draft SPD accompanies this Consultation Statement. If text is to be deleted from the draft SPD it is shown ~~struck through~~. If new text is to be inserted, it is shown underlined.

Appendix A – Old River Lane Steering Group Terms of Reference

Purpose:

To consider all matters relating to the proposed development at Old River Lane with the aim of working together to achieve a high-quality development and meet the Council's place making, corporate and community aspirations and objectives for Bishop's Stortford and its town centre.

Membership:

- Councillors
- Town Council
- Neighbourhood Plan Rep
- Private sector rep
- Community representatives
- Other
- Supported by officers

Tasks:

- to act as a sounding board for the emerging master planning, Supplementary Planning Document (SPD) and development proposals of the development site at Old River Lane.
- to receive, review and critically assess emerging master planning and development proposals.
- to identify and highlight issues which appear to have been inadequately addressed and to identify possible methods for dealing with these matters.
- to assess the impact of development proposals in a comprehensive way for the town, identifying town wide issues which may be best addressed by looking at development proposals in combination and to identify solutions to these issues. This may necessitate balancing and advising on the best outcomes relating to housing, transport, employment opportunities, community and sports facilities, urban design and service provision in order to contribute to the continued vitality of Bishop's Stortford.

Matters to be considered:

Including but not limited to:

- Masterplanning approach set out in Policy DES1 of the District Plan
- Supplementary Planning Document

- Sustainable transport and travel choices including links to other parts of Bishop's Stortford and beyond
- Community infrastructure and service provision e.g., community facilities; open space; etc.
- Sustainability
- High quality design and creating a distinctive character
- Integration with wider Bishop's Stortford
- The vitality of proposals
- Energy and resource efficiency
- Landscape, biodiversity, historic features.

Procedure and reporting:

- To meet as required
- For notes of each meeting to be taken and circulated to the Group membership
- To make recommendations to the EHC Executive relating to the purpose and tasks of the Group

Independent Chairperson:

We are pleased to welcome Mehron Kirk to the Steering Group. Mehron will be chairing the steering group meetings; he has considerable experience working as a landscape architect and is also a panel member of the Hertfordshire Design Review Service:

<https://www.bdp.com/en/about/people/f---l/mehron-kirk/>

Appendix B – Summary of Comments and Council Response

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
Parsonage Residents Association (239)	Old River Lane SPD - General		The SPD reads blandly. The focus is on housing development and not on a community destination for retail, relaxation and increasing revenue for businesses struggling through this present financial position.	The SPD focusses on more than housing development. The Strategic Masterplanning Framework seeks to ensure that Old River Lane will be a high-quality, accessible, and sustainable redevelopment of a town centre destination that incorporates a mixture of uses that contribute to the vibrancy of Bishop's Stortford and complements the uniqueness of the historic market town.	No amendment in response to this issue.
Mr & Mrs Alan Ferris (183) Mr David Samuels (184) Ms Pam Gurton (185)	Old River Lane SPD - General		Suggestion that a crescent walkway solution should be reviewed. By curving the proposed footpath between Old River Lane and Northgate End, it will not be necessary to alter the Waitrose car park and the URC Hall could be retained.	The Strategic Masterplanning Framework diagram has been updated and the illustrative pathway from north to south would not preclude a curved walkway if this was the preferred design solution.	Figure 21 (now Figure 20) updated in line with this and other comments.
Thames Water (230)	Old River Lane SPD - General		Thames Water support the requirement for a foul sewerage and utilities assessment to be submitted with any application for the site and the acknowledgement of the existence of existing sewers in section 2.28.	Support noted and welcomed.	-

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			<p>To ensure compliance with Policy WAT6 it may be necessary for conditions to be used to phase the delivery of development to allow any necessary infrastructure upgrades to be completed ahead of occupation of development.</p> <p>Developers should be encouraged to discuss their proposals with Thames Water ahead of the submission of any application to enable any wastewater infrastructure requirements to be determined.</p> <p>It may also be beneficial to add Policy WAT6 to the list of policies under Section 1.11.</p>	<p>Noted.</p> <p>Agreed.</p> <p>Agreed.</p>	<p>-</p> <p>Add text to paragraph 9.1.2 to encourage developers to also engage in pre-application discussions with other interested parties:</p> <p>9.1.2 Furthermore, in order to ensure that the level of detailed assessment is relevant to any particular planning application, applicants should enter into pre-application discussions with the Local Planning Authority, and other interested parties, <u>including the County Highway Authority, and other statutory consultees.</u></p> <p>Insert Policy WAT6 into list of policies under paragraph 1.4.4:</p> <ul style="list-style-type: none"> • <u>Policy WAT6 – Wastewater Infrastructure</u>

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			At the time of the consultation on the Local Plan a high-level review of the site indicated that infrastructure at the wastewater treatment works may be unable to support additional demand and upgrades may be required. This was based on the cumulative impact of developments across Bishop's Stortford. Arrangements have been made for other sites in the north of Bishops Stortford to drain to Stansted Mountfitchet STW and as such there are no current concerns regarding treatment capacity for the development of the site.	Noted.	-
Canal & River Trust (212)	Old River Lane SPD - General		It is positive to note that the SPD seeks to encourage sustainable and healthy lifestyles, prioritising walking and cycling overuse of the private vehicle. Public realm connections to the Castle Grounds and the River Stort are outlined and there are references to enhancing the cycle path along the Stort to the north of the A1250 and works to convert the existing footway between the river towpath, Link Road and Bridge Street to a shared-use footway/cycleway, including upgrade of the existing signal-controlled crossing to a	Support noted and welcomed.	-

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			<p>Toucan crossing, as per the Bishop's Stortford Transport Options report.</p> <p>However, there could be further emphasis on the need for connectivity to the towpath routes, particularly south to the town centre which would support interventions such as those outlined in SM3 by strengthening and improving legibility of key pedestrian/cycle routes, particularly to the station.</p>	<p>Intervention SM3 is referenced in the SPD, and proposals will be expected improve signage and way finding (see Section 8.5 Indicative Planning Obligations Schedule).</p>	<p>No amendment in response to this issue.</p>
Mrs Janice Carpenter (181)	Old River Lane SPD - General		<p>Will the proposed Arts Centre be working alongside our current South Mill Arts Centre or will they be in competition?</p> <p>The artists impression that we are currently seeing is not the proposed new plan, it is the proposal from approximately 5 years ago. When will an updated one be made available?</p> <p>What we are seeing does not have any bearing on the new proposed plans. The first plans included a purpose-built theatre, library and an outdoor area that could be used as an entertainment space. Am I right in</p>	<p>The Council has been in discussion with Rhodes Birthplace Trust and will continue to work with them moving forward to find the best solution for Bishop's Stortford and the Arts Complex.</p> <p>Proposals are indicative at this stage and any subsequent planning application will be required to explain and evidence how they comply with relevant District Plan policies.</p> <p>A new section on the Arts Centre has been added to the SPD.</p>	<p>No amendment in response to these issues.</p>

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			<p>thinking these are no longer in the revised plans?</p> <p>EHDC are the owners who are overseeing the planning but who will be running the centre once it opens? Will this all be linked with the Hertford Theatre?</p> <p>What is the reasoning behind the need to have another cinema when the town already has a large complex with 6 screens? and of course South Mill Arts also have facilities for screening films. What does the future hold for the Empire Cinema complex?</p>		
Mr Stewart Marshall (277)	Old River Lane SPD - General		<p>Firstly, I would like to submit my displeasure at the EHDC decision to erect the multistorey car park at Northgate End.</p> <p>Strong objection to the following proposals:</p> <p>1. The United Reformed Church Hall should be spared as it is still used for many different functions and various organisations. Not to mention the historical memories that it holds for a good many people.</p>	<p>Noted, however, this does not form part of the SPD proposals.</p> <p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of</p>	No amendment in response these issues.

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			<p>2. Waitrose car park should be retained because it serves as an excellent position for ease of access to North Street and of course Waitrose itself.</p> <p>3. Further commercial use would distract attention from elsewhere such as South Street and Jackson Square where many a small business have been and gone and outlets remain empty.</p> <p>4. Any development should be no higher than the existing Charringtons building which should remain because there are businesses already established in it and to my knowledge fully occupied.</p> <p>5. We already have a rather nice theatre and multifunction venue at Rhodes Centre South Mill Arts Centre.</p> <p>6. Housing should be aimed mainly for first time buyers and elderly</p>	<p>District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>Parking for Waitrose will continue to be provided on site.</p> <p>The Vision and Development Objectives for the site set out how development proposals should complement the wider town centre offer.</p> <p>Noted. Heights and massing are considered in Section 7.6 of the SPD. This section has been updated to provide greater clarity around the Council's expectations.</p> <p>Noted. The Council has been in discussion with Rhodes Birthplace Trust and will continue to work with them moving forward to find the best solution for Bishop's Stortford and the Arts Complex.</p> <p>The SPD requires a mix of residential accommodation to create an inclusive</p>	

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			<p>requirements with possibly a GP surgery in close proximity.</p> <p>7. A good many well established trees will be lost and should remain.</p> <p>8. A new cinema is not needed as we already have a multiscreen cinema which now has car parking very nearby. Plus, South Mill Arts on occasion have film shows.</p>	<p>community by providing homes for all age groups.</p> <p>The SPD also states that health care facilities that complement the existing offer across the town will be looked on favourably at ORL.</p> <p>The SPD notes that there are several important trees across the site, including Category A trees which are of significant value. The SPD requires the retention of existing mature trees where possible.</p> <p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p>	

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			9. As it seems council are determined to develop the site; I feel residential is all that is required.	Noted, however, the site is allocated in the District Plan 2018 as a mixed-use development sites which accommodates a range of uses including housing, retail, leisure, community, and office uses.	
Mr Scott Sinclair (182)	Old River Lane SPD - General		Concern that the new development plans raise the prospect of re-providing the 170 car parking spaces used by the Waitrose supermarket chain. My elderly parents' in-law in their 90s frequently use Waitrose and they park outside in the disabled parking bays. They do not have sufficient mobility to be able to cross the road with a shopping trolley and use the new multi-story car park opposite. Please ensure that the Waitrose parking spaces are not reduced or moved.	Parking for Waitrose will continue to be provided on site.	No amendment in response to this issue.
Herts County Council – Property Service (262)	Old River Lane SPD - General		HCC as landowner have no comments to make on the draft Old River Lane SPD.	Noted.	-
Mr John Rhodes (188)	Old River Lane SPD - General		We should say firstly that we welcome the fact that the Council is at last complying with the requirement in policy BISH8 to produce an SPD to inform the master planning of the site.	Support noted and welcomed.	-

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			Having said that, as general observations, we feel that the present draft is too generalised to provide the guidance that is needed to inform the master plan and is probably trying to incorporate too many potentially incompatible forms of development on the site. We would like to suggest some more specific requirements which could enable the SPD to become a more useful document.	Suggestions to improve the document are welcomed.	
Mr Tim White (227)	Old River Lane SPD - General		<p>There is insufficient justification for expanding housing and retail premises in this area.</p> <p>Strong objection to the removal of the ground level car parking amenity, and I suspect Waitrose have too.</p> <p>Replacing open land with a wall of housing will detract from rather than enhance The Causeway. The character of the area will be significantly and negatively changed.</p>	<p>Noted, however, the proposals form a key part of the Council's District Plan strategy which was agreed in 2018.</p> <p>Parking for Waitrose will continue to be provided on site.</p> <p>The proposals are for a mixed-use development (not just housing) which will both contribute to the vibrancy of Bishop's Stortford and complement the uniqueness of the town. The ambition is to create a well-designed development that responds to the character of the surrounding area. The importance of enhancing character and appearance is embedded throughout the SPD.</p>	No amendment in response to these issues.

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
Mr Clive Risby (211)	Old River Lane SPD - General		<p>We do not think the document is detailed enough to specify the type of development which is envisaged by residents and neither does it specify in detail what the East Herts Council proposes.</p> <p>A proper arts plan needs to be created and should exclude a cinema because there is already a cinema near to the station.</p> <p>The URC hall should be refurbished and not demolished.</p>	<p>Noted. The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed.</p> <p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p> <p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p>	No amendment in response to these issues.

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			<p>No more flats are needed in the centre of town but there is a need for a centrally placed surgery to cater for the station area residents and others living nearby.</p> <p>Concern about the access to Waitrose if the existing access is changed and any proposal that utilises the URC hall site (if the hall is demolished) for parking should not go ahead. The existing access to Waitrose is ideal for most residents whereas any alternative using Link Rd will be a disaster.</p>	<p>The SPD requires a mix of residential accommodation to create an inclusive community by providing homes for all age groups.</p> <p>The SPD also states that health care facilities that complement the existing offer across the town will be looked on favourably at ORL.</p> <p>Section 8.3 notes the discussion around accessing arrangements. The eastern access has been identified as the preferred option following extensive discussions with Hertfordshire County Council following the feasibility of a northern and western access being ruled-out.</p> <p>The eastern access was preferred to the southern access on the basis that it would allow Bridge Street to reach its objective of being more pedestrian friendly. Therefore, a balance will need to be struck between the best accessing option to the ORL site (including Waitrose) and the impact on the surrounding area.</p>	
Mr David Royle (209)	Old River Lane SPD - General		The envisaged ORL development slices off 50 Waitrose parking spaces. It then demolishes the URC hall to replace those 50 car spaces. Do we	The Strategic Masterplanning Framework diagram has been updated and the illustrative pathway from north to south would not preclude a curved	Figure 21 (now Figure 20) updated in line with this and other comments.

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			need a straight footpath from Northgate End to Jackson Square? It also makes the development area bigger. Why not curve the path around Waitrose car park, so there is no need to demolish the hall to replace parking spaces? The north part of this curved path goes across the green space, between trees. A crescent path, with new shops and housing following the curve, would be a very pleasant way of walking and cycling through the new development. The URC hall could stay and have a small square in front.	walkway if this was the preferred design solution.	
Historic England (331)	Old River Lane SPD - General		<p>Historic England are pleased to see the production of the SPD document which broadly lays out the principles for this development as defined within the East Herts Local Plan (2018) however, we would like to make the following comments on the draft:</p> <p>Page 9 - The document contains two maps with differing site boundaries. It is understood that the white boundary is that in the site allocation, the red line boundary is larger and contains the URC Hall</p>	<p>Support noted and welcomed.</p> <p>Paragraph 2.4.3 of the SPD explains that the inclusion of the URC Hall within the SPD red line boundary presents an opportunity for proposals to consider the future use of this community facility alongside the BISH8 site allocation,</p>	- No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			<p>within it. There is no explanation for this and why this is necessary.</p> <p>Paragraph 2.2.10 - This section contains a small section on the early history of the site which is incredibly important to the early development of the town plan. The former river channel is key to the understanding of the development of the site both now and in the future and this should be given a mention in this section. The first sentence of this paragraph is rather unclear in what it is trying to achieve. The fact that it was water meadows is not "despite" the fact the castle was established adjacent to it. More research should be done on the history of the area and land ownership at this time to establish better what the early significance of the site in question is.</p>	<p>ensuring a comprehensive approach to development in this location.</p> <p>Agreed. Further research has been undertaken with proposed amendments to paragraphs 2.2.5, 2.2.10 and 2.2.12.</p>	<p>Amend text as follows:</p> <p>2.2.5 By 1744 road improvements had resulted in many coaching inns and stables in the town centre as a stop off on the London to Cambridge road. By the 18th century regional road <u>improvements had resulted in the erection of many coaching inns and stables in the town centre as a stop off on the London to Cambridge road.</u></p> <p>2.2.10 <u>The Old River Lane site is so named as it was the original route of the River Stort, and the former river channel ran roughly along the route of the existing Old River Lane. In the Roman period woodland in the vicinity of the site was cleared and from then on until the mid-20th century most of the Old River Lane site was open riverside floodplain meadows crossed with drainage channels. Although evidence of Prehistoric activity within the vicinity of the site is limited, it is possible that evidence of activity within the site</u></p>

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
					<p><u>may survive, masked by alluvial deposits on the terrace of the former river channel. Similarly, there is potential for traces of Romano-British and Medieval activity to survive within the site. Waytemore Castle was erected adjacent to the site in the 11th century and over time the historic core of Bishop's Stortford evolved to the west and south-west of the site. In the late-18th century and early-19th century numerous malthouses were erected along the route of the River Stort, including adjacent to the site, making use of the direct access to the riverbank to transport their produce along the Stort Navigation. To the north-west of the site there was the Hawkes Brewery in buildings which dated from the 18th century, and a cattle sale yard. In 1860 on Water Lane to the west of the site the Congregational Church was built, which was later renamed the United Reformed Church. In 1915 a Sunday School was built within the Old River Lane site for the Congregational Church, a building now known as the United Reformed Church Hall.</u></p>

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			<p>Para 2.3.5 - refers to archaeology without referencing what that archaeology might be and how it has constrained the site. We assume that the archaeology referred to is the underground water course, but this needs better description.</p>	<p>Further information has been added to paragraph 2.3.5. See also changes to paragraph 2.2.10.</p>	<p>2.2.12 The Link Road was built between 1969 and 1970, which connected The Causeway to Northgate End, and necessitated the demolition of the cattle sale yard. The landscape of Old River Lane continued its significant transformation in the early 1970's when the original course of the River Stort that ran to the west of <u>through</u> the site was culverted. The culverting is understood to have been <u>was</u> part of wider plans, alongside creating a new course for the River Stort to the east (1968), to help reduce flooding in the town centre and create more land for development in the core of Bishop's Stortford <u>town centre</u>. A new road was built then largely <u>that roughly</u> followed the route of the culverted river as access to the car parks, the road now known as Old River Lane.</p> <p>Amend text as follows:</p> <p>2.3.5 Below ground constraints include archaeology, a 3m easement for Thames Water rising main sewer and a 5m easement as the culvert is classified as a</p>

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			<p>Page 62 - The Strategic Masterplanning Framework is rather confusing as it presents two options for development. Would be clearer to present the preferred option for development only as it avoids confusion.</p> <p>Section 8.4 - should there be a map here for heritage? About reinforcing key views between heritage assets such as the castle and the church and the castle and the rural verdant</p>	<p>The Bishop's Stortford Town Centre Planning Framework (TCPF) initially presented two illustrative options for the redevelopment of Old River Lane; both are shown in the SPD as they are helpful to understanding the evolution of the final Strategic Masterplanning Framework.</p> <p>Section 2.2. includes a diagram illustrating Heritage Assets. The Strategic Masterplanning Framework takes account of the information presented in the previous chapters and</p>	<p>watercourse. <u>Below ground constraints include archaeology, and watercourse and sewer easements. A 3m easement is needed for a Thames Water sewer rising main, and an 8m easement is needed for the culvert as this is classified as a watercourse. In terms of archaeological constraints, known and potential non-designated archaeological remains identified within the Old River Lane site comprise potential paleoenvironmental remains, potential prehistoric and Romano-British remains, and potential medieval remains.</u></p> <p>No amendment in response to this issue.</p>

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			landscape visible across the valley and over the site.	as such does not need to be repeated in Section 8.	
Natural England (238)	Old River Lane SPD - General		<p>Natural England welcomes the preparation of the Old River Lane SPD to provide guidance on the design of redevelopment within the Old River Lane site.</p> <p>We recognise that there are several opportunities identified within table 5.1.1. to deliver new high quality public spaces within the development and promote sustainability in its widest sense. We would therefore encourage connectivity between any on-site green infrastructure with the River Stort and wider river restoration works for the Castle Park area to the east.</p> <p>Natural England notes the design principle in table 7.2.5. which states opportunities for urban greening through tree planting and soft landscaping should be maximised where possible. We would advise that the use of an Urban Greening Factor is explored for development in this area.</p>	<p>Support noted and welcomed.</p> <p>Noted.</p> <p>Noted, although the Council does not currently have policy for calculating an Urban Greening Factor (UGF). The importance of green infrastructure is however embedded throughout the SPD as a key consideration. As such there is an expectation that landscape professionals will be involved in the scheme from early in the design and planning process.</p>	<p>-</p> <p>-</p> <p>No amendment in response to this issue.</p>

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			<p>Natural England advise that there could be an opportunity to incorporate green infrastructure through a concept of Green Community Hubs. These could be re-purposed green spaces or greened up local community hubs (such as food banks, libraries, health care estates) that would act as a focal point for nature-based activities and services (such as tree planting, food growing, active travel, green gyms etc) that support peoples mental health and wellbeing, for example through green social prescribing. This could also link in with the walking routes along the River Stort to the east.</p> <p>Paragraph 3.6.4 states prioritising sustainable transport such as cycling, and walking improves local air quality and encourages healthy communities. Therefore, strong emphasis will be placed on seeking the provision of cycle and pedestrian routes and networks at Old River Lane. We advise that there is recognition of the multi-functional benefits of green infrastructure, including improved mental health from access to natural green spaces,</p>	<p>Noted. The importance of green infrastructure is embedded throughout the SPD as a key consideration.</p>	<p>No amendment in response to this issue.</p>

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			<p>cleaner air and mitigating climate change.</p> <p>Natural England are currently developing the next version of the GI Standards (v2). The updated standards are due to be released later in the year, but some elements are already available including the new GI principles which may be of interest, such as why green infrastructure is needed and what good green infrastructure looks like.</p>	<p>Noted. Reference to the Green Infrastructure Framework and the benefits of green infrastructure has been added to be SPD.</p>	<p>Add new text to paragraph 8.4.6:</p> <p><u>Natural England's Green Infrastructure Framework sets out a series of key principles that should be used to inform emerging proposals for Old River Lane. Embedding green infrastructure has a number of important benefits, including maximising Biodiversity Net Gain, managing the water environment, and creating resilient and climate positive places.</u></p>
Bishop's Stortford Climate Group (305)	Old River Lane SPD - General	Object	<p>The Climate Group was represented in the masterplan steering group, for the preparation of the SPD, and engaged with the EHDC Planning team to identify and include best practice climate related provisions in the SPD.</p> <p>The ORL site is an important opportunity for the town, and we support exemplary development. As the landowner and developer of the site, EHDC has the opportunity to set for itself exemplary planning requirements, to ensure that this site</p>	<p>The Council welcomes the involvement of the Climate Group on the ORL Steering Group.</p> <p>The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed.</p>	<p>No amendment in response to these issues.</p>

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			<p>is contributing to the District being carbon neutral by 2030, rather than adding to the need for remedial action in a short space of time. Moreover, the site is important because it provides an opportunity: - to contribute to change beyond the site boundary. Concern, however, that the draft SPD fails to give sufficient site-specific, masterplanning guidance to achieve its objectives, even though this was the premise of the steering group. Amendments are needed: to enable acceptable development; to set parameters to prevent unacceptable development; to enable development to integrate with the economy and the character of the town. The draft broadly encourages development but gives too few planning parameters.</p> <p>Key concerns are that the draft SPD:</p> <ul style="list-style-type: none"> - takes no account of the carbon embedded in existing buildings. 	<p>The Council's Sustainability SPD notes that consideration of embodied carbon is likely to become increasingly important as society transitions to a low/zero carbon society. The ORL SPD specifically requires a 'reduction in energy embodied in construction</p>	

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			General comments		
			<p>- sets no specific energy or water use requirements beyond current Building Regulations.</p> <p>- shows no evidence of proper transport planning; and</p> <p>- uses loose language regarding transport, movement and parking provisions which together will totally fail to take the opportunity provided by this scheme to reshape our town centre to achieve modal shift, away from cars to pedestrianisation, cycling and use of public transport.</p>	<p>materials through re-use and recycling of existing materials, where feasible, and the use of sustainable materials and local sourcing.'</p> <p>The SPD has to comply with the wording within the District Plan, so cannot exceed the water efficiency standard in Policy WAT4.</p> <p>However, the guidance in the SPD does encourage the developer to improve upon building standards, including water efficient design. This is set out in the green box following paragraph 7.4.5. It also refers to the validation requirements to submit a checklist and statement, and the need to take account of the guidance in the Sustainability SPD.</p> <p>The aim of the SPD is to ensure that any development at Old River Lane can complement and understand any transport improvements coming forward that directly effect ORL or the wider-ORL area. Whilst detailed transport assessments and modelling will be required to define detailed matters, the SPD only seeks to ensure that the right package of measures and opportunities are signposted so that any</p>	

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			General comments		
				development can integrate these into the scheme from an early stage. Chapter 4 prioritises active travel and public transport.	
Mrs Carole Scott (178)	Old River Lane SPD - General	Object	<p>EHDC is keen to destroy the URC hall but what will replace it?</p> <p>We have 2 cinemas Empire and South Mill Arts do we really need another one?</p> <p>Please allow some greenery in the development otherwise its yet more concrete.</p>	<p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p> <p>Agreed. The Strategic Masterplanning Framework set out in the SPD embeds green infrastructure as a key</p>	No amendment in response to these issues.

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				consideration, stating at paragraph 8.4.6 that proposals should utilise and incorporate existing green infrastructure, taking account of the large mature trees present across the site; and that planting should be used to reinforce key routes and improve connections.	
Mr David Samuels (229)	Old River Lane SPD - General		<p>We are impressed by the concern expressed in the document for the development to be sensitive to the existing built and natural environment, both aesthetically and historically; address sustainable transport issues, encouraging walking and cycling within the town; support good environmentally sustainable building practices.</p> <p>However, our main objection is to the way in which the central aim of creating a cultural/arts centre is being side-lined. Although understanding the needs for such a project to be financially sustainable, we feel that the specific arts provision is in danger of disappearing.</p>	<p>Support noted and welcomed.</p> <p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has</p>	<p>-</p> <p>Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.</p>

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				been added to the SPD which provides further information.	
Cllr Mione Goldspink (321)	Old River Lane SPD - General		I believe that the most important consideration for development of the Old River Lane (ORL) site should be that whatever is built there, it should complement and enhance the existing buildings and facilities of the town. Nothing should be built or provided that would compete with existing buildings, retail outlets or facilities.	Agreed. The vision set out in the SPD is that 'Old River Lane will be a high-quality, accessible, and sustainable redevelopment of a town centre destination that incorporates a mixture of uses that contribute to the vibrancy of Bishop's Stortford and <i>complements</i> the uniqueness of this historic market town.'	No amendment in response to this issue.
Mrs Janet Reville (302)	Old River Lane SPD - General		In general, this development should be the decision of the people of Bishop's Stortford and not that of the leader of EHDC.	Noted. The purpose of the SPD is to provide a framework for bringing forward appropriate redevelopment at Old River Lane.	No amendment in response to this issue.
North Herts District Council (180)	Old River Lane SPD - General		Thank you for consulting us on the Old River Lane SPD. We do not have any comments to make on this consultation.	Noted.	No amendment in response to this issue.
Ms Helen Miller (186)	Old River Lane SPD - General	Object	We need more arts spaces not less. The proposed theatre has morphed into a cinema. In the absence of a purpose-built performance/concert hall, we need more multifunctional spaces that work for arts organisations, not less. If there is any doubt that the adaptable performance space in the new ORL arts centre will not be able to support local arts, then it is essential that the URC hall is kept.	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has	Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.

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			<p>Meanwhile I understand that planning permission to create more community space at the actual URC church is still stuck in the system. When are councillors going to sort his out? Lack of foresight by the council is a missed opportunity.</p> <p>We are on the mainline from London to Cambridge and could easily have attracted major stars to Bishop's Stortford while providing for local theatre, orchestras, and choirs. We could have had a venue to rival Saffron Hall. As it is, there is barely a venue big enough in this town to cater for a choir and orchestra.</p>	<p>been added to the SPD which provides further information.</p>	
Ms Janet Shepherd (196)	Old River Lane SPD – General	Object	<p>Objection to the proposal to demolish the URC church hall as it is a part of the town's history.</p> <p>Objection to any building over 3 storeys as it will lessen the open nature of the area.</p>	<p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>Noted. Section 7.6 of the SPD deals specifically with heights, massing, and grain, setting out a series of principles against which development proposals can be assessed.</p>	No amendment in response to these issues.

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			<p>Objection to the proposal of a cinema, although any mention is avoided in this document as we already have one in town.</p> <p>I am unhappy that this consultation is on very general plans with detail not being given of the uses for the buildings (aside from housing). Why not make a bold stance and keep the area as an open space with a small cluster of public buildings for social and educational purposes? We have largely lost our town square, and this could be an opportunity to give us back a genuine community hub rather than a commercial area billed as a hub because it has some benches.</p>	<p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p> <p>The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed.</p> <p>Objective 4 states that the future development of the site should ‘...create new high quality public spaces and public realm that are accessible and inclusive to all.’</p>	
Ms. Mary Duckworth (198)	Old River Lane SPD – General	Object	Objection to Option A of the proposed development, as it includes the demolition of the URC	Option A is included for illustrative purposes (reflecting proposals included in the Bishop’s Stortford Planning	No amendment in response to these issues.

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			<p>hall. The hall should be retained and upgraded.</p> <p>This would provide a highly suitable community space, which would retain part of the area's historical architecture, and be less costly than creating a new event space. Preserving the hall would comply with District Plan Policy BISH8 (III.e)</p> <p>The mature trees around the hall would also be kept.</p> <p>There would be ample space for disabled parking adjacent to the building.</p> <p>Objection to loss of the Waitrose car park.</p>	<p>Framework). The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>Noted.</p> <p>The SPD requires the retention of existing mature trees where possible.</p> <p>Disabled parking will need to be provided in accordance with the Council's Vehicle Parking at New Development Supplementary Planning Document (SPD) - https://cdn-eastherts.onwebcurl.com/s3fs-public/documents/Vehicle_Parking_SPD.pdf</p> <p>Parking for Waitrose will continue to be provided on site.</p>	

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Ms Julie Kitchener (201)	Old River Lane SPD – General	Object	<p>1. We don't need another cinema in Bishop's Stortford.</p> <p>2. We desperately need to keep Waitrose in our town which must have adequate parking and easy access to and from the store.</p> <p>3. To demolish the URC Hall would be an absolute crime. Although it desperately needs renovating it is well placed to accommodate all sorts of gatherings.</p> <p>4. Do we really need more flats, shops and coffee houses? The town is overrun with flats - who are buying</p>	<p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p> <p>Parking for Waitrose will continue to be provided on site.</p> <p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>The SPD requires a mix of residential accommodation to create an inclusive</p>	No amendment in response to these issues.

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			<p>these? The shops and flats by the new car park are all empty. How long will it take to sell/rent these? Who is going to use these shops, they are not in the town centre?</p> <p>5. No thought has been given to the new development, only by people who don't live in, work in, or use the town.</p> <p>6. The Council has already lost millions of pounds over this scheme. Please do not let it become another white elephant.</p>	<p>community by providing homes for all age groups.</p> <p>It is expected that the continued growth of Bishop's Stortford will boost existing retail and support the case for new retailers in the town. The scale of the retail offer on Old River Lane will be proportionate and complementary to ensure the continued vitality of Bishop's Stortford town centre.</p> <p>Meeting with stakeholders and community representatives during the preparation of the draft SPD ensured a better understanding of the key issues and aspirations that the community have for the Old River Lane site. The discussions that took place at the Steering Group meetings influenced both the scope and content of the SPD.</p> <p>Consultation on the SPD has provided the opportunity for residents of Bishop's Stortford to provide their comments on the SPD.</p> <p>Noted, however this is not a planning matter.</p>	

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Ms. Janet Harris (232)	Old River Lane SPD - General	Object	<p>I object to the plans I have seen so far. Especially as Waitrose lose their carpark! This plan that was posted on FB today, seems far better. Would be lovely not to lose the hall! And keep Waitrose car park!</p> <p>Bad enough losing the causeway carpark as it is!</p>	<p>Parking for Waitrose will continue to be provided on site.</p> <p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>It is condition of the planning permission for Northgate End (3/18/0432/FUL) that The Causeway car park shall be closed in the interests if the free flow of traffic through the highway network.</p>	No amendment in response to these issues.
Ms Deb Roberts (177)	Old River Lane SPD – General		The Coal Authority has no comments to make on the SPD.	Noted.	No amendment in response to this issue.
Mr Derek Crowther (179)	Old River Lane SPD – General		<p>The SPD is so general in terminology and short on specifics as to defy objective comment.</p> <p>What is written appears to place few restraints on what might be proposed. E.g., the vagueness of the term leisure facilities; no mention of communal facilities; no mention of charging points.</p>	Noted. The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed. Whilst not detailing specific proposals at this stage (these will be set out in any subsequent planning application), the ambition of the SPD is to ensure a well-designed development that responds to the character of the surrounding area.	No amendment in response to these issues.

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			<p>Hidden in the documents is a comment to the effect that they can move parking provision for some of the flats on this site over to the Northgate End MSCP. This runs contrary to the whole justification for Northgate End.</p> <p>There is a further commitment to give Waitrose more parking spaces - how many - this further erodes the nett gain in spaces.</p>	<p>There will be a requirement for the developer to provide electric motor vehicle charging points (see section 8 of the SPD).</p> <p>Policy BISH8 part (g) states that: "on-site car parking will need to be sufficient to meet the needs of the uses proposed, without encouraging travel to the town centre in order to avoid worsening traffic congestion and further impact on the Hockerill Air Quality Management Area. Parking will need to be provided to serve the town centre as well as commuters."</p> <p>As such the SPD notes the policy requirement to provide for car parking to meet the needs on the site, but also sets out the access to nearby car parks and the need to prioritise active travel. As such it takes a balanced view, but one that encourages opportunities to be sought to reduce car parking on ORL particularly where parking could be provided in existing facilities.</p> <p>The SPD sets out that there will be a need to re-provide displaced parking for Waitrose.</p>	

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			<p>There is no reiteration of the limit of 100 dwellings on the site in the original plan.</p> <p>Are there any other pre-existing commercial arrangements that will compromise a decision? E.g., Who will own the extensive commercial space planned for the ground floors, shops etc? If it is to be East Herts Council and the risk of its success falls on the council taxpayers, then the viability of such plans needs to be justified as part of the planning approval process. Please clarify this point.</p> <p>Seeking to imply that the 6-storey height of Jackson Square can be used as a yardstick for appropriate building heights in the development is wrong. This reference should be erased. The quality of the design construction, material choices and modern style in the MSCP should be carried forward to the ORL site, and its bulk restricted to match the height of the brick clad MSCP frontage not the metal clad element behind.</p>	<p>District Plan Policy BISH8 sets out that 'around 100 new homes' will be provided. The SPD repeats this policy requirement.</p> <p>The viability of any scheme would be considered at the planning application stage.</p> <p>The information provided at 7.6.2 is factual. The SPD states that the heights and massing of any development proposal at Old River Lane should be sensitive to the areas adjacent to the site, with consideration given to the impact of any proposal on heritage assets. This section has been updated to provide greater clarity around the Council's expectations.</p>	

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			General comments		
			<p>The area dedicated to a public square seems to have shrunk. Am I correct?</p> <p>Vague promises were made about providing an alternative venue to replace the Water Lane Hall which is to be demolished. They do not appear to be enshrined in this SPD. They should be - a section 106 arrangement might be appropriate.</p> <p>Implicit in the SPD is the demolition of Charringtons House which is a retrograde step. Has its conversion to flats been evaluated? This could be achieved much more quickly than building from scratch and would get an early return. The environmental impact, carbon generation, noise nuisance etc caused by the demolition will be considerable.</p>	<p>The SPD doesn't specify the size of a public square. The detail of this will be set out in any subsequent planning application.</p> <p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>Policy BISH8 of the District Plan was informed by the Bishop's Stortford Town Centre Planning Framework. This presented two illustrative options for the redevelopment of Old River Lane. Both options included the demolition of Charringtons House. It has therefore always been the case that Charringtons House could be demolished. Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House, if demolition is proposed through the submission of a planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings of innovative design which</p>	

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				contribute positively to the character of the Conservation Area.	
Mr Paul Boreham (199)	Old River Lane SPD - General		There should be an arts space in this new development. i.e., a venue that could be used for theatrical & musical performances (NOT a cinema!). Could the URC hall be refurbished, or even the actual URC church itself be used for this purpose? i.e., the church would be a dual-purpose space both for worship and arts. This needs to be part of the S106 agreement.	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.	No amendment in response to this issue.
Mr Graham Oxborrow (202)	Old River Lane SPD - General	Object	Expectation that EHDC would wish to set exemplary requirements in the SPD to deliver substantive improvements to the Arts provision and community facilities on the ORL site; to ensure it is not to the detriment of existing well-loved facilities in the town; and to deliver net zero carbon development in accordance with its Climate Change commitment. The consultation draft SPD is in no way exemplary and EHDC has provided no evidence that it has properly assessed the community's	Agreed. This ambition is reflected in the Vision and Development Objectives for the site (now Section 6 of the SPD), which were developed through discussion with the Old River Steering Group. Noted.	No amendment in response to these issues.

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			needs and desires for the site and that it has modelled or otherwise assessed whether its requirements would take up the opportunities development of the site brings or bring risks to the rest of the town's existing facilities.		
Mr Graham Oxborrow (208)	Old River Lane SPD – General	Object	This is such an important development for the town and yet the Council has failed to engage with the community to achieve a shared understanding behind the planning brief for the Masterplan for the site. The Council should not abuse its power to impose its will on the town in this way.	The importance of this site is acknowledged. An Old River Lane Steering Group was set up to influence both the scope and content of the SPD. Membership of the Steering Group includes: Officers from East Herts Council and Hertfordshire County Council; Councillors; representatives from the Cross-party Working Group on Old River Lane; landowner and developer representatives; as well as other representatives from the Town Council, the Neighbourhood Plan Group, the Bishop's Stortford Climate Group, the Bishop's Stortford Business Improvement District (BID) and Bishop's Stortford Civic Federation. Several community representatives also attended the Steering Group meetings.	No amendment in response to this issue.
Ms Lyn Farrell (210)	Old River Lane SPD – General	Object	Bishop's Stortford is sadly lacking anywhere for adult education classes to be held. Hertfordshire County Council's very own Step2Skills organisation has been unsuccessful over the last couple of years in	Noted.	No amendment in response to these issues.

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			<p>finding premises to hold regular courses and classes even though the community has been requesting them. A couple of decent sized rooms would suffice and would benefit the community immensely.</p> <p>I cannot see any detailed plans on the document for a town square which has been mentioned. I do hope that this would include plenty of trees to create shade and improve air quality. Once again, the planning is not making the most of our lovely river frontage. Yet another missed opportunity.</p>	<p>The SPD references a public square stating that it 'should provide a welcoming, legible, and adaptable public space at the confluence of pedestrian and cycle routes, with active edges presenting retail opportunities, generous levels of passive surveillance, benches to meet and rest on, and public art to reinforce a memorable character that enhances the character and appearance of the Bishop's Stortford Conservation Area.' (paragraph 8.4.5 of the SPD).</p> <p>The importance of green infrastructure is embedded throughout the SPD as a key consideration.</p>	
Ms Jill Jones (226)	Old River Lane SPD – General		Please note there has been no forum at all for the public to hear officers speak about the latest developments. Calling in the minimum time for consultation at a time when most people are planning a holiday smacks of pushing items through once again without proper	Six meetings of the Old River Lane Steering Group took place before publication of the draft SPD for consultation. Whilst not as public forum the meetings were attended by the Bishop's Stortford Civic Federation and other community representatives.	No amendment in response to these issues.

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			<p>discussion and with no forum to air creative ideas (the general assumption being that the public view would be negative).</p> <p>Support the demolition of Charringtons House which is an abomination but leave the mature trees!</p>	<p>Meeting with stakeholders and community representatives during the preparation of the draft SPD ensured a better understanding of the key issues and aspirations that the community have for the Old River Lane site. The discussions that took place at the Steering Group meetings influenced both the scope and content of the SPD.</p> <p>Consultation on the SPD has provided the opportunity for residents of Bishop's Stortford to provide their comments on the SPD.</p> <p>Support for the demolition of Charringtons House is noted.</p> <p>The SPD notes that there are several important trees across the site, including Category A trees which are of significant value. The SPD requires the retention of existing mature trees where possible.</p>	
Mr James Hook (237)	Old River Lane SPD – General		The Council should consider holding an architectural competition or separately engaging architects to maximise the possibility of obtaining outstanding design.	The Council has already appointed Cityheart Ltd as the developer for the Old River Lane site.	No amendment in response to this issue.
Waitrose & Partners (261)	Old River Lane SPD – General		Waitrose would like to confirm its position that proposals to redevelop the Council owned surface level	Noted, however, it is expected that the continued growth of Bishop's Stortford	No amendment in response to these issues.

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			<p>public car park to the east of its shop could potentially negatively impact on trade to their store, which would jeopardise the success of the scheme envisaged in the SPD and the health of the wider town centre.</p> <p>Waitrose support the Strategic Masterplan to guide the development of the site at Figure 21 on page 71 of the draft SPD, which shows both areas of the Waitrose car park (east and south) as retained.</p> <p>Whilst Waitrose welcomes the recognition at paragraph 8.3.3 of the draft SPD that there is a need to ensure that circa 170 car parking spaces are retained to service the customer demand, this should be updated to reflect the existing number of spaces within the car park (183) and therefore at least 183 spaces should be retained as part of any redevelopment proposals for Old River Lane.</p> <p>Waitrose also broadly supports the proposed vehicular access route from the Link Road (A1250) to the east as shown on the Strategic Masterplan.</p>	<p>will boost existing retail and support the case for new retailers in the town.</p> <p>Support noted and welcomed. Note: Figure 21 is now Figure 20.</p> <p>The commitment in the SPD to re-provide around 170 spaces is consistent with the number of spaces that Waitrose currently lease from the Council (166). In addition, Waitrose own the freehold for an additional 21 spaces which are not part of the redevelopment proposals.</p> <p>Noted.</p>	

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			Waitrose would like to work collaboratively with the Council and Developer to seek to ensure that no existing car parking spaces are lost in order to facilitate the delivery of the access route and in tandem to enhance the provision of car parking spaces, the layout the car park and deliver public realm improvements as part of any forthcoming scheme for the Old River Lane site. This will ensure that the Waitrose store continues to support the vitality and viability of the town centre	Noted and welcomed.	
Jenny McGregor (263)	Old River Lane SPD – General	Object	<p>The car park did not need to be closed. A lot of people, especially the elderly, prefer the one floor area and not having to fiddle with technology in the other car parks.</p> <p>A new Arts Centre is not required. The Rhodes centre does a lot for everyone.</p> <p>A new cinema is not required. There is already a multi-screen cinema in the town.</p>	<p>Noted, although not relevant to the content of the SPD.</p> <p>The Council has been in discussion with Rhodes Birthplace Trust and will continue to work with them moving forward to find the best solution for Bishop's Stortford and the Arts Complex.</p> <p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the</p>	No amendment in response to these issues.

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			<p>No more shops are needed, especially located at the other end of town. Existing empty shops need filling and no more cafes or restaurants, just 'Proper' shops.</p> <p>Why knock Carrington's building down when it can be used for offices or other things.</p>	<p>flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p> <p>It is expected that the continued growth of Bishop's Stortford will boost existing retail and support the case for new retailers in the town. The scale of the retail offer on Old River Lane should be proportionate and complementary to ensure the continued vitality of Bishop's Stortford town centre. It is expected that new food and beverage opportunities will create a vibrant new area of the town centre.</p> <p>Policy BISH8 of the District Plan was informed by the Bishop's Stortford Town Centre Planning Framework. This presented two illustrative options for the redevelopment of Old River Lane. Both options included the demolition of Charringtons House. It has therefore always been the case that Charringtons House could be demolished. Whilst the SPD itself doesn't specifically include</p>	

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			General comments		
			<p>The URC hall needs to stay.</p> <p>Existing trees should be retained. The Government says plant more trees to help air pollution and you want to knock more down!</p> <p>Further thought should be given to the one-way system and the extra traffic on the roads and around the town.</p>	<p>proposals for the demolition of Charringtons House, if demolition is proposed through the submission of a planning application, then this could facilitate the opportunity for redevelopment of the wider site to provide high quality, sustainable new buildings of innovative design which contribute positively to the character of the Conservation Area.</p> <p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>The SPD notes that there are several important trees across the site, including Category A trees which are of significant value. The SPD requires the retention of existing mature trees where possible.</p> <p>The SPD includes a number of interventions and projects set out in the Hertfordshire Eastern Area Growth and Transport Plan. These seek to improve</p>	

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			General comments		
			<p>There is no need for any more ugly blocks of homes or buildings at that end of town. The area by the station must be one of the ugliest sites we have in Bishop's Stortford and that is enough.</p> <p>A surgery could be a possibility, but only if there is still a lot of parking spaces left next to Waitrose Car park and it is in the level car park. Or convert some of Charringtons House.</p>	<p>the highway network, encourage modal shift, and prioritise active travel.</p> <p>The ambition of the Council is to create a well-designed development that responds to the character of the surrounding area. The purpose of the SPD is to ensure that the development is of high-quality design.</p> <p>Noted. The SPD states that health care facilities that complement the existing offer across the town will be looked on favourably at ORL.</p>	
Deirdre Glasgow (269)	Old River Lane SPD - General		Extremely disappointed that there is such lack of information regarding the Art Centre. The plans, since this development was proposed nearly 10 years ago, have gone from a 500+ seater theatre and Art Centre with library, to a 5-screen cinema arts centre now reduced to leisure facilities. No clarification on what leisure facilities mean or will contain. More clarity is needed regarding the leisure facilities and what provision will be offered to complement the work of South Mill Arts and other arts groups across the town. There is a need to involve all these groups.	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.	Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.

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			General comments		
			Grange Paddocks Leisure has just been completed and is an excellent local authority leisure facility, so do not need more sports facilities at ORL. There are a number of private gyms across the town including Nuffield gym at The Good Yard development.	Noted.	
David Rich (275)	Old River Lane SPD - General		<p>The Old River Lane development should feature architecture more sympathetic with our old town. The current plans seem to incorporate more shops and domestic housing than that given over to the arts and community building. The hope is that these shops and housing units will be low rise otherwise the way through the pedestrianised street will be like walking through dark canyons of brick and concrete.</p> <p>Are any more shops needed when the present offering includes so many premises boarded up?</p>	<p>The ambition of the Council is to create a well-designed development that responds to the character of the surrounding area. The Strategic Masterplanning Framework set out in the SPD will ensure that Old River Lane is a high-quality, accessible, and sustainable redevelopment of a town centre destination that incorporates a mixture of uses that contribute to the vibrancy of Bishop's Stortford and complement the uniqueness of this historic market town.</p> <p>It is expected that the continued growth of Bishop's Stortford will boost existing retail and support the case for new retailers in the town. The scale of the retail offer on Old River Lane should be proportionate and complementary to ensure the continued vitality of Bishop's Stortford town centre.</p>	No amendment in response to these issues.

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
Jan Mccarthy (285)	Old River Lane SPD - General		I would like to see money invested in refurbishing the URC Hall + not building another cinema. We already have a cinema that is never fully utilised, as well as South Mill Arts Centre, which is a great asset to our town. The ORL SPD explains 'the historic significance of Bishop's Stortford + sets out design principles + a framework for prioritising the natural characteristics + cultural heritage of the area'. By keeping the existing Hall, which is a multi-purpose facility, it will save costs by not building a 'leisure centre' on the site. By not touching the Waitrose car park, which is used for disabled and elderly people, it would confirm to protect the ancient oak + the row of ancient trees alongside the Church Hall.	Noted. The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities). The SPD notes that there are several important trees across the site, including Category A trees which are of significant value. The SPD requires the retention of existing mature trees where possible.	No amendment in response to these issues.
Malcolm Duckworth (303)	Old River Lane SPD - General		My preference for the ORL site is to restrict the development to the large car park only and concentrate on making that a nice space to live and work. Please avoid over development and retain the feeling of openness. Provide new retail facilities and new housing (100 as suggested is too many, plan for 50 max).	Noted. The ambition of the Council is to create a well-designed development that responds to the character of the surrounding area. District Plan Policy BISH8 requires the delivery of 'around 100 homes' as part	No amendment in response to these issues.

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			General comments		
			<p>Leave alone those parts of the proposed red-lined development area that are functioning well (URC Hall, Charringtons House, existing houses adjacent to Coopers, Waitrose car park).</p> <p>The proposal indicates a leisure facility and new office space. These already exist so use some of the funds available to upgrade the existing buildings rather than demolish. The URC Hall is already well used for arts and leisure activities and has room for disabled parking. It could be refurbished and enhanced to a high-quality centre. Regarding Charringtons House, refurbishment and enhancement are not considered an option so please make available your evidence that it is unsuitable for modern day office needs. The assessment of the unsuitability of this building contradicts the content of a letter sent into the local paper a few years ago from someone involved in the building design. Any surveys cited in the report, completed prior to the</p>	<p>of a mixed-use development on the site. The SPD reflects this policy requirement.</p> <p>Noted. However, the principle of mixed-use development has already been established in this location through District Plan Policy BISH8.</p> <p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>Policy BISH8 of the District Plan was informed by the Bishop's Stortford Town Centre Planning Framework. This presented two illustrative options for the redevelopment of Old River Lane. Both options included the demolition of Charringtons House. It has therefore always been the case that Charringtons House could be demolished. Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House, if demolition is proposed through the submission of a</p>	

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			General comments		
			<p>covid pandemic and lock down, should be redone, particularly with regard to the town's need for new office space.</p> <p>Mention is made of maintaining the character of the area, especially building heights, though this has been ignored in the past. New buildings should have heights no higher than Coopers or Waitrose. The new developments at Northgate End (multi-storey car park, offices/apartments) are totally out of character for the area because of their height and should not be used as a reference for new building height proposals.</p> <p>Linking Castle Gardens to the ORL site is a nice idea but clearly a problem because of the importance of Link Road to traffic flow through the town. The siting of the new multi-storey car park on the opposite side of Link Road to ORL has not helped with this problem. If traffic flow on Link Road is continually disrupted by pedestrian crossings and speed</p>	<p>planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings of innovative design which contribute positively to the character of the Conservation Area.</p> <p>The SPD states that the heights and massing of any development proposal at Old River Lane should be sensitive to the areas adjacent to the site, with consideration given to the impact of any proposal on heritage assets. Section 7.6 has however been updated to provide greater clarity around the Council's expectations.</p> <p>Noted.</p>	

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			<p>restrictions, car drivers will always seek other parking options or stay away from the town.</p> <p>On the parking theme, Waitrose will lose custom if it loses the car park outside the store, which will inevitably threaten the future of the store. The existing space should be left alone.</p>	Parking for Waitrose will continue to be provided on site.	
Jenette Greenwood (318)	Old River Lane SPD - General		<p>Since the plans were first considered, life has changed for us all and the country's / town's financial position has also changed. We need to reconsider what the town needs and will use, what will bring people and businesses to Bishops Stortford. How can our money be most effectively spent? I don't think the plans as they stand offer the people that live, work, shop and go out in Bishop's Stortford value for money. I really hope you will reconsider how this space can best be reimagined and not just throw good money away on something that doesn't work for the town.</p>	Noted. The SPD provides a strategic framework against which more detailed decisions can be made. The aim is to achieve a high-quality development that meets the Council's place-making, corporate and community aspirations and objectives for Bishop's Stortford and its town centre.	No amendment in response to this issue.
Mr Bryan Evans (250)	Old River Lane SPD - General	Object	Consultation period provides insufficient time for many people to respond, noting that a substantial part of the consultation period was	Noted. The Town and Country Planning (Local Planning) (England) Regulations 2012 set out that SPD's should be consulted for a period of not less than	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			during the school summer holidays when many people are likely to have been away. The consultation has been inadequately publicised. It is not mentioned on East Herts Council's consultation webpage.	four-weeks. The consultation was therefore in accordance with regulations. It was advertised via a press release and information was also made available on the Council's website (https://www.eastherts.gov.uk/planning-and-building/old-river-lane-supplementary-planning-documents) and via social media.	
Mr Bryan Evans (252)	Old River Lane SPD - General		1. Currently Bridge Street is used by a substantial volume of traffic much of which, if it's pedestrianised, would likely seek to use other routes (such as North Street and Bells Hill) to get to Link Road and continue the journey via The Causeway. If it uses Link Road it would need to go through the new signal-controlled MSCP junctions - and I don't think that was allowed for in the MSCP traffic modelling that predicted (very) extensive queues for some scenarios. If those predictions materialise then I would expect extensive queueing and rat running in the northwest of the town that would need mitigation. Some drivers would likely go to other destinations and visit Stortford much less often. There would probably be a combination of drivers being held up by the MSCP signals, re-routeing, re-	Noted. Chapter 4 seeks to set out the high-level intervention options included with the Hertfordshire Eastern Area Growth and Transport Plan. These will work alongside existing policy in the statutory development plan documents and also the design principles in Chapter 7.	See various amendments to Chapters 4 and 7 in relation to these comments.

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			<p>timing travel or switching to another travel mode, or travelling elsewhere or not at all. Some traffic restriction on Bridge Street might be helpful as I'd expect some drivers would divert to it from Link Road to avoid the delays at the new MSCP junctions.</p> <p>2. Is the Waitrose car park access to be direct from Link Road and if so where, is that also to be signal controlled, has it been modelled, including its interaction with other junctions and how are pedestrians and cyclists to be prioritised at any new junction and on any new highway links.</p> <p>3. What is being done to ensure pedestrians and cyclists using Link Road have as convenient and unimpeded journey as possible to ORL and through the area? Stepped cycle tracks on Link Road may be one suitable way of helping cyclists through the area in line with EHDC and HCC policies.</p>	<p>This SPD seeks to set out a high-level strategic masterplan framework for the development. The current preferred access to the site is the eastern access discussed in Section 8.3 following discussions with HCC highways. The details of junctions and subsequent modelling will need to accompany any detailed proposals.</p> <p>Chapter 4 sets out various packages for interventions, most of these focus on active travel interventions including looking wider than ORL and linking with existing and planned interventions. This also goes together with the design principles on movement in Chapter 7 as well as existing policies in development plan documents such as the East Herts District Plan and the Bishop's Stortford Silverleys and Meads Neighbourhood Plan (1st Revision). Both Chapters have been strengthened in response to various comments on the draft SPD.</p>	<p>No amendment in response to this issue.</p> <p>See various amendments to Chapters 4 and 7 in relation to these comments.</p>

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			General comments		
			<p>4. Does the scheme provide generous space for walking in groups and for cycling that helps make using those modes a pleasant experience. Often minimum widths are used and without regard for the constraining effect of boundaries and street furniture on effective useable width resulting in low quality and at times hazardous pedestrian and cycling environments.</p> <p>5. What does the latest traffic modelling and assessments show, and does it allow for the build-up and decay of queues over several hours or a whole 12 hours say rather than for a single hour show the dynamic response to queuing (rat running) by drivers rather than a static model and show the interaction of queues at junctions.</p> <p>6. A pre-requisite of the scheme must be to ensure ORL, and the wider town centre can be easily, safely, and conveniently accessed by foot and cycle despite the traffic queues that are predicted.</p> <p>7. Helping public transport on Hadham Road and Rye Street</p>	<p>Chapter 7 sets out design principles to ensure that active travel (Section 7.2) is supported with the necessary design and infrastructure to encourage its implementation. Where possible, existing standards have been referred to also. Likewise, Section 7.7 seeks to ensure that the public realm is designed in a manner that enhances the pedestrian experience and supports active travel.</p> <p>This SPD seeks to set out a high-level strategic masterplan framework for the development. The details of junctions and subsequent modelling will need to accompany any detailed proposals.</p> <p>This SPD focusses on the active travel and connectivity of ORL</p> <p>Given that the focus of this SPD is on the development at ORL itself, the</p>	<p>See various amendments to Chapters 4 and 7 in relation to these comments.</p> <p>No amendment in response to this issue.</p> <p>No amendment in response to this issue.</p>

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			General comments		
			<p>through the queues on approaches to the MSCP junctions looks very difficult has it been considered?</p> <p>8. Proposals to reduce traffic speeds on Link Road as part of ORL development should be extended to cover all of the town centre including Hockerill St, North Street, The Causeway, Dane Street, Station Road and South Road.</p> <p>9. Any new cycle and pedestrian route should provide a high-quality experience and route for both user groups. ORL is likely to be a busy pedestrian area and any sharing of surfaces, if that's what is in mind, should be very carefully considered and designed including with regard to width, speeds, volumes, gradients.</p> <p>10. How is the ORL site and Waitrose to be accessed by cycle from all directions?</p>	<p>document does not seek to set out any particular interventions involving public transport on Hadham Road and Rye street. The interventions listed in Chapter 4, alongside the newly added Section 4.3 seek to ensure that the ORL SPD seeks to support public transport both directly related to ORL and across Bishop's Stortford.</p> <p>Noted.</p> <p>Agreed. The design principles set out in Chapter 7 - section 7.2 seeks to ensure that any development provides a high-quality approach to supporting active travel. Various amendments have been made to improve and strengthen the principles set out in the draft SPD.</p> <p>The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed</p>	<p>See various amendments to Chapter 4 and specifically Section 4.2 in relation to these comments.</p> <p>See various amendments to Chapter 7 and specifically Section 7.2 in relation to these comments.</p> <p>No amendment necessary in response to this issue.</p>

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			<p>11. A continuous cycle route should be provided from the ORL site to Sworders Fields. This should include a generous width cyclable crossing on Link Road and providing access to the park and to cycle routes in the park that can be used by all types of cycle including adult/child tag-along, tricycle, cargo and disabled adapted cycles without need to dismount.</p> <p>12. ORL development could be a good location for a cycle hub, especially if it has good cycle access, perhaps including secure covered cycle parking, cycle hire, base for cargo cycle delivery service for use by town centre businesses etc.</p> <p>13. Future proofing for electric scooter access should be considered.</p> <p>14. The one-way system for North Street, Windhill and Bells Hill is interesting, if it progresses, I think allowance for contraflow cycling should be made, at least on Windhill and North Street, and Bells Hill if possible.</p>	<p>development proposals can be assessed.</p> <p>Chapter 4 sets out the high-level expectations of a cycle route into the site and across Castle Gardens. This is proposed to then link in with those suggested interventions set out in Section 4.2.</p> <p>Agreed. There has been the addition of various design principles to Section 7.2, including reference to existing cycle standards and non-standard bike types.</p> <p>Agreed. There has been the addition of various design principles to Section 7.2, including reference to existing cycle standards and non-standard bike types.</p>	<p>See various amendments to Chapters 4 and 7 in relation to these comments.</p>

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			<p>15. The Town Centre Planning Framework (and the local plan) suggest around 100 residential units for the site why are more than double that being proposed? This intensive land use takes away opportunities for future proofing the site for changing public needs and demands.</p>	District Plan Policy BISH8 sets out that 'around 100 new homes' will be provided. The SPD repeats this policy requirement.	No amendment in response to this issue.
			<p>16. Many people may not want or need to own or park a car at the site. Has provision for a car club and use of the new MSCP been considered to reduce onsite parking at ORL itself? This excessive land demand for car parking again takes away opportunities for future proofing the site for changing public needs and demands as well as takes away space for the enjoyment and use of the public.</p>	Section 7.3 of the SPD sets out that 'development proposals should include car club facilities and incentives' and that 'permitting opportunities for residents in the adjacent multi-storey car parks at Jackson Square and Northgate End should be explored.	No amendment in response to this issue.
			<p>17. Cinemas tend to be large unattractive windowless boxes, and often, other than their facade, are best hidden from view as much as possible. This one would be very prominent, a major feature in the streetscape from all directions and juxtaposed by a scheduled ancient</p>	The SPD sets out that buildings will be high quality, sustainable and of innovative design which contribute positively to the character of the Conservation Area.	No amendment in response to this issue.

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			<p>monument. How is that to be resolved?</p> <p>18. The dominance of a cinema function at an Arts Centre compromises many other uses. Instead of airy spaces with natural light, dual or multiple aspects and views to the Castle mound and gardens it seems the Arts Centre users within the Centre will have use of dark artificially lit cinema rooms with no meaningful connection or relationship to the outside surroundings.</p> <p>19. How is the ORL site being future proofed for the future growth and needs of the town. It's the last large council controlled town centre site and if it's built out in the intensive way suggested there is no scope for meaningful future expansion of the public uses and public spaces when the financial conditions will be different and the town's population and that of its surrounding area will be far greater than now.</p> <p>20. The inclusion of a multi-purpose outdoor public space is a very valuable feature in principle. Is clear</p>	<p>Noted.</p> <p>Chapter 3 of the SPD requires proposals for new uses on Old River Lane to be responsive and demonstrate adaptability to shifting market trends and dynamics.</p> <p>Noted.</p>	<p>-</p> <p>No amendment in response to this issue.</p> <p>-</p>

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			<p>information available on its size, shape, capacity for accommodating events, and relationship how it relates to its surroundings. One idea that has been suggested is winter ice skating how would this be accommodated of sufficient size for Stortford and its surrounding area together with related facilities such as changing, food/drink etc, Christmas market etc whilst still providing space for other public use?</p> <p>21. Gardens and generous public spaces should be provided on the site and shared by both the general public and the residents of the site.</p> <p>22. The site should be future proofed to have space reserved to accommodate the future and needs of the town and its hinterland development and thereby support sustainable development, not be intensively built out now.</p>	<p>A key objective of the SPD is to 'Create new high quality public spaces and public realm that are accessible and inclusive to all and establish a civic destination where people can meet and enjoy spending time.'</p> <p>The site is allocated for mixed-use development in the District Plan, with around homes being delivered between 2022 and 2027.</p>	<p>No amendment in response to this issue.</p> <p>No amendment in response to this issue.</p>
Brenda Whitaker (264)	Old River Lane SPD - General	Object	Objection to the Old River Lane development. This has never been what the majority of people in Stortford wanted, but now that it seems we have to have it, the very	Objection to development at ORL noted. The ambition of the Council is to create a well-designed development that responds to the character of the surrounding area. The purpose of the	No amendment in response to this issue.

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			<p>least we deserve is a development that is as environmentally friendly as possible, which includes not removing any existing trees.</p> <p>The recommendations of the Bishop's Stortford Climate Group are supported.</p>	<p>SPD is to ensure that the development is of high-quality design. The SPD notes that there are several important trees across the site, including Category A trees which are of significant value. The SPD requires the retention of existing mature trees where possible.</p> <p>Noted.</p>	
Judith Monaghan (276)	Old River Lane SPD - General		<p>1. Charringtons House - will this building is to remain? It's an iconic building - plenty of office space. No more needed.</p> <p>2. No building to be more than 3 storeys high so does not 'loom' over the Causeway.</p>	<p>Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House, if demolition is proposed through the submission of a planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings (including offices) of innovative design which contribute positively to the character of the Conservation Area.</p> <p>The SPD makes it clear that the heights and massing of any development proposal at Old River Lane should be sensitive to the areas adjacent to the site, with consideration given to the impact of any proposal on heritage assets. This section has however been updated to provide greater clarity around the Council's expectations.</p>	No amendment in response to these issues.

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			General comments		
			<p>3. Homes should include sheltered homes for elderly, as convenient for town centre.</p> <p>4. There should be disabled parking as Northgate End multistorey is too far from shops.</p> <p>5. There MUST be rooms to hire for Pilates, art groups, children's activities to replace those in URC Hall. Some small rooms for language groups, book groups etc.</p> <p>6. I'm not sure how access to Waitrose carpark and parking for the new homes will work? Waitrose is important to the town.</p> <p>7. A GP surgery would be good.</p> <p>8. We do not need another cinema.</p>	<p>The SPD requires a mix of residential accommodation to create an inclusive community by providing homes for all age groups.</p> <p>Disabled parking will need to be provided in accordance with the Council's Vehicle Parking at New Development Supplementary Planning Document (SPD) - https://cdn-eastherts.onwebcurl.com/s3fs-public/documents/Vehicle_Parking_SPD.pdf</p> <p>Noted.</p> <p>The specific details of how to access the Waitrose carpark will be considered through the planning application process.</p> <p>The SPD states that health care facilities that complement the existing offer across the town will be looked on favourably at ORL.</p> <p>The Council, as landowner, would like to bring forward a new Arts Centre at Old</p>	

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			<p>9. Wider pavement required alongside Riverside Walk, Coopers side.</p> <p>10. Plenty of trees please.</p>	<p>River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p> <p>Noted.</p> <p>Agreed. The importance of green infrastructure is embedded throughout the SPD as a key consideration.</p>	
T.P. Kitchener (286)	Old River Lane SPD – General		1. We don't need another cinema.	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has	No amendment in response to these issues.

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			<p>2. We need more spaces for meeting rooms, exhibition centre, community groups to meet.</p> <p>3. Criminal to do away with URC Hall, an excellent hall space, meeting room, sports venue (on small scale) all for use of B/S towns people. An iconic building just being knocked down.</p> <p>4. Waitrose needs to remain allowing easy access to and from store.</p> <p>5. No more flats, PLEASE cafes, cafes, shops.</p>	<p>been added to the SPD which provides further information.</p> <p>Noted.</p> <p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>Waitrose and associated car parking will be retained on site.</p> <p>Noted. The SPD requires a mix of residential accommodation to create an inclusive community by providing homes for all age groups.</p> <p>It is expected that new food and beverage opportunities will create a vibrant new area of the town centre.</p>	
Gary Jones (294)	Old River Lane SPD – General		<p>Table of Contents - spelling errors:</p> <p>2.4 United ReformED Church Hall</p> <p>4.2 Multi-StorEy Car Park</p>	Spelling error noted.	<p>Make spelling corrections to:</p> <ul style="list-style-type: none"> - Table of Contents - Section 2.4 - Paragraph 2.2.17 - Paragraph 2.4.1

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
					<ul style="list-style-type: none"> - Image 3 - Paragraph 2.2.18 - Paragraph 3.4.4 - Section 4.2 - Paragraph 4.2.2 - Table below 5.1.1 - Box below 7.6.2 - Paragraph 8.2.3
Ms Yvonne Estop (384)	Old River Lane SPD - General	Object	<p>In presentations that I was privileged to be in, and which the public have not seen, are the slides below, which set out a concept for an arts centre. The shape of the building is reflected in the SPD diagram, but no explanation whatsoever is provided about possible uses and operation.</p> <p>This building shape has been a 'given' throughout discussions, so the absence of any commentary or guidance in the SPD is frankly bizarre. Use of the word 'leisure' is imprecise and obfuscating. I submit the following comments on a leisure use, and an arts centre:</p> <p>A dedicated studio space (second bullet) is the key component for an arts centre. An arts centre should have at its heart a large flexible space for multiple kinds of performance, and different audience</p>	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD at Section 3.4 which provides further information.	Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.

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			General comments		
			<p>configurations. It does not need to have a 'stage area' or to be a 'theatre' or a 'concert hall', just a box, that can meet the needs of many arts organisations in this town, including the Choral Society, Sinfonia orchestra, theatre group, comedy club, various music projects and festival organisers. It should accommodate workshops and education. The key points are its size, lighting and sound rigs, an ability to have an audience of at least 200, a get-in and complete flexibility of fixtures.</p> <p>Live performance spaces in a foyer, a gallery, café bar space (as described below) is not a serious provision for live performance, but a secondary possibility. Foyer, gallery, café areas cannot hold theatre, or choral concerts, or chamber orchestras, or rehearsals, or workshops, or education classes. It may be suitable for daytime community events, but some of these will need private and safeguarded spaces.</p> <p>A five screen cinema (fourth bullet below) would seem incompatible with the above needs. Cinema</p>		

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			General comments		
			<p>spaces tend to be rigid with raked floors. The town has two cinemas already so this is an inexplicable response to local arts provision. A public realm area is described with various activities, none of which crop up in the SPD. All will require events organiser and annual events programmer, a business commitment that the success of the space will rely on, not referred to in the SPD.</p> <p>The diagrams do not indicate which box is the 'dedicated studio space'. Each box shows a stage, which is inflexible. The largest capacity shown is 150, which is considerably smaller than the URC church hall.</p> <p>The SPD talks about the leisure use 'activating ground floors' but only one frontage can be active, the others will be blank walls. The building will be low and blank-sided. This proposal is not yet acceptable, and the SPD needs to provide real clarity about how arts, community, civic, leisure uses will be approached.</p>		

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			General comments		
Hertfordshire County Council (346)	Old River Lane SPD - General		<p>The comments from HCC on the SPD reflect the interests of the following HCC services:</p> <ul style="list-style-type: none"> - Transport (Highways, Network & Travel Planning) - Countryside and Rights of Way - Adult Care Services - Flood Risk Management 	Noted.	-
Melanie Wakeline (319)	Old River Lane SPD - General	Object	<p>Proposal for Charringtons site to be used for local medical centre (GP, nurse-led services, e.g., vaccination and NHS dentist). The Charringtons site would be ideal for this purpose either repurposing the existing building (preferred option) or replacing it with a building no higher than the existing building.</p> <p>The existing Causeway open-air level access carpark should be re-opened for public use.</p> <p>Strong preference is for the Charringtons site to be utilised for the benefit of the local community rather than for housing. Opposition to any housing to be built on the ORL site. No further town centre housing is needed or appropriate as this will</p>	<p>The SPD states that health care facilities that complement the existing offer across the town will be looked on favourably at ORL.</p> <p>It is condition of the planning permission for Northgate End (3/18/0432/FUL) that The Causeway car park shall be closed in the interests if the free flow of traffic through the highway network.</p> <p>District Plan Policy BISH8 sets out that 'around 100 new homes' will be provided. The SPD repeats this policy requirement.</p>	No amendment in response to these issues.

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			General comments		
			<p>just lead to more congestion, parking issues and probably also more anti-social behaviour in the town centre. Bishop's Stortford has had more than its fair share of new housing, both flats and houses in the last few years.</p> <p>Limit the height of any new buildings to 3 storey. In the last 10-20 years, the town centre (and access to the river) have been ruined by overbearing tall buildings.</p> <p>Leave the existing open-air level-access carpark at Waitrose unchanged.</p> <p>Reinstate the open-air Causeway level access carpark. Many women do not feel safe in multi storey carparks. Please reinstate the Causeway open air level access carpark, so that less mobile residents can also make use of the town centre. This is an equality and diversity issue.</p> <p>Do not demolish the URC Hall. This is a much loved and used space.</p>	<p>Section 7.6 has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD.</p> <p>Waitrose and associated car parking will be retained on site.</p> <p>It is condition of the planning permission for Northgate End (3/18/0432/FUL) that The Causeway car park shall be closed in the interests if the free flow of traffic through the highway network.</p> <p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the</p>	

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			<p>The town does not need another cinema or another theatre.</p> <p>Let's just encourage use of the town's existing facilities by keep car parking free in the evenings and on Sundays! I am concerned that yet again East Herts Council appears to be forcing unwanted developments on Bishop's Stortford residents. Over the last 30 years the town centre has been overdeveloped with tall, ugly flat blocks and multi-storey car parks that are not working for residents. Consequently, access to the river is</p>	<p>demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p> <p>Noted.</p>	

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			General comments		
			now poor, shops are empty and soon the cafes and restaurants will struggle due to the proposed parking changes. The town gets more and more ugly every year. Please put a stop to this overdevelopment of Bishop's Stortford town centre - enough is enough.		
Paul Dean (443)	Old River Lane SPD - General		My personal observations and comments are substantially the same as the two documents sent by Bishop's Stortford Civic Federation.	Noted.	-
Emma Mullhall (370)	Old River Lane SPD - General		<p>Why is the URC Hall being demolished? Surely it could be refurbished and used by the local community, whether as a comedy club or space for community groups. It an age of sustainability it seems counter-productive to demolish a perfectly serviceable building, one that is at the heart of the town and part of the history of Stortford.</p> <p>Similar concerns about Charringtons House. Why are we demolishing a building that is an office block to build more offices? This makes no sense. Why is this happening?</p>	<p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>Policy BISH8 of the District Plan was informed by the Bishop's Stortford Town Centre Planning Framework. This presented two illustrative options for the redevelopment of Old River Lane. Both options included the demolition of Charringtons House. It has therefore always been the case that Charringtons House could be demolished. Whilst the</p>	No amendment in response to these issues.

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			General comments		
			<p>There are so many new houses being built across Stortford. Very few are affordable. If new houses/flats are to be built are they affordable? Will the young, on an average salary, for example, be able to afford them?</p> <p>Our GP surgeries are almost at breaking point. We have thousands of new residents, yet there are no additional GP surgeries. Old River Lane should include a health centre so that pressure is relieved from other surgeries.</p> <p>Old River Lane should be for the benefit of the community and it should be built as 'greenly' as possible. What 'green' technology will be used in the construction of Old</p>	<p>SPD itself doesn't specifically include proposals for the demolition of Charringtons House, if demolition is proposed through the submission of a planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings (including offices) of innovative design which contribute positively to the character of the Conservation Area.</p> <p>There is a policy requirement for up to 40% of the new homes to be affordable.</p> <p>The SPD states that health care facilities that complement the existing offer across the town will be looked on favourably at ORL.</p> <p>The SPD notes that there are several important trees across the site, including Category A trees which are of significant value. The SPD requires the retention of existing mature trees where</p>	

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			<p>River Lane? We have a responsibility to ensure that it does not negatively impact the environment. The Council should be considering which trees will be kept and whether new ones should be planted. Ultimately, I don't feel that the planning of this has been done well.</p> <p>We have a new cinema, for no apparent reason, as we have one already.</p> <p>We have a new multi-storey car park, when we should be trying to make it easier for people to visit the town centre without cars. There is no network of cycle paths, for example. The car is being prioritised and it shouldn't be.</p>	<p>possible. Furthermore, the Strategic Masterplanning Framework set out in the SPD embeds green infrastructure as a key consideration.</p> <p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p> <p>It is acknowledged that the location of the site on the edge of the town centre, with the Castle Gardens and the new multi-storey car park on the opposite side of the Link Road means that the approach to movement will have wider impacts across the town. Section 7.2 of the SPD sets out key design principles</p>	

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				which will promote modal shift by supporting and encouraging sustainable transport modes of travel and address the current movement constraints on the site.	
Sheila Ballisat (378)	Old River Lane SPD - General		<p>Will all the trees felled be replaced?</p> <p>I think the URC Hall should stay and just be refurbished, as it is used regularly.</p> <p>We don't really need any more shops as there are many in town empty since covid.</p> <p>Charringtons House should not be demolished. It could be used to house a further education college or</p>	<p>The SPD notes that there are several important trees across the site, including Category A trees which are of significant value. The SPD requires the retention of existing mature trees where possible. Furthermore, the Strategic Masterplanning Framework set out in the SPD embeds green infrastructure as a key consideration.</p> <p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>It is expected that the continued growth of Bishop's Stortford will boost existing retail and support the case for new retailers in the town.</p> <p>Policy BISH8 of the District Plan was informed by the Bishop's Stortford Town Centre Planning Framework. This</p>	No amendment in response to these issues.

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			<p>a new Doctors surgery and ancillary requirements. Or it could be changed to house a new theatre.</p> <p>Will all the new housing be affordable or shared ownership?</p> <p>Will they all have solar panels fitted as standard?</p>	<p>presented two illustrative options for the redevelopment of Old River Lane. Both options included the demolition of Charringtons House. It has therefore always been the case that Charringtons House could be demolished. Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House, if demolition is proposed through the submission of a planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings of innovative design which contribute positively to the character of the Conservation Area.</p> <p>There is a policy requirement for up to 40% of the new homes to be affordable.</p> <p>The guidance in the SPD encourages proposals to maximise sustainability and sets out several criteria in the green box following paragraph 7.4.5 that need to be considered, including improving current building standards and incorporating new technologies and low carbon design. It also refers to the validation requirements to submit a checklist and statement, and the need</p>	

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			<p>Will the building heights be no more than the height of the new multi storey?</p> <p>We don't need a new cinema, the one we have is very under used. Also. South Mill Arts show films in much more pleasant surroundings.</p>	<p>to take account of the guidance in the Council's Sustainability SPD.</p> <p>Section 7.6 has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.</p> <p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p> <p>The Council has been in discussion with Rhodes Birthplace Trust and will</p>	

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			What will be done to ease the present traffic congestion round the town most days, with all the pollution that causes.	<p>continue to work with them moving forward to find the best solution for Bishop's Stortford and the Arts Complex.</p> <p>A key objective of the SPD is to 'deliver a place which enables active and healthy lifestyles by encouraging sustainable modes of travel that prioritise pedestrian movement over the private car.' The SPD also sets out that 'proposals at Old River Lane must not worsen the pollutant levels within the Hockerill Air Quality Management Area (AQMA).'</p>	
Chantry Community Association (381)	Old River Lane SPD - General		1 No information is provided on the document as to whether there is going to be an art centre and/or a cinema and if not what is planned?	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.	No amendment in response to these issues.

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			<p>2 Are Charringtons and the URC hall being retained and if they go what is proposed to replace them?</p>	<p>The SPD doesn't specifically propose the demolition of either Charringtons House or the URC Hall. If demolition is proposed through the submission of a planning application, applicants will be required to explain and evidence how their proposals comply with relevant District Plan policies.</p>	
			<p>3 More shops? There are empty shops in the town. Shopping centres are closing in the United States and what happens there reaches us 5 or 10 years later. If the proposed ORL site is successful shops will move from the other end of town which will then have more empty shops and become even less attractive.</p>	<p>It is expected that the continued growth of Bishop's Stortford will boost existing retail and support the case for new retailers in the town. The scale of the retail offer on Old River Lane will be proportionate and complementary to ensure the continued vitality of Bishop's Stortford town centre.</p>	
			<p>4 Bikes - elderly and disabled will not be using bikes. Families on the new estates on the outskirts of town will not be using bikes, commuters from the new estates being built along the Takeley road will not be using bikes. Members of the audience for the new theatre/cinema on a wet night in December will not be riding bikes to get there. Bike use in Bishops Stortford is a recreational "thing" normally at weekends or possibly by retired enthusiasts during the week</p>	<p>Noted, whilst not everyone will use a bicycle, the SPD is seeking to send out a clear message that the private car is not the preferred mode of travel. Proposals for Old River Lane have the potential to create new, clear pedestrian and cycle connections between North Street and Castle Gardens (east-west) as well as providing a clear route from the multi-storey car park at Northgate End, through the development to Bridge Street (north-south).</p>	

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			General comments		
			<p>when they ride out of town on 20 - 50 mile "wheelies". Planners also appear to have missed that there is a revolution in the way vehicles are being powered taking place and in 10 years most vehicles and certainly new vehicles will be powered by electric.</p> <p>5 Public transport - this will be great if we have a working system but the council are now consulting on bin collections every month to save costs. Public transport running from say 6.30 a.m. to midnight seven days each week to cater for the commuters, daytime shoppers and the night-time economy will be very expensive and with the way the economy is going is very unlikely to happen.</p> <p>6 More housing - the housing at the station looks very un-appealing. Let's hope the design of the housing in the ORL development is a bit more appealing with a maximum height of three stories. Of course, there should be affordable housing in the scheme and please give each flat a parking place in addition to their own bike rack place. Of course, all</p>	<p>Noted.</p> <p>New development will be required to demonstrate high standards of design and architectural quality that enhance the site, the setting of adjoining and nearby Listed Buildings and the Conservation Area. The design principles set out in the SPD will ensure that proposals maximise sustainability at every possible opportunity.</p>	

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			<p>buildings being erected should be environmentally friendly (and fire safe) but this should be a "given".</p> <p>7 Mill site - on the proposal this is marked down for redevelopment. Allinsons are a very successful business and employer in the town. Have the council discussed taking over their site?</p> <p>Summing-up, there appear to be no concrete plans for the site and the document appears to be a vast amount of waffle. Please can the council provide us with plans of the proposed site including computer generated images of the proposed building so we can see what is proposed, the scale of the buildings and with details of the proposed occupations. If they want a model of a successful art centre created from buildings in the middle of a town the council are recommended to look at the centre in Wells-next-the-Sea.</p>	<p>The SPD notes that this site is not expected to deliver within a particular timeframe but has been allocated to ensure that if it does come forward for development a comprehensive approach is taken across the site.</p> <p>Noted. The SPD is intended to provide a strategic masterplanning framework for the Old River Lane site, rather than provide detailed proposals.</p>	
Jenny Hodges (379)	Old River Lane SPD - General		I am against destroying yet more trees in Bishop's Stortford given that other developments have already led to the felling of many mature trees (2.27)	The SPD notes that there are several important trees across the site, including Category A trees which are of significant value. The SPD requires the retention of existing mature trees where possible. Furthermore, the Strategic	No amendment in response to these issues.

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			<p>It seems wasteful and unnecessary to demolish the Charringtons Building and replace it with more office space.? Is there no way of recycling the existing modern brick building? (3.3)</p> <p>Given the central location of any housing development associated with the site and the need to avoid using cars in the town the majority of the housing associated with the development should be for older people and key workers and not</p>	<p>Masterplanning Framework set out in the SPD embeds green infrastructure as a key consideration.</p> <p>Policy BISH8 of the District Plan was informed by the Bishop’s Stortford Town Centre Planning Framework. This presented two illustrative options for the redevelopment of Old River Lane. Both options included the demolition of Charringtons House. It has therefore always been the case that Charringtons House could be demolished. Whilst the SPD itself doesn’t specifically include proposals for the demolition of Charringtons House, if demolition is proposed through the submission of a planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings of innovative design which contribute positively to the character of the Conservation Area.</p> <p>Noted. The SPD requires a mix of residential accommodation to create an inclusive community by providing homes for all age groups.</p>	

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			General comments		
			<p>apartments selling at premium prices. Also, the number of dwellings should be limited and managed to ensure that the centre of the town doesn't turn into a housing estate! (3.5).</p> <p>I strongly support the inclusion of a GP surgery and Health Centre on the site again to help avoid car use and for easy access for everyone. (3.4/3.14)</p> <p>With reference to the entertainment facilities, I am strongly against the inclusion of any form of cinema complex on the site given the significant underuse of existing cinema facilities in the town. (3.12)</p>	<p>The SPD reflects the policy requirement set out in District Plan Policy BISH8 for 'around 100 homes.'</p> <p>Noted and welcomed.</p> <p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p>	
Environment Agency (444)	Old River Lane SPD - General		We recommend that wording is included in the SPD which promotes the protection and enhancement of the local environment and seeks opportunities to enhance ecology	Paragraph 8.4.6 has been updated to include reference to Natural England's Green Infrastructure Framework which will set out key principles to guide the proposals at ORL. Likewise, the	<p>Amendment to paragraph 8.4.6 as follows:</p> <p>Proposals should utilise and incorporate existing green</p>

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			<p>through biodiversity net gain. Please note that the culvert should be factored into any biodiversity net gain assessment and that daylighting the river on this site would provide significant betterment.</p> <p>The enhancement of biodiversity in and around development should be led by a local understanding of ecological networks, and should seek to include:</p> <ul style="list-style-type: none"> • habitat restoration, re-creation and expansion • improved links between existing sites • buffering of existing important sites • new biodiversity features within development • securing management for long term enhancement <p>In accordance with national and local policies (specifically Policy NE2 of the East Herts District Plan 2018), future development on this site should avoid significant harm to biodiversity and seek to protect and enhance it, delivering biodiversity net gain. The forthcoming Environment Bill will mandate when enacted, the demonstration of a minimum 10% biodiversity net gain using the Defra Biodiversity Metric 3.1 (or</p>	<p>paragraph includes reference to Biodiversity Net Gain and climate positive places. This should be read in conjunction with the requirements already set out in the policies in the East Herts District Plan and the Bishop's Stortford Neighbourhood Plan Silverleys and Meads (1st Revision). Alongside this the SPD sets out, that as part of its validation requirements, that an application should provide a Sustainability Checklist which will cover topics like biodiversity. An amendment has also been added to the green box following paragraph 7.4.5 to specifically reference biodiversity enhancement.</p>	<p>infrastructure, taking account of the large mature trees present across the site. Planting should be used to reinforce key routes and improve connections. <u>Natural England's Green Infrastructure Framework sets out a series of key principles that should be used to inform emerging proposals for Old River Lane. Embedding green infrastructure has a number of important benefits, including maximising Biodiversity Net Gain (BNG), managing the water environment, and creating resilient and climate positive places.</u></p>

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			General comments		
			<p>subsequent version), even where development proposals do not result in biodiversity loss. We recommend the addition of wording to steer future development on this site to identify and deploy opportunities to incorporate requirements for achieving biodiversity and wider environmental net gains, within this SPD.</p> <p>Please note that the entire Old River Lane site is located within the inner source protection zone (SPZ1) for Affinity Water's Causeway Bishop's Stortford public groundwater abstraction. This is a strategically important groundwater abstraction point and care will be required to avoid polluting this water supply during the redevelopment of the Old River Lane site. This constraint has not been included in the SPD. The presence of the SPZ1 should be included as a constraint for further consideration during the development of proposals for the site. A specific concern will be the likely requirement for piled foundations or deep excavations during the development of the site</p>	<p>Agreed. Reference to SPZ1 has been added to the Public Realm/Environment constraint section of Chapter 6.</p>	<p>Amendment to c) under Constraint: Public Realm/Environment:</p> <p>c) A small part of the north-eastern edge of the site is within flood zone 3, most of the site is within flood zone 2 and the whole site is within <u>Source Protection Zone 1</u></p>

Rep No.	Section/ Para number	Support or Object	Summary of Comments	Officer Response	Proposed Amendment to SPD
			General comments		
			that could penetrate deep beneath the water table. Specific groundwater monitoring may be required during these works to allow any groundwater quality impacts that may occur, as a result of these activities, to be managed. We request that you seek the opinion of Affinity Water, who operate the Causeway abstraction, and may also have concerns about potential impacts to their abstraction during the redevelopment of the site.		

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
Cross-party working group on ORL site (10)	1. Introduction	n/a	The cross-party working group consists of members of the Bishop's Stortford Labour, Lib Dem, and Green parties, sharing a constructive interest in this important site. We respect the planning policy and a collaborative approach to masterplanning. We produced a report in July 2021, making the case for converting Charringtons House to a centre for all-age education, challenging the five-screen cinema	The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed.	No amendment in response to this issue.

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			idea, which the Council (as landowner) has been proposing. We argued that it is environmentally irresponsible to demolish a building which is in good condition, and adaptable. And that demolishing the URC, while promoting the arts is unacceptable. This group was represented by Yvonne Estop-Wood and Stephen Skinner in the masterplan steering group, for the preparation of the SPD. We trusted the council (as local planning authority) to provide guidance on masterplanning options for land uses, access and building layout. Our concerns with the draft SPD: The SPD fails to give sufficient site-specific, masterplanning guidance to achieve its objectives, even though this was the premise of the steering group. Amendments are needed: to enable specific acceptable development; to set parameters to prevent unacceptable development; to enable workable solutions to constraints.		
Mr Ray Haswell (40)	1. Introduction	Object	No mention of Arts facilities at all. What the town needs is an Arts facility to represent ALL the arts groups in the town. It costs very little to put up four walls and a roof to	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the	Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.

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1.			Introduction		
			<p>surround a large area which could then be sub divided with partitions as necessary and accommodate audiences as well. All EHDC want to do is build flats which the town does not need. We desperately need Arts facilities, and this is an ideal place for both indoor and outdoor arts spaces. We do not need a white elephant cinema; we need space for Arts.</p> <p>No mention of the Waitrose car park which I use regularly.</p>	<p>flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p> <p>Waitrose and associated car parking will be retained on site.</p>	
Mr David Anderson (171)	1. Introduction	Object	<p>For such an important re-development that has been 'in the planning' for so long and will make an impact on every resident of Bishop's Stortford, I find a four-week consultation period in peak holiday time is unacceptable to be called reasonable, particularly in view of the sheer size of the amount to read through and its complexity. Also, a consultation should be simple and not complicated so that people of any ability can make their opinions known. Considering the teams of people and time that this document took to create, it is impractical to conceive it possible for the average person to read, understand and</p>	<p>Concerns regarding the consultation process are noted. The Council has received a good response to the consultation with over 400 comments received, each raising several issues.</p>	<p>No amendment in response to these issues.</p>

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			<p>comment on it in the time given. It is overwhelming just to look at let alone read. From what I can ascertain so far there is very little substance wrapped up in a whole pile of waffle, ambiguity and sentences which say nothing concrete.</p> <p>Bishop's Stortford is a jewel in the crown of Hertfordshire and should be treated and respected as such. We already have a cinema; we do not need another, unless the plan is to force the current one out of business so that the site can be redeveloped. Where instead we could just upgrade the current one and build the theatre that was promised. If the money is not available, then wait until it is and do the job properly. We have fantastic people living here and amazing schools and we are rich in history. They all deserve better from a council that is meant to be working for THEM. To rush to build a white elephant would be a disaster. A theatre would put Bishop's Stortford on the cultural map on a whole new level and bring commerce and prosperity to the town with all the employment that goes hand in hand</p>	<p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p>	

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			with it. If a sign of the standard of planning that can be expected is the new multi storey car park that fails in that primary requisite of a car park, which is to be able to drive in and out without difficulty then things do not bode well. A car park which forces everyone to cross a busy road to get to the town centre, shopping trolleys and all. I love Bishop's Stortford and have lived here 35 years; I currently have both the honour and privilege of being its Mayor and feel it my obligation to repeat the comments that are relayed to me. We have a lovely town that is very special, and I think we should be conservative with its improvements to ensure that they are improvements and not mistakes. To be clear I am making these comments as myself.		
Dr David Middlemiss (320)	1. Introduction	Object	The site will represent an extension of a historic market town. 2.2.4 A market was established in Bishop's Stortford by 1228. Markets are vibrant places but ours is soulless. ORL provides an ideal site to provide a flat, car-free area to enhance and extend our market offering with zero impact on sustainability. In fact, it could be easily trialled immediately	Noted. However, the Old River Lane site is allocated in the District Plan for a mixed-use development and around 100 homes.	No amendment in response to these issues.

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			<p>to understand the impact of new commerce and footfall on ORL and the current Town centre. Coopers features quite a lot in the SPD.</p> <p>What is not covered is access to its carpark for customers and deliveries. Access may be possible for cars via Water Lane, but this would be detrimental to minimising traffic flow through the Town and the implementation of the proposed Bell Street - North Street one-way system. It would be impossible for delivery lorries.</p> <p>Vagueness and qualifications. For example: a. Homes. Around 100 homes. Make this specific at the top end no more than 100 or preferably no more than 80!</p> <p>Height. This starts at a reasonable 2-3 storeys quoting neighbouring</p>	<p>Section 8.3 notes the discussion around accessing arrangements. The eastern access has been identified as the preferred option following extensive discussions with Hertfordshire County Council following the feasibility of a northern and western access being ruled-out.</p> <p>The eastern access was preferred to the southern access on the basis that it would allow Bridge Street to reach its objective of being more pedestrian friendly. Therefore, a balance will need to be struck between the best accessing option to the ORL site (including Waitrose) and the impact on the surrounding area.</p> <p>District Plan Policy BISH8 sets out that 'around 100 new homes' will be provided. The SPD repeats this policy requirement.</p> <p>Section 7.6 has been updated to provide greater clarity around the Council's</p>	

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			<p>buildings but then increases to 6, citing NEC and Jackson Square. The latter should not be used as yardsticks; the maximum should be 3 storeys, and preferably 2 to keep it in line with Coopers and Waitrose. Replication of the Goods Yard must not be on the agenda.</p> <p>Parking. This must be restricted to residential parking for the disabled only. The whole purpose of Town centre accommodation is to reduce the use of cars, and this has been ignored on all the ongoing developments on other sites. And why are we permitting Parking will need to be provided to serve the town centre as well as commuters Fig 1. Item III g.</p> <p>Civic, community and Leisure uses. How this has changed. From the flagship Arts Centre to a delusional second cinema to nothing at all. See letters and articles in the Stortford Independent.</p>	<p>expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.</p> <p>The Council's 'Vehicle Parking Provision at New Development' Supplementary Planning Document sets out the amount of spaces that should be provided in association with any new development. However, on this site, given the high level of accessibility to public transport and facilities, there should be a significantly reduced amount of parking, including residential and other uses.</p> <p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how</p>	

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1.			Introduction		
			<p>Climate Emergency and Sustainability. For example: Exploration of standards above and beyond the requirements of conversant Building Regulations where appropriate and achievable. Specific: standards above and beyond the requirements of conversant Building Regulations must be employed. Building design should prioritise energy efficiency in order to reduce the need and size of heating plants. This will overall minimise the buildings impact on air quality.</p> <p>The use of renewable, zero and low-carbon technology is encouraged. Specific: Building design must prioritise energy efficiency in order to reduce the need and size of heating plants. This will overall minimise the buildings impact on air quality. Renewable, zero and low-carbon technology must be used.</p>	<p>the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p> <p>The SPD cannot introduce targets that exceed the policy requirements of the District Plan.</p> <p>The Council is committed to addressing climate change and the the SPD provides a framework for maximising the sustainability of the development but avoids being overly prescriptive. Specific details about how sustainability opportunities are maximised will be considered as part of the planning application process. The approach will need to be justified in the sustainability checklist and Sustainable Construction, Energy and Water Statement.</p> <p>The Council's Sustainability SPD notes that consideration of embodied carbon is likely to become increasingly important as society transitions to a low/zero carbon society. The ORL SPD specifically requires a 'reduction in energy embodied in construction materials through re-use and recycling of existing materials, where feasible,</p>	

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1.			Introduction		
			<p>Cycling - Currently plans exist to extend and enhance the cycle route that runs north to south through the Green Wedge along the river (4.4.5 Figure 12). This is correct and has been planned for some time but HCC, EHDC and BSTC are not prepared to work together to make this happen.</p> <p>I specifically object to the layout of Figure 21 as it does not fulfil any of the upbeat statements in the SPD. The building footprints are far too large essentially eliminating any open, public space. Five of the active frontages face traffic, which defeats the objective of a car free zone and public areas with reduced pollution (PM 2.5). I object to the main pedestrian route encroaching on the eastern edge of the Waitrose carpark this route should go through the memorial area and then head south with the western facing fronts of the buildings set back to provide more open space and more space for trees/shrubs, before re-joining ORL below the proposed vehicle access</p>	<p>and the use of sustainable materials and local sourcing.'</p> <p>Noted. Chapter 4 supports this route. Planning obligations could assist with funding and implementation.</p> <p>The Strategic Masterplanning Framework Diagram has been updated in response to a number of comments. The building footprints have reduced in size and are shown illustratively. The pathway from north to south would not preclude an alternative walkway if this was the preferred design solution. Reference to active frontages has been deleted, as this is more appropriately covered in the Design Principles (Section 7.5). The Diagram still shows an area for civic, community and leisure use, however, a new section on the arts centre has been added to the SPD (Section 3.4).</p> <p>The purpose of the SPD is to provide a Strategic Masterplanning Framework</p>	<p>Figure 21 (now Figure 20) updated in line with this and other comments.</p>

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			point. The civic, community and leisure uses need to be defined and a 3D model of the site needs to be produced so that we, the public, can truly see what is proposed to enable more rational comment, and whether the benefits meet our expectations as well as satisfying the planning permission for the NEC.	against which more detailed development proposals can be assessed. A planning application could include a 3D model.	
N. Easter (8)	1.1 Background	Object	<p>I've not been impressed with how the ORL has progressed so far. The new multi-storey car park and the lane and light configuration has been appalling. The multiple crossings, the danger you've put pedestrians in with the zebra crossing in place with green lights now in place, but no pelican crossing in place to replace the zebra crossing.</p> <p>I disagree with the demolition of URC and the idea of a cinema (which was noted 4 years ago when you presented at Civic Federation meeting. This entire plan is disjointed, block, stick and paste. People respond to open air, low level buildings. The car park replaced gardens many moons ago. There is so much inspiration in the world and this whole plan is lack lustre at best. Capitalise on your views from</p>	<p>Concerns re Northgate End are noted.</p> <p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated</p>	

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			Florence walk. Open and green (even though it's a car park) Buildings should be low and use similar materials to the surroundings such as London mixed stock bricks with pitched roofs. URC is a beautiful building (with a lot of extensions on the exterior). UHR is an asset to the community in its current state as a venue. Capitalise on it and renovate it. Lincoln University renovated a train brick warehouse as the student library and a train shed as student union. This is an old town with character, enhance it, don't Harlow it. Big doesn't necessarily mean better.	that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.	
Mr Kevin Johnson (77)	1.1 Background	Object	-	Noted.	No amendment in response to this issue.
Carolyn Matthews (81)	1.1 Background	-	-	Noted.	No amendment in response to this issue.
Cityheart Homes Ltd.	1.1 Background		Question whether the term "reconfigured" is accurate and appropriate. The scheme supplements, as opposed to reconfigures, the retail, community, and leisure provision in the town centre. Reconfigure is a term that implies more negativity/loss, whereas there is limited such impact.	Use of word reconfigure is intended to convey that the town centre can be configured in a new way.	No amendment in response to this issue.

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
Mr Colin Woodward (354)	1.1 Background		<p>1.1.1 East West transport links are very poor by public transport making car ownership almost essential as evidenced by high single and dual car ownership statistics.</p> <p>How is Stortford as a 'thriving town centre' objectively established given EHC public sector jobs moved to Hertford and store closures, (not some units in Jackson Square have never been let since it was built and more have since become vacant).</p>	<p>Noted. Paragraph 1.1.1 is factual setting out that the town benefits from good transport links including the West Anglia Main Line railway, the M11, the A120, and Stansted Airport.</p> <p>Bishop's Stortford Chamber of Commerce describe Bishop's Stortford as 'a thriving market town, and one which has been an important commercial centre since antiquity.'</p>	No amendment in response to these issues.
Cross-party working group on ORL site (12)	1.2 Purpose and Scope		<p>The ORL site is an important opportunity for the town and we support exemplary development. The Local Plan policy BISH 8 provides the high-level strategy for the site. This site-specific SPD must help shape the development by demonstrating the most suitable land uses and physical arrangement. A key concern is that the draft SPD overall makes no mention of any specific community or leisure uses, including cinema. This consultation is therefore ineffectual because people cannot respond to actual possible uses that might benefit or harm the town. This draft guidance will enable easy planning permission, because nearly any proposal would accord</p>	<p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p>	Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			with it. It is a green light for bland and excess.		
Cross-party working group on ORL site (24)	1.2 Purpose and Scope		In 1.2.2 it talks of the 'aspirations of the Council.' What is meant by the Council? The LPA or the property department landowner? Because there needs to be clear separation of Council roles on this site. Amendment requested: Clarify Council as LPA or Council as landowner.	The SPD has been drafted by the Council in its role as Local Planning Authority.	No amendment in response to this issue.
Mr Kevin Johnson (78)	1.2 Purpose and Scope	Object	-	Noted.	-
Stephen Skinner (114)	1.2 Purpose and Scope		1. It is most important consideration for development of the Old River Lane (ORL) site should be that whatever is built there, it should complement and enhance the existing buildings and facilities of the town. Nothing should be built or provided that would compete with existing buildings, retail outlets or facilities. 2. Page 7. I am glad that prominence is given to local Plan Policy BISH. I note particularly point no. 11 that the site will provide about 100 new homes. Please retain this reference.	Agreed. The vision set out in the SPD is that - "Old River Lane will be a high-quality, accessible, and sustainable redevelopment of a town centre destination that incorporates a mixture of uses that contribute to the vibrancy of Bishop's Stortford and <i>complements</i> the uniqueness of this historic market town." Agreed.	No amendment in response to these issues.

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			<p>3. Page 1.4.13 this states that East Herts is committed to putting Environmental Sustainability at the heart of everything it does. Retain it in the SPD.</p> <p>4. Page 2.4.3 The suggestion that the URC Hall could be demolished must be rejected outright. This Hall is a valuable community asset, very well used by many organisations and community groups in the Town. It should be retained and modernised for its value to the community, and also in the interests of sustainability. This matter is also mentioned on page 35. If the Hall were to be demolished, in spite of reasons against such action, Policy CFLR7 would apply, meaning that the council would have to provide an equivalent or better replacement hall somewhere on the site. Please retain mention of this fact in the SPD. Demolition would result emission of the embedded carbon.</p> <p>5. Any new retail units should be complementary to the existing retail outlets in the Town. They should NOT be in competition with them. It would be a disaster if the new units</p>	<p>Agreed.</p> <p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities), as well as other relevant District Plan policies that seek to improve the environmental sustainability of new development.</p> <p>A key objective of the SPD is to - ‘Deliver a mix of town centre uses, including arts and culture, to create a vibrant place that supports and</p>	

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			<p>on ORL were to take trade away from the existing units in South Street, North street, Jackson Square, Florence Walk, etc. So, please add another sentence to 3.2.2 something like 'The new retail offer must NOT compete with the existing retail offer.'</p> <p>6. Section 3.4. Civic, Community, Leisure is vague. No reference to arts, culture, performance space. The SPD should refer to the ongoing debate about the leisure usage of this site. The SPD should be explicit. The masterplanning shows a blob marked 'Leisure'. What is its size/ Use? Etc., Please revise this and BE SPECIFIC.</p> <p>7. Cinema? There is no mention of a cinema. Presumably that has now vanished.</p> <p>8. 3.4.2 Key public space. We need a Public Square of which we could all be proud. This Square needs to be far bigger than the present Market Square - it needs to be big enough for several hundreds of people to congregate, and to be beautifully</p>	<p><i>complements</i> the wider town centre offer.'</p> <p>Paragraph 3.2.2 already states that 'The scale of the retail offer on Old River Lane should be proportionate and <i>complementary</i> to ensure the continued vitality of Bishop's Stortford town centre.'</p> <p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p> <p>This issue is expanded upon in paragraph 8.4.5, which states: "Any public square should provide a welcoming, legible, and adaptable public space at the confluence of pedestrian and cycle routes, with active edges presenting retail opportunities,</p>	<p>Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.</p> <p>Expand paragraphs 3.4.2 and 7.7.1 as follows:</p> <p>3.4.2 ... The clustering of any of these uses should preferably be focussed around a key public space, <u>which should be a</u></p>

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			<p>landscaped. Please strengthen this section. It is also mentioned on page 60, section 7.7.1 strengthen these also.</p> <p>9. 3.4.3 URC Hall - wording ambiguous. The area to be developed should not include the URC Hall which has been added to the original site and is an important Town asset. The Hall is needed.</p> <p>10. 3.4.4. The hall is needed - encourage its upgrading.</p>	<p>generous levels of passive surveillance, benches to meet and rest on, and public art to reinforce a memorable character that enhances the character and appearance of the Bishop’s Stortford Conservation Area.” Paragraph 3.4.2 and paragraph 7.7.1 will be expanded to further set out expectations.</p> <p>The inclusion of the URC Hall within the SPD red line boundary presents an opportunity for proposals to consider the future use of this community facility alongside the BISH8 site allocation, ensuring a comprehensive approach to development in this location.</p> <p>The SPD does not specifically include proposals to demolish the URC Hall. If a</p>	<p><u>welcoming and adaptable space, suitable for public events, and with high quality hard and soft landscaping and public art in order to provide it with a memorable character.</u></p> <p>7.7.1 Policy BISH8 requires the creation of new streets and public spaces and as such having a high-quality public realm will be key to the successful implementation of these public spaces and streets at Old River Lane. <u>The public space should have a welcoming character and be an adaptable space, suitable for public events, and with high quality hard and soft landscaping and public art in order to make it memorable, thus benefiting townscape legibility.</u></p>

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			<p>11. Charringtons House - what is meant by the unsuitability of Charringtons House to meet modern day needs? This is arrant nonsense. The building functions well and is fully occupied. Some minimum upgrading may be needed. Demolition would result in emission of the embedded carbon.</p> <p>12. How would demolition of the URC Hall and/or Charringtons House be in line with the Council's 2019 declaration of putting environmental sustainability at the heart of everything it does?</p> <p>13. 4.3.2 Reduce the number of carriageways on Bridge Street. Definitely do this as the amount of traffic will be hugely reduced.</p>	<p>planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>Reference to the unsuitability of Charringtons House to meet modern day needs has been deleted.</p> <p>The SPD doesn't specifically propose the demolition of either Charringtons House or the URC Hall. If demolition is proposed through the submission of a planning application, applicants will be required to explain and evidence how their proposals comply with relevant District Plan policies that seek to improve the environmental sustainability of new development.</p> <p>Noted. The SPD references Intervention PR17 from the Hertfordshire Eastern Area Growth and Transport Plan which</p>	<p>Delete the following text from the table following paragraph 5.1.1 (now 6.1.1).</p> <p>e) The unsuitability of Charringtons House to meet modern day needs.</p> <p>No amendment in response to this issue.</p> <p>No amendment in response to this issue.</p>

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			<p>14. 7.6.2 Heights. Provide a diagrammatic plan and model for the public showing acceptable height ranges. The guideline must be 3-4 storeys. Remove all references to Jackson Square and the new Multi-storey carpark at Northgate End. These extra-high buildings are aberrations and have been widely criticised for not being compatible with the conservation area and the majority of buildings in the town centre.</p> <p>15. 8.3.3 SPD should indicate alternatives to existing straight path through the scheme. It must also unequivocally state whether maintaining Waitrose number of parking spaces justifies demolition of buildings.</p> <p>16. S106 Provisions. Housing - delete subject to viability. Add homes for key workers.</p>	<p>is specifically about Bridge Street Improvements.</p> <p>Section 7.6 has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.</p> <p>The Strategic Masterplanning Framework diagram has been updated and the illustrative pathway from north to south would not preclude alternative walkways if this was the preferred design solution, when taking account of all constraints.</p> <p>Affordable Housing will be required in accordance with District Plan Policy HOU3. This sets out that lower provision may be permitted if it cannot be achieved due to viability reasons or where it would prejudice the need to secure other infrastructure priorities.</p>	<p>Figure 21 (now Figure 20) updated in line with this and other comments.</p> <p>No amendment in response to this issue.</p>

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			17. Cycling - support.	Support noted and welcomed.	-
Mr Richard Jones (138)	1.2 Purpose and Scope	Object	This whole document uses the word leisure 4 times without defining this more fully. There is no mention of arts provision or an arts centre. Additionally, Paragraph 1.4 is so vague as to be meaningless. The ORL is a big opportunity to create a further arts space for Bishops Stortford. Could this be a refurbished Water Lane Reformed Church Hall? A space, for example for, but not limited to, rehearsal, performance, exhibitions, workshops and arts fairs. My understanding is that this should also be put into an S106 agreement.	The SPD is intended to provide a strategic masterplanning framework for the Old River Lane site, rather than provide detailed proposals. Section 1.4 is intended to provide a brief overview and summary of the key policy and guidance documents that the SPD will refer to. Weblinks are provided to all of these documents for further information. A Section 106 is a legal agreement between an applicant seeking planning permission and the local planning authority, which is used to mitigate the impact of the proposals on the local community and infrastructure. If planning permission is granted for proposals at Old River Lane, it will be subject to a Section 106 agreement.	No amendment in response to these issues.
Mr Dermot Eustace (113)	1.2 Purpose and Scope	Object	I moved to Bishop's Stortford in 1979. It was a lovely town with a great deal of character. Where has it gone? The guts of the town have been removed. There is a river that could have enhanced the town has been ignored! The developments that have taken place have been undertaken have successfully	Noted. The ambition is to create a well-designed development that responds to the character of the surrounding area. The importance of enhancing character and appearance is embedded throughout the SPD.	No amendment in response to these issues.

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			<p>increased the income for the councils and not improved the location for the residents. In fact, houses have been built to accommodate rich commuters, so that the only people who can afford to live here are those who work in the city. Making the town a dormitory town! It seems the most important objective of the council is to build carparks. The idea of having useful bus routes, cycle paths, signed routes for pedestrians, have all been tried and discarded never to be reconsidered when a new development appears on the horizon.</p> <p>Have you heard of climate change? The Hockerill lights have been recognised as a pollution hot spot for at least 30 years but it has been ignored. We don't have electric, busses, joined up cycle paths, energy saving houses, not a council encouraged solar panel in sight. This latest development will not do anything for the town and should be reconsidered.</p>	The Council is committed to addressing climate change and the the SPD provides a framework for maximising the sustainability of the development.	
Cllr Calvin Horner (159)	1.2 Purpose and Scope	Object	1.2.2 - Given the role of East Herts Council as the developer of this site in addition to the local planning	The SPD has been drafted by the Council in its role as Local Planning Authority.	No amendment in response to these issues.

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1.			Introduction		
			<p>authority it needs to be made clear that the document reflects the aspirations of 'the Council' as the latter rather than the former. This is not made clear here and the SPD as a whole gives the impression that the local authority's two roles are not sufficiently differentiated, with the planning role being subordinated to that of developer.</p> <p>1.2.3 Whilst I acknowledge that the SPD cannot introduce new planning policies (as stated in para 1.2.1), the SPD as a whole does not provide sufficient detail to fulfil the role outlined here. There remains much that is vague and uncertain in important areas such as land uses, sustainability, design and dwelling mix. The SPD does not provide a robust framework for the assessment of development proposals and needs to be substantially revised as a consequence.</p>	The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed.	
Ms Margaret Connell (176)	1.2 Purpose and Scope	Object	This whole document uses the word leisure 4 times without defining this more fully. There is no mention of arts provision or an arts centre. The Northgate End Car Park was built so that an Arts Centre could be	Policy BISH8 sets out that 'the site will provide for around 100 new homes' and the 'creation of a high-quality mixed-use development of retail, leisure uses, along with a 'civic hub' of other	No amendment in response to this issue.

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			provided. There should be no further car park provision within the development site. On the maps provided at the end of the document, I could see no provision of an arts or leisure centre - just housing and shops. Surely this should have been at the beginning of this document	commercial and community uses such as GP surgery and B1 office floorspace'. The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed.	
Gary Jones (287)	1.2 Purpose and Scope	-	Policy, BISH8 IIa, is hardly built on at all in the draft SPD, especially since the Bishop's Stortford Town Centre Planning Framework 2016 identified the key objective of establish an integrated cultural offer for the town centre. Section 3.4 on Civic, Community and Leisure Uses is less than one page in the 75-page document. This provides insufficient detailed advice or guidance. Almost any masterplan or planning application would be able to fit this advice. As minimum guidance, the community and leisure uses that are acceptable and unacceptable should be identified.	The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed. The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.	No amendment in response to this issue. Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.

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1.			Introduction		
Mr Kevin Johnson (79)	1.3 Structure of the Document	Object		Noted.	-
Mrs Elizabeth Deborah Munro (57) (53)	1.4 Planning Policy Context	Object	<p>The Bishop's Stortford Town Centre Planning Framework 2016 is in some ways out of date and does not take into account the growth that has happened to the town in the past 6 years.</p> <p>Consideration should be given to the Revised Neighbourhood Plan for Silverleys and Meads 2022, adopted by EHDC 27.07.2022</p>	<p>The Town Centre Planning Framework is material to this SPD as it sets Old River Lane in a wider-context and is also referred to in Policy BISH8 as forming the basis of this SPD. It is agreed that the town and its economy have changed in this period; however, many of the key objectives remain relevant today.</p> <p>Agreed. The Neighbourhood Plan for Silverleys and Meads Wards (1st Revision) now forms part of the Development Plan. The SPD has been updated to reflect the fact that the Revision document has now been 'made' (adopted).</p>	<p>No amendment in response to this issue.</p> <p>Update paragraphs 1.4.8, 1.4.9 and 1.4.10 as follows:</p> <p>1.4.8 Bishop's Stortford has two adopted Neighbourhood Plans; the Bishop's <u>Stortford Neighbourhood Plan</u> for Silverleys and Meads <u>Wards Neighbourhood Plan (2015) (1st Revision) 2022</u>; and the Bishop's Stortford Neighbourhood Plan for All Saints, Central, South and part of Thorley Neighbourhood Plan (2017(1st Revision) 2022). Together both plans cover the entirety of the town, with the former covering the north-east and the latter the south-east of the town.</p>

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
					<p>1.4.9 For this SPD, the Silverleys and Meads Neighbourhood Plan is the relevant plan as it covers the Old River Lane area. Of particular importance is Policy BP6 – Future development of the town centre and Policy BP7 – Prosperity and character of the existing town centre. <u>The Neighbourhood Plan includes the following site-specific objective:</u></p> <ul style="list-style-type: none"> <u>To provide a balanced mix of residential, cultural, leisure and business uses within the Old River Lane Site</u> <p>1.4.10 Both Neighbourhood Plans are currently being updated and the final Old River Lane SPD will reflect any relevant updates. <u>The Silverleys and Meads Neighbourhood Plan (1st Revision) now forms part of the Development Plan for East Herts.</u></p>
Mrs Andrea Platts (56)	1.4 Planning Policy Context	Object	Para 1.12 please concentrate on providing civic amenities and drop the idea of squeezing 100 homes onto this site, which would need parking spaces, all taking space that is badly needed for community services	District Plan Policy BISH8 sets out that 'around 100 new homes' will be provided. The SPD repeats this policy requirement.	No amendment in response to this issue.

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
Mr Colin Arnott (115)	1.4 Planning Policy Context		<p>1.4.5 BISH8 Policy on ORL parking requirements Policy II(g) clearly states on-site car parking will need to be sufficient to meet the needs of the uses proposed, without encouraging travel to the town centre. Parking will need to be provided to serve the town centre as well as commuters. The Policy requires that development at ORL should provide for its own parking needs and support TC parking without encouraging additional TC travel. The development of the Northgate End Car Park to meet the parking needs of ORL users was clearly contrary to this policy. (see also 2.5.3 below)</p> <p>1.4.6-7 Extension of the red line boundary to include the URC Hall The red line boundary should only be extended to include the URC Hall if it is to secure greater community and other economic benefits for the ORL development not to further expand parking capacity beyond the existing red line in contravention of Policy BISH8 II(g).</p> <p>1.4.8-10 Bishop's Stortford Silverleys and Meads Neighbourhood Plan 2015 and emerging update 2022 The</p>	<p>Policy BISH8 II(g) requires on-site car parking to be sufficient to meet the needs of the uses proposed on ORL. If, by exploring opportunities with neighbouring car parks the need from the proposed uses is reduced, then it allows a scheme to come forward that can provide less parking whilst still meeting Policy criterion II(g).</p> <p>Noted. The inclusion of the URC Hall within the SPD red line boundary presents an opportunity for proposals to consider the future use of this community facility alongside the BISH8 site allocation, ensuring a comprehensive approach to development in this location.</p> <p>Agreed. The Neighbourhood Plan for Silverleys and Meads Wards (1st Revision) now forms part of the</p>	<p>No amendment in response to this issue.</p> <p>Update paragraphs 1.4.8, 1.4.9 and 1.4.10 as follows:</p>

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			status and policy review coverage of the Bishop's Stortford Neighbourhood Plan Review 2022 should be completely redrafted since it is expected that the Review will be 'made' (i.e. adopted) by EHDC before the end of the SPD consultation period and redraft. This should include a review of the Shared Policies as well as the Silverleys and Meads Neighbourhood Plan particularly the revised transport, climate and town centre policies which now carry the greatest weight of the Development Plan policies.	Development Plan. The SPD has been updated to reflect the fact that the Revision document has now been 'made' (adopted).	<p>1.4.8 Bishop's Stortford has two adopted Neighbourhood Plans; the Bishop's <u>Stortford Neighbourhood Plan</u> for Silverleys and Meads <u>Wards Neighbourhood Plan (2015) (1st Revision) 2022</u>; and the Bishop's Stortford Neighbourhood Plan for All Saints, Central, South and part of Thorley Neighbourhood Plan (2017(1st Revision) 2022). Together both plans cover the entirety of the town, with the former covering the north-east and the latter the south-east of the town.</p> <p>1.4.9 For this SPD, the Silverleys and Meads Neighbourhood Plan is the relevant plan as it covers the Old River Lane area. Of particular importance is Policy BP6 – Future development of the town centre and Policy BP7 – Prosperity and character of the existing town centre. <u>The Neighbourhood Plan includes the following site-specific objective:</u></p> <ul style="list-style-type: none"> <u>To provide a balanced mix of residential, cultural, leisure and business uses within the Old River Lane Site</u>

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			<p>1.4.19-21 Transport and Parking Studies - The Bishop's Stortford Transport Options Report 2018 and the Bishop's Stortford Parking Study 2019 - Neither of these studies have been adopted by the relevant authorities and are now effectively superseded by HCCs Eastern Area Growth and Transport Plan (EAGTP) which was adopted in July 2022. The EAGTP has prioritised the proposed interventions for Bishop's Stortford in line with LTP4 though with no evidence that the traffic management or mitigation needs of the ORL development have been taken into account. Moreover, the prioritisation principles used in LTP4 and the EAGTP have themselves been reviewed and in some cases superseded by the revised transport policies in the Bishop's Stortford Neighbourhood Plan Review 2022</p>	<p>The Bishop's Stortford Transport Options Report has now been superseded following the adoption of Eastern Area Growth and Transport Plan in July. As such references have been updated throughout the SPD and particularly in Chapter 4 to reflect this update.</p> <p>Likewise, Chapter 4 now incorporates a section relating specifically to the Bishop's Stortford Silverleys and Meads Neighbourhood Plan (1st Revision).</p>	<p>1.4.10 Both Neighbourhood Plans are currently being updated and the final Old River Lane SPD will reflect any relevant updates. The Silverleys and Meads Neighbourhood Plan (1st Revision) now forms part of the Development Plan for East Herts.</p>

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			(see above). The EAGTP and the Neighbourhood Plan transport policies should be included in the SPD policy review.		
Mr Kevin Johnson (73)	1.4 Planning Policy Context	Object		Noted.	No amendment in response to this issue.
Ms Emily Farrow (148)	1.4 Planning Policy Context	Object		Noted.	No amendment in response to this issue.
Parsonage Residents Association (240)	1.4 Planning Policy Context		Consideration should be given to the Revised NP for Silverleys and Meads 2022, adopted by EHDC 27.07.2022	Agreed. The Neighbourhood Plan for Silverleys and Meads Wards (1st Revision) now forms part of the Development Plan. The SPD has been updated to reflect the fact that the Revision document has now been 'made' (adopted).	Update paragraphs 1.4.8, 1.4.9 and 1.4.10 as follows: 1.4.8 Bishop's Stortford has two adopted Neighbourhood Plans; the Bishop's <u>Stortford Neighbourhood Plan</u> for Silverleys and Meads <u>Wards Neighbourhood Plan (2015) (1st Revision) 2022</u> ; and the Bishop's Stortford Neighbourhood Plan for All Saints, Central, South and part of Thorley Neighbourhood Plan (2017(1st Revision) 2022). Together both plans cover the entirety of the town, with the former covering the north-east and the latter the south-east of the town. 1.4.9 For this SPD, the Silverleys and Meads Neighbourhood Plan is the relevant plan as it covers the

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			<p>The Bishop's Stortford Town Centre Planning Framework 2016 is out of date as it does not take into the account of growth above what was expected in the EHDC Local Plan.</p>	<p>The Town Centre Planning Framework is material to this SPD as it sets Old River Lane in a wider-context and is also referred to in Policy BISH8 as forming the basis of this SPD. It is agreed that the town and its economy have changed in this period; however, many of the key objectives remain relevant today.</p>	<p>Old River Lane area. Of particular importance is Policy BP6 – Future development of the town centre and Policy BP7 – Prosperity and character of the existing town centre. The Neighbourhood Plan includes the following site-specific objective:</p> <ul style="list-style-type: none"> To provide a balanced mix of residential, cultural, leisure and business uses within the Old River Lane Site <p>1.4.10 Both Neighbourhood Plans are currently being updated and the final Old River Lane SPD will reflect any relevant updates. The Silverleys and Meads Neighbourhood Plan (1st Revision) now forms part of the Development Plan for East Herts.</p> <p>No amendment in response to this issue.</p>

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
Cllr Mione Goldspink (323)	1.4 Planning Policy Context		Paragraph 1.4.13 - this states that East Herts is committed to putting Environmental Sustainability at the heart of everything it does. I support this sentiment very strongly. The Sustainability SPD is of the utmost importance.	Support noted and welcomed.	-
Mr Andrew Munro (172)	1.4 Planning Policy Context		<p>The following policies from the Neighbourhood Plan for Silverleys and Meads Wards (1st Revision) 2021-2033 - should be considered in all planning applications.</p> <p>1. Climate Change:</p> <ul style="list-style-type: none"> • CC1 Emissions • CC2 Small scale energy production schemes • CC3 Modifications to Existing Buildings • CC4 Design for the Future Climate <p>2. Housing and Design:</p> <ul style="list-style-type: none"> • HDP1 Residential development and redevelopment • HDP2 Setting and character of buildings, streets and spaces • HDP3 Design standards • HDP4 Dwelling mix strategy • HDP5 Building for the community • HDP6 Archaeology. 	Agreed. The Neighbourhood Plan for Silverleys and Meads Wards (1 st Revision) now forms part of the Development Plan. The SPD has been updated to reflect the fact that the Revision document has now been 'made' (adopted).	<p>Update paragraphs 1.4.8, 1.4.9 and 1.4.10 as follows:</p> <p>1.4.8 Bishop's Stortford has two adopted Neighbourhood Plans; the Bishop's <u>Stortford Neighbourhood Plan</u> for Silverleys and Meads <u>Wards Neighbourhood Plan (2015) (1st Revision) 2022</u>; and the Bishop's Stortford Neighbourhood Plan for All Saints, Central, South and part of Thorley Neighbourhood Plan (2017(1st Revision) 2022). Together both plans cover the entirety of the town, with the former covering the north-east and the latter the south-east of the town.</p> <p>1.4.9 For this SPD, the Silverleys and Meads Neighbourhood Plan is the relevant plan as it covers the Old River Lane area. Of particular importance is Policy BP6 – Future development of the town centre</p>

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			<p>3. Contributions to Community Infrastructure:</p> <ul style="list-style-type: none"> • CI Contributions to Infrastructure and Community Facilities <p>4. Green Infrastructure:</p> <ul style="list-style-type: none"> • GIP1 Utilising Green Infrastructure to mitigate and adapt to climate change • GIP2 Local Green Spaces and other green areas • GIP3 Improve green infrastructure for leisure • GIP4 Green space management and building the green infrastructure networks • GIP5 Protect wildlife and increase biodiversity • GIP6 Enhancement of footpaths, bridleways and cycle paths • GIP8 Flood mitigation <p>5. Transport:</p> <ul style="list-style-type: none"> • TP1 Assessing transport impacts and mitigation of development on traffic congestion and resident amenity • TP2 Improving air quality • TP3 Create walking and cycle friendly neighbourhoods • TP4 Develop a connected town for pedestrians and cyclists with 		<p>and Policy BP7 – Prosperity and character of the existing town centre. <u>The Neighbourhood Plan includes the following site-specific objective:</u></p> <ul style="list-style-type: none"> • <u>To provide a balanced mix of residential, cultural, leisure and business uses within the Old River Lane Site</u> <p>1.4.10 Both Neighbourhood Plans are currently being updated and the final Old River Lane SPD will reflect any relevant updates. The Silverleys and Meads Neighbourhood Plan (1st Revision) now forms part of the Development Plan for East Herts.</p>

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			<p>priority for pedestrians, cyclists and public transport in the town centre</p> <ul style="list-style-type: none"> TP5 Better Bus Travel 		
Cllr Calvin Horner (160)	1.4 Planning Policy Context	Object	<p>1.4.7 No rationale is given here for the inclusion of the URC Hall or the adjacent houses. This area should not be included except for the enhancement of community facilities of a similar type and function, given the popularity of the hall for community uses and hiring noted elsewhere in the document, rather than for other purposes such as parking.</p> <p>1.4.19-21 The studies mentioned should be supplemented by more recent documents including the recently Eastern Area Growth and Transport Plan recently adopted by HCC.</p>	<p>Paragraph 2.4.3 of the SPD explains that the inclusion of the URC Hall within the SPD red line boundary presents an opportunity for proposals to consider the future use of this community facility alongside the BISH8 site allocation, ensuring a comprehensive approach to development in this location.</p> <p>Agreed.</p>	<p>No amendment in response to this issue.</p> <p>Add a new paragraph 1.4.20 with consequent renumbering to subsequent paragraphs:</p> <p>1.4.20 The Bishop's Stortford Transport Options Report 2018 considers broad transport issues and opportunities. It puts forward a wide range of potential options for improving the transport network, including better facilities for pedestrians and cyclists, managing traffic congestion and improving access to bus services.</p>

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
					<u>1.4.20 The Hertfordshire Eastern Area Growth and Transport Plan covers Bishop's Stortford, Sawbridgeworth and the surrounding rural areas. The GTP includes several transport improvements packages, aiming to improve the transport network which also includes better facilities for pedestrians and cyclists and bus services. It looks at the current period of the Local Plans and will be subject to review periodically to reflect changes in growth and transport forecasts.</u>
Cllr Mione Goldspink (322)	1.4 Planning Policy Context		Page 7. I am glad that prominence is given to Local Plan Policy BISH. I note particularly point no. II that the site will provide about 100 new homes. Please retain this reference.	Noted.	-
Ms Jill Jones (213)	1.4 Planning Policy Context		1.4.23 support but please clarify what the proposals consider the elements of good design as specified in the National Planning Policy Framework will apply.	Support noted and welcomed. The national design guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. The expectation is that the design guide should be used by applicants and their design teams when preparing planning applications.	-

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
Mr Colin Woodward (355)	1.4 Planning Policy Context		<p>1.4.5 SPD/BISH8 mentions 100 homes and yet EHC apparently report, (as in the BS Independent), the possibility of 150. A huge uplift without objective local population growth evidence. Large inward population movement has, and has had, significant implications not addressed in the SPD or, elsewhere by EHC. Experience from similar at Stortford Fields should be evaluated.</p> <p>A civic hub needs to be more than a Drs surgery and offices, but the SPD fails to elaborate. Plans for a new integrated library appear to have been abandoned and as NHS primary care appears to seek to relocate all surgeries to Haymeads, aka Herts & Essex Community Hospital, what is the evidence that a surgery would be included at ORL?</p> <p>Sufficient on-site parking, potentially conflicts with pedestrian areas but what is sufficient in numbers and where would it be? Current EHC Planning policy limits residential space allocation but has the consequential effect of transferring residents (and workers) cars to offsite public roadside/pavement</p>	<p>The SPD reflects the policy requirement set out in District Plan Policy BISH8 for 'around 100 homes.'</p> <p>BISH8 sets out that an appropriate community use could be a GP Surgery. The SPD repeats this. Further discussion will be required with health care providers to agree the best way of ensuring that there are appropriate local primary health care resources in place to cope with any increased demand.</p> <p>The Council's 'Vehicle Parking Provision at New Development' Supplementary Planning Document sets out the amount of spaces that should be provided in association with any new development. However, on this site, given the high level of accessibility to public transport and facilities, there should be a</p>	No amendment in response to these issues.

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			<p>parking. A long-standing scourge across Stortford.</p> <p>1.4.14 The EHC Affordable Homes Policy has to date demonstrably failed local people by only using national affordability criteria; hence locally born have had to migrate out of County.</p> <p>1.4.17 An integrated cultural offer is ill defined to the point of concern for the thriving cultural groups in Stortford that form the BS Arts Forum et al. In this context what does integrated mean? One space shared by all i.e., a sub optimal solution for any particular cultural group; a bookable space available only when the proposed cinema doesn't require it; or integrated into the mixed uses for the site as a whole. How would any cultural offer work with residential areas? This has been a problem elsewhere as residents object to noise etc. A (duplicate) cinema and some open air space isn't an integrated cultural offer and what has been mooted falls well short of clarifying how it would meet EHCs own policy CFLR7 if the ORL development involves</p>	<p>significantly reduced amount of parking, including residential and other uses.</p> <p>The Council is seeking to deliver more affordable homes through its Housing Strategy Action Plan.</p> <p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p>	

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			demolition of the well-used United Reformed Church Hall which is also an Heritage Asset as clarified in the academic research report of Dr Emily Cole but so far ignored by EHC. It is clearly not, no longer needed nor is there any proposal that outweighs its loss evidenced. As to quantity of replacement, so far ORL proposals are for less provision and of debatable quality i.e., the two other CFLR7 criteria.		
Bishop's Stortford Civic Federation (391)	1.4 Planning Policy Context		<p>1.4.7 - For the purpose of this SPD the United Reformed Church (URC) Hall on Water Lane to the west of the allocated site, along with the modern houses to the south of the URC Hall, are also included within the red line boundary (Map 2 below) The para should briefly say why the URC Hall is included in the area (see 3.4.4.& 8.2.3). The red line boundary should only be extended to include the URC Hall if it is to secure greater community and other economic benefits for the ORL development not just to provide parking capacity beyond the existing red line in contravention of Policy BISH8 III(g).</p> <p>Reference should also be made to the URC Hall being a valued</p>	<p>Paragraph 2.4.3 of the SPD explains that the inclusion of the URC Hall within the SPD red line boundary presents an opportunity for proposals to consider the future use of this community facility alongside the BISH8 site allocation, ensuring a comprehensive approach to development in this location.</p> <p>A new paragraph 2.4.2 has been added to the SPD to reflect the fact that the</p>	<p>No amendment in response to this issue.</p> <p>Add new paragraph 2.4.2 on ACV status of the URC Hall:</p>

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1.			Introduction		
			community asset (see Ch 5: Constraints and Opportunities table Land Use constraint (c)).	URC Hall has been identified as an Asset of Community Value.	2.4.2 <u>The URC Hall was identified as an Asset of Community Value (ACV) on the 16 September 2022. The designation of the Hall as an ACV is a material consideration that will be taken into account when determining any planning application that would affect it.</u>
Bishop's Stortford Civic Federation (393)	1.4 Planning Policy Context		1.4.16-18 - Town Centre Planning Framework 2016. BSCF considers the TCPF has significant gaps with respect to ORL, for example it contains nothing about the town centre's economy.	Noted. The Town Centre Planning Framework is material to this SPD as it sets Old River Lane in a wider-context and is also referred to in Policy BISH8 as forming the basis of this SPD. It is agreed that the town and its economy have changed in this period; however, many of the key objectives remain relevant today.	No amendment in response to this issue.
Bishop's Stortford Civic Federation (395)	1.4 Planning Policy Context		1.4.19-21 Transport and Parking These transport and parking studies have significant gaps, including options relevant to ORL, and there is no prioritised and costed implementation plan. The Independent Examiner of the new, revised, NPs recommended that NP Policy TP1 b) should require traffic surveys, on which the Options report is based, be no more than 3 years old. To the best of BSCFs knowledge there has been no traffic survey of this part of the town since 2018. The	The Bishop's Stortford Transport Options Report has now been superseded following the adoption of Eastern Area Growth and Transport Plan in July. As such references have been updated throughout the SPD and particularly in Chapter 4 to reflect this update. Likewise, Chapter 4 now incorporates a section relating specifically to the Bishop's Stortford Silverleys and Meads Neighbourhood Plan (1st Revision).	Update references to the Growth and Transport Plan and updated Neighbourhood Plan throughout the SPD.

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			<p>SPD should therefore specify that an up-to-date traffic survey should be available before the start of any masterplanning and planning application(s).</p> <p>Transport and Parking Studies - The Bishop's Stortford Transport Options Report 2018 and the Bishop's Stortford Parking Study 2019. Not only do these studies have significant gaps but also neither of them has been adopted by the relevant authorities and are now effectively superseded by HCCs Eastern Area Growth and Transport Plan (EAGTP) which was adopted in July 2022. The EAGTP has prioritised the proposed interventions for Bishop's Stortford in line with LTP4 though with no evidence that the traffic management or mitigation needs of the ORL development have been taken into account. Moreover, the prioritisation principles used in LTP4 and the EAGTP have themselves been reviewed and in some cases superseded by the revised transport policies in the NP Review 2022 (see above). The EAGTP and the new revised NPs transport</p>	<p>Detailed proposals will be supported by an up-to-date Transport Assessment which will need to reflect the policies set out in the Neighbourhood Plan.</p>	

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			<p>policies should be included in the SPD policy review. (see Annex 2).</p> <p>The Bishop's Stortford Parking Study 2019 focuses upon on and off-street parking within the town with a particular focus on the town centre car parks BSCF considers that the Parking Study 2019 also has significant gaps, including with respect to ORL. For example, it does not include an assessment of the impacts of the Northgate MSCP and the changes to the Link Road car park and other parking in the town. Also, it is more than 3 years old (see 1.4.20). A SPD should require that a new assessment is conducted and is available before masterplanning begins.</p>		
Bishop's Stortford Civic Federation (388)	1.4 Planning Policy Context		1.4.4 - East Herts District Plan 2018 It would help if the Policies listed here are included as annexes, for easy reference. (see Annex 1)	A weblink to the District Plan is provided in the SPD and so it is unnecessary to repeat these policies in full in the SPD.	No amendment in response to this issue.
Bishop's Stortford Civic Federation (390)	1.4 Planning Policy Context		1.4.6 It should be noted that this SPD looks beyond the site allocation in the District Plan 2018, taking in the edge of Castle Gardens and the car parks to the north of Link Road, together with Bridge Street to the south, in order to better consider wider connections across the site. It	The SPD seeks to build on existing policies and strategies relevant to Old River Lane. These exist at different scales and as such the narrative set out in the SPD is considered more helpful than seeking to capture the extent of wider connections on one plan.	No amendment in response to this issue.

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			would help the masterplanning if the SPD included a map to indicate the approximate extent of the wider connections that should be considered.		
Bishop's Stortford Civic Federation (392)	1.4 Planning Policy Context		1.4.8-10 – Bishop's Stortford Silverleys and Meads Neighbourhood Plan 2015 and emerging update 2022 These paras should be completely redrafted since the Neighbourhood Plan (NP) for Silverleys and Meads wards (1st Revision) 2021- 2033 was made (i.e. adopted) by EHDC 27 July 2022, i.e. before the end of the SPD consultation and revision period. It should also include a review of the NP Shared Policies particularly the revised transport, climate and town centre policies as they now carry the greatest weight of the Development Plan policies. (see Annex 2 for those considered relevant, either in full or in part).	Agreed. The Neighbourhood Plan for Silverleys and Meads Wards (1st Revision) now forms part of the Development Plan. The SPD has been updated to reflect the fact that the Revision document has now been 'made' (adopted).	<p>1.4.8 Bishop's Stortford has two adopted Neighbourhood Plans; the Bishop's <u>Stortford Neighbourhood Plan</u> for Silverleys and Meads <u>Wards Neighbourhood Plan (2015) (1st Revision) 2022</u>; and the Bishop's Stortford Neighbourhood Plan for All Saints, Central, South and part of Thorley Neighbourhood Plan (2017(1st Revision) 2022). Together both plans cover the entirety of the town, with the former covering the north-east and the latter the south-east of the town.</p> <p>1.4.9 For this SPD, the Silverleys and Meads Neighbourhood Plan is the relevant plan as it covers the Old River Lane area. Of particular importance is Policy BP6 – Future development of the town centre and Policy BP7 – Prosperity and character of the existing town centre. The Neighbourhood Plan includes the following site-specific objective:</p>

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		<ul style="list-style-type: none"> To provide a balanced mix of residential, cultural, leisure and business uses within the Old River Lane Site <p>1.4.10 Both Neighbourhood Plans are currently being updated and the final Old River Lane SPD will reflect any relevant updates. The Silverleys and Meads Neighbourhood Plan (1st Revision) now forms part of the Development Plan for East Herts.</p>
Bishop's Stortford Civic Federation (394)	1.4 Planning Policy Context		1.4.18 - The Town Centre Planning Framework is material to this SPD as it sets Old River Lane in a wider-context and is also referred to in Policy BISH8 as forming the basis of this SPD. The TCPF is now 6 years old, and the town and its economy have changed in this period (see also below), though many of the key objectives remain relevant. This document therefore needs to be referred to and used judiciously, e.g., in considering the layout Options presented in Chapter 8.	Noted and agreed.	No amendment in response to this issue.
Cross-party working group on ORL site (11)	1.5 Process of Preparation		In addition to the paragraph about the masterplan steering group, add an appendix with a link to the meeting notes and papers submitted to the group.	The Terms of Reference and the main tasks of the Steering Group are outlined in the SPD Consultation Statement. Notes of the meeting were circulated to	No amendment in response to this issue.

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
				the group in accordance with the Terms of Reference.	
Cross-party working group on ORL site (25)	1.5 Process of Preparation		Para 1.31 says This SPD will help define and add detail about the potential land uses, design and scale of development appropriate for the area. It doesn't. Having been through the whole document, our group considers that the SPD does not add detail about potential land uses. It does not add detail about layout and scale of development appropriate for the area. We pick these up in later comments.	The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed.	No amendment on response to this issue.
Mr Kevin Johnson (31)	1.5 Process of Preparation	Object	<p>I think the removal of Waitrose car park is very wrong as so many old people find it hard to walk far, and many more people benefit from this services, the council must leave this car park alone as it benefits lots of towns folk.</p> <p>I think the whole development is a total waste of money. Houses are NOT needed in this development and will be an awful place to live due to the noise and late-night activities.</p> <p>This site was an ideal site for an open-air car park this did massively benefit shops and tradesmen that</p>	<p>Parking for Waitrose will continue to be provided on site.</p> <p>District Plan Policy BISH8 sets out that 'around 100 new homes' will be provided. The SPD repeats this policy requirement.</p> <p>It is condition of the planning permission for Northgate End (3/18/0432/FUL) that The Causeway car park shall be closed in the interests if</p>	No amendment in response to these issues.

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			had to services this area of Bishop's Stortford.	the free flow of traffic through the highway network.	
Mrs Elizabeth Deborah Munro (109)	1.5 Process of Preparation	Object	<p>I can see no consideration given to the GAP Analysis created by the Arts Forum which clearly lays out their needs to be able to hire appropriately laid out venues. This document was distributed by Gaille Anderson at the ORL Steering committee and was distributed by EHDC by email Monday, 4th July 9.36am.</p> <p>Bishop's Stortford Climate Change Group is called the Bishop's Stortford Climate Group.</p>	<p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p> <p>Noted.</p>	<p>Amend the name of the group at paragraph 1.5.2.</p> <p>1.5.2 ...the Bishop's Stortford Climate Change Group, ...</p>
Carolyn Matthews (83) (90)	1.5 Process of Preparation	Support		Support noted and welcomed.	-
Parsonage Residents Association (241)	1.5 Process of Preparation		We can see no consideration given to the GAP Analysis created by the Arts Forum which clearly lays out their needs to be able to hire appropriately laid out venues. This document was distributed by Gaille	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and	No amendment in response to this issue.

Rep. No	Section/ Para number	Subject or Object	Issue	Officer Response	Proposed Amendment
1.			Introduction		
			Anderson at the ORL Steering committee and was distributed by EHDC by email Monday, 4th July 9.36am. Bishop's Stortford Climate Change Group is called the Bishop's Stortford Climate Group.	outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information. Noted.	Amend the name of the group at paragraph 1.5.2. 1.5.2 ...the Bishop's Stortford Climate Change Group, ...
Gary Jones (289)	1.5 Process of Preparation		Page 16, Figure 2: spelling error in table Preparation ...	Noted.	Make correction to Figure 2.
Mr Colin Woodward (356)	1.5 Process of Preparation		1.5.2 ORL Steering Group, EHC claims a shared vision. This is disputed by representatives of participant groups.	Noted. However, the discussions that took place at the Steering Group meetings have influenced both the scope and content of the SPD.	No amendment in response to this issue.
Paul Dean (396)	1.5 Process of Preparation		1.5.4 - Figure 2 - Many people see the SPD as the design process. For the sake of clarity, the table should also include the stages that follow the Adoption of the SPD.	Figure 2 sets out the process of preparation for the SPD only. It is not possible to provide a certain timeframe for future stages beyond adoption of the SPD.	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
Mr Kevin Johnson (76, 80, 74)	2. Site context and Analysis 2.1 Introduction	Object		Noted.	-
Mrs Elizabeth Deborah Munro (58)	2.2 Historical Development of the Area		The United Reformed Church Hall is recognised by residents as a Community Asset as it is used for a range of well-being and arts activities. It would make sense to retain this property as a Community Asset (possibly an Asset of Community Value - application has been submitted) and have the Arts Forum or a similar group refurbish and run the venue. This would allow the developer more scope to develop an appropriate mixed-use development which would include a Community Hub.	Noted. The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities). A new paragraph 2.4.2 has been added to the SPD to reflect the fact that the URC Hall has been identified as an Asset of Community Value.	No amendment in response to this issue. Add new paragraph 2.4.2 on ACV status of the URC Hall: <u>2.4.2 The URC Hall was identified as an Asset of Community Value (ACV) on the 16 September 2022. The designation of the Hall as an ACV is a material consideration that will be taken into account when determining any planning application that would affect it.</u>
Ms Yvonne Estop (50)	2.2 Historical Development of the Area		2.2.10 The landscape context is still river meadows. The whole of the area is the Meads. The only physical development has been the car parks and Charringtons House. The foundations of Charringtons were deeper and more difficult because of	Paragraph 2.2.10 has been redrafted following comments from Historic England.	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			the river. Refer to Emily Coles 2022 report.		
Mr Colin Arnott (117)	2.2 Historical Development of the Area		<p>2.2.15-16 Heritage Assets - Old River Lane has long been adjacent to the historic core of Bishop's Stortford and so has a key role to play in maintaining this legacy. Most of the town centre is covered by the Conservation Area which includes a significant number of listed buildings and other heritage assets. This is important recognition of the heritage and cultural context of the part of the town centre conservation area which ORL is set. Based on the recent comprehensive study of the cultural and community contribution of the URC Hall now included within in the extended red line area the Hall should be added to the Heritage Assets diagram on page 19.</p> <p>Since the publication of the Draft SPD, the URC Hall is also now the subject of a nomination as an Asset of Community Value.</p>	<p>The diagram is based upon heritage assets identified in the Bishop's Stortford Conservation Area Appraisal.</p> <p>A new paragraph 2.4.2 has been added to the SPD to reflect the fact that the URC Hall has been identified as an Asset of Community Value.</p>	<p>No amendment in response to this issue.</p> <p>Add new paragraph 2.4.2 on ACV status of the URC Hall:</p> <p>2.4.2 <u>The URC Hall was identified as an Asset of Community Value (ACV) on the 16 September 2022. The designation of the Hall as an ACV is a material consideration that will be taken into account when</u></p>

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
					<u>determining any planning application that would affect it.</u>
Mr Kevin Johnson (75)	2.2 Historical Development of the Area	Object		Noted.	No amendment in response to this issue.
Parsonage Residents Association (242)	2.2 Historical Development of the Area		The United Reformed Church Hall is recognised by residents as a Community Asset as it is used for a range of well-being and arts activities. It would make sense to retain this property as a Community Asset (possibly an Asset of Community Value - application has been submitted) and have the Arts Forum or a similar group refurbish and run the venue. This would allow the developer more scope to develop an appropriate mixed-use development which would include a Community Hub.	Noted. The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities). A new paragraph 2.4.2 has been added to the SPD to reflect the fact that the URC Hall has been identified as an Asset of Community Value.	No amendment in response to this issue. Add new paragraph 2.4.2 on ACV status of the URC Hall: <u>2.4.2 The URC Hall was identified as an Asset of Community Value (ACV) on the 16 September 2022. The designation of the Hall as an ACV is a material consideration that will be taken into account when determining any planning application that would affect it.</u>
Mr Andrew Munro (173)	2.2 Historical Development of the Area		The development should be sympathetic to the aesthetics and the height of other building, taking into account that across from link road there is a park - opposite this park buildings should not appear as	Noted. The ambition is to create a well-designed development that responds to the character of the surrounding area.	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			towers and not be higher than Jackson Square.		
Cllr Calvin Horner (161)	2.2 Historical Development of the Area	Object	<p>2.2.10 The history of the site as floodplain will cause challenges to construction, as was the case with Charringtons House and initially with Link Road. Engineers who worked on the site during the redevelopment of in the late 1960s have advised that much of the land under the surface car parks is marshy and unsuitable for large scale development without substantial and expensive foundations.</p> <p>2.2.15 I agree that the legacy of Bishop's Stortford's development in a rural setting should be protected and enhanced. As this site was until the relatively recent past part of the meads, there is a strong case for bringing elements of this back to the site along the line of the old river such as with natural water features.</p> <p>2.2.18 The relationship between the ORL site and the 'historic core of the town centre' is an important one and should not be compromised by over-development that is not sympathetic with these heritage assets. I am particularly concerned about the</p>	<p>Noted.</p> <p>Noted and welcomed. The SPD sets out that proposals should consider the use of water features (and public art) in the design of the new spaces to reference the former route of the River Stort</p> <p>Noted. The ambition is to create a well-designed development that responds to the character of the surrounding area. Proposals will be required to demonstrate high standards of design and architectural quality that enhance the site, the setting of adjoining and</p>	No amendment in response to these issues.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			<p>relationship with the United Reformed Church and Coopers that lie immediately adjacent to the site on the west side and the Castle mound to the east. Consideration must be given to restricting heights to 3 storeys to ensure sympathetic development and to avoid the historic buildings being obscured.</p> <p>2.2.20 There are a number of important vistas across the ORL site between Castle Park and the Town Centre, not just the one highlighted in this paragraph as 'particularly valued'. These should be preserved with the site remaining sufficiently open to enable these vistas to be maintained.</p>	<p>nearby Listed Buildings and the Conservation Area.</p> <p>Section 7.6 (Heights, Massing, and Grain) of the SPD has been updated to provide greater clarity around the Council's expectations. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.</p> <p>Noted.</p>	
Mrs Janet Reville (295)	2.2 Historical Development of the Area		Paragraph 2.27 All trees should be retained and where possible new ones planted	Agreed.	No amendment in response to this issue.
Gary Jones (290)	2.2 Historical Development of the Area		2.2.20 I am pleased that the view from Castle Gardens towards the Church of St Michael is particularly valued. A photograph of the current view must be included in the SPD	Agreed.	Photograph added following paragraph 2.2.20.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			with a requirement that this is retained.		
Cityheart Homes Ltd (333)	2.2 Historical Development of the Area		Presence of E-W view (lost) to / from Castle and Church: A dotted line and annotation refers to "lost views of church". This is neutral i.e., not implying that one exists (and accordingly should be retained / protected), nor necessarily that one should be created. Indeed, reference to the term "lost" confirms that it does not exist. Any scheme will however see to be responsive to this factor. 2.2.20 - Key views - As 2.2.14 above.	Noted.	No amendment in response to this issue.
Mr Colin Woodward (357)	2.2 Historical Development of the Area		2.2.12 Link Rd - a road that was illegally built given that the former BSUDC were selling to Herts County Council land that was in trust to the Brazier trust Charity without seeking approval from the Charity Commission. This is recorded in subsequent Minute books of BS Town Council who now administer the Brazier Trust. (This may also apply to Link Rd car park, Green Belt occupied by EHC). 2.2.14 URC Hall not mentioned among the heritage assets although mentioned later in the SPD.	Noted. Paragraph 2.2.12 is a matter of fact setting out that Link Road was built between 1969 and 1970. The diagram is based upon heritage assets identified in the Bishop's Stortford Conservation Area Appraisal.	No amendment in response to these issues.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			<p>2.2.15 & 2.2.16 The objective evidence to date in BS from the destruction of the wharves, terminal basin, open air pool, the pocket park at Riverside; demolition of much of the historic heart of BS for Jackson Sqs Mk1 & later Mk2 with its monolithic Sainsbury watch tower looming over Causeway; the increases in permitted heights from mostly two and some three storeys to c. six, and the canyonisation of the Stort with high rise Riverside flats; loss of riverside access where once there was a waterway festival each year; the total Conservation Area officers disregard for the protection of the Dane St c15 Century Woodford Butchers shop (long covered in plastic sheeting), and the unchecked growth of internally illuminated signage, (as reported many times to EHC), and other CA breaches beg the question of any chance EHC (or City Heart) having any meaningful regard (or resource allocation) for the built and natural assets of Stortford Town centre that must be protected and enhanced.</p> <p>As to public open space we have the example of the vaunted (by EHC</p>	<p>Noted. The ambition is to create a well-designed development that responds to the character of the surrounding area. Proposals will be required to demonstrate high standards of design and architectural quality that enhance the site, the setting of adjoining and nearby Listed Buildings and the Conservation Area.</p> <p>The SPD sets out that 'high quality new streets will be created and public spaces</p>	

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			<p>during development) of the public Riverside Piazza, only in fact delivering a small concrete open triangle, now totally inaccessible to the public as EHC have authorised colonisation by Wetherspoons only for paying customers and the adjacent loss of Stort public and boat access gate and facilities by the outward expansion of Skew.</p>	<p>will be provided in strategic locations alongside key frontages and buildings, including Coopers and along Bridge Street.'</p> <p>The SPD sets out that proposals for a public square should provide a welcoming, legible, and adaptable public space at the confluence of pedestrian and cycle routes, with active edges presenting retail opportunities, generous levels of passive surveillance, benches to meet and rest on, and public art to reinforce a memorable character that enhances the character and appearance of the Bishop's Stortford Conservation Area.</p>	
Bishop's Stortford Civic Federation (397)	2.2 Historical Development of the Area		<p>2.2.10-11 Old River Lane - A brief history - Despite all the historic information in these two paras, and the rest of the section, the site's place in the Conservation Area and its historic importance in the town does not come across strongly elsewhere. This needs to be improved; for example, by cross-referencing to relevant paras elsewhere, quotations, etc., so that it is not lost sight of during the masterplanning.</p>	<p>The SPD should be read as a whole and this section, as it sets the context and provides an analysis of the area, has influenced the subsequent Chapters of the SPD. Paragraph 2.2.10 has been updated to reflect a more detailed history of the site, and the Heritage Assets diagram under paragraph 2.2.14 has also been updated to make it clear that these are assets identified in the Bishop's Stortford Conservation Area Appraisal.</p>	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			URC Hall - Neither paragraph mentions the URC Hall, its architecture, history, significance and current users & uses. The building should be mentioned here, with a reference to its own section (see 2.4).	Reference now made to URC Hall in paragraph 2.2.10, and 2.4.1 has been expanded to include reference to the history of the hall.	<p>Add detail to paragraphs 2.2.10 and 2.4.1.</p> <p>2.2.10 ...<u>In 1860 on Water Lane to the west of the site the Congregational Church was built, which was later renamed the United Reformed Church. In 1915 a Sunday School was built within the Old River Lane site for the Congregational Church, a building now known as the United Reformed Church Hall.</u></p> <p>2.4.1 ... <u>The URC Hall was built in 1915 as a Sunday School for the Congregational Church, now known as the United Reformed Church on Water Lane. It was extensively altered and extended in the 1930s, 1960s, and 1990s.</u></p>
Bishop's Stortford Civic Federation (399)	2.2 Historical Development of the Area		2.2.20 In addition to the buildings themselves, there are other factors such as the relationships of the buildings with each other, the quality of the spaces between them and the vistas and views that unite or disrupt them. There are also a number of key views across Bishop's Stortford. The view from Castle Gardens towards the Church of St Michael is particularly valued. The SPD should	<p>The SPD sets out that views from within the site to the Church of St Michael and the motte mound of Waytemore Castle and open green spaces should be retained and enhanced.</p> <p>Section 7.6 has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In particular paragraph</p>	Add the following sentence to paragraph 7.6.3:

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			require these views to be retained by making every effort to have no homes/keep to no more than around 100 homes, and preferably less, to limiting heights, massing, etc. (see 6.2) Also, any homes should be located where their visual impact is least, e.g., the south of the site, close to Jackson Sq. (to be included as part of Ch 8).	7.6.3 has been updated to specifically refer to the 'retention of views'.	7.6.3 ... <u>Building heights, massing, and grain should relate well to the adjacent built form, green infrastructure and streetscenes surrounding the site. Building heights should be broadly reflective of the predominant building heights of Bishop's Stortford town centre, whilst allowing for the retention of views and with careful consideration for how the built form proposed will relate to the public spaces being created.</u>
Bishop's Stortford Civic Federation (398)	2.2 Historical Development of the Area		2.2.15-16 - Old River Lane has long been adjacent to the historic core of Bishop's Stortford and so has a key role to play in maintaining this legacy. Most of the town centre is covered by the Conservation Area which includes a significant number of listed buildings and other heritage assets. These paras are important for recognising the heritage and cultural context of this part of the town centre conservation area in which ORL is set. They need to be emphasised elsewhere in the SPD, e.g. strengthening 5.1 - Constraints and Opportunities table;	Noted. The wording in the constraints and opportunities table has been updated.	Update the constraints and opportunities table, now in section 6, as follows: a) <u>To preserve and enhance the character and appearance of the Conservation Area, and to protect and enhance the setting of Listed Buildings, the Conservation Area and other important heritage assets, including the Coopers building and views to the Church of St Michael and of the motte mound of Waytemore Castle</u>

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			<p>7.5 Layout and Edges Based on the recent comprehensive study of the cultural and community contribution of the URC Hall https://usercontent.one/wp/www.stortfordcf.org.uk/wp-content/uploads/2022/07/Report_UR_C-Hall_Bishops-Stortford_E-Cole_Final_Feb-22_p-7.pdf?media=1657443771) now included within in the extended red line area the Hall should be added to the Heritage Assets diagram on page 20.</p> <p>Since the publication of the Draft SPD, the URC Hall is also now the subject of a nomination as an Asset of Community Value.</p>	<p>The source for the heritage assets identified within the diagram is the adopted Bishop's Stortford Conservation Area Appraisal from 2014.</p> <p>A new paragraph 2.4.2 has been added to the SPD to reflect the fact that the URC Hall has been identified as an Asset of Community Value.</p>	<p>No amendment in response to this issue.</p> <p>Add new paragraph 2.4.2 on ACV status of the URC Hall:</p> <p><u>2.4.2 The URC Hall was identified as an Asset of Community Value (ACV) on the 16 September 2022. The designation of the Hall as an ACV is a material consideration that will be taken into account when determining any planning application that would affect it.</u></p>
Mr Luke Hayes (4)	2.3 Site and Surroundings Today		Regarding the existing underground river, will there be any investigations into the possibility of re-opening this stretch of river? I hope the planners and developers and restrain themselves and use the minimum	The SPD recognises that development at Old River Lane presents an opportunity to consider the use of water features and public art in the design of the new spaces to reference the former route of the River Stort.	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			amount of concrete, tarmac as possible. I believe this area could be a fantastic new natural/green leaning completely pedestrian area to complement the existing shopping areas. I understand that the town needs more accommodation and a proper market/public space area, this can all be done with a view to keeping the town as green as possible and re-imaging and bringing back to the life the existing water course.	The importance of green infrastructure is embedded throughout the SPD as a key consideration.	
Mrs Elizabeth Deborah Munro (59)	2.3 Site and Surroundings Today		<p>Mature trees on the site should be maintained and protected during any development.</p> <p>BS Neighbourhood Plan Silverleys and Meads Ward 1 Revision 2021 - 2033 - CC1 & CC3, should be considered where buildings could be retained and refurbished, rather than demolished and rebuilt. Any new building should be designed for the future climate and for the flexibility of need of the prospective occupants and users.</p>	<p>The SPD notes that there are several important trees across the site, including Category A trees which are of significant value. The SPD requires the retention of existing mature trees where possible.</p> <p>Agreed. The Neighbourhood Plan for Silverleys and Meads Wards (1st Revision) now forms part of the Development Plan. The SPD has been updated to reflect the fact that the Revision document has now been 'made' (adopted).</p>	<p>No amendment in response to this issue.</p> <p>1.4.8 Bishop's Stortford has two adopted Neighbourhood Plans; the Bishop's <u>Stortford Neighbourhood Plan</u> for Silverleys and Meads <u>Wards Neighbourhood Plan (2015) (1st Revision) 2022</u>; and the Bishop's Stortford Neighbourhood Plan for All Saints, Central, South and part of Thorley Neighbourhood Plan (2017(1st Revision) 2022). Together both plans cover the entirety of the town, with the</p>

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
					<p>former covering the north-east and the latter the south-east of the town.</p> <p>1.4.9 For this SPD, the Silverleys and Meads Neighbourhood Plan is the relevant plan as it covers the Old River Lane area. Of particular importance is Policy BP6 – Future development of the town centre and Policy BP7 – Prosperity and character of the existing town centre. <u>The Neighbourhood Plan includes the following site-specific objective:</u></p> <ul style="list-style-type: none"> • <u>To provide a balanced mix of residential, cultural, leisure and business uses within the Old River Lane Site</u> <p>1.4.10 Both Neighbourhood Plans are currently being updated and the final Old River Lane SPD will reflect any relevant updates. <u>The Silverleys and Meads Neighbourhood Plan (1st Revision) now forms part of the Development Plan for East Herts.</u></p>
Ms Yvonne Estop (49)	2.3		In section 2.3 Site and surroundings, as well as the diagrams showing flooding, trees and underground	Chapter 6 already acknowledges the requirement to re-provide around 170 spaces. It is the quantum of spaces to	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
	Site and Surroundings Today		constraints, please add a diagram showing Waitrose existing parking in detail so that each space can be seen. This is the most pressing site constraint.	re-provide that is the constraint rather than the location of the existing carpark.	
Mr Colin Arnott (116)	2.3 Site and Surroundings Today		2.3.1 Old River Lane site represents a major opportunity to extend and reconfigure the retail, community, and leisure provision in the town centre. Note that this acknowledges that the major development opportunity in this location is for retail, community, and leisure uses rather than the residential development led approach adopted at other town centre sites.	Agreed. This is a mixed-use development and not a residential led scheme.	No amendment in response to this issue.
Mrs Elizabeth Deborah Munro (110)	2.3 Site and Surroundings Today	Object	<p>What evidence have you that cars drive faster along the Link road due to limited build frontage, there are so many junctions already leading onto the Link Road that it is impractical to drive above the speed limit and highways will not consider making this a 20mph zone.</p> <p>I agree that the western edge of the site needs to be carefully considered given the many listed buildings in the area and therefore height of buildings should be kept to a maximum of 3 storeys reducing the cannon affect created by Jackson</p>	<p>Street features and human activity can have an influence on the speed at which people choose to drive. Features likely to slow traffic include, inter alia, the close proximity of buildings to the road.</p> <p>The SPD states that the heights and massing of any development proposal at Old River Lane should be sensitive to the areas adjacent to the site, with consideration given to the impact of any proposal on heritage assets.</p>	No amendment in response to these issues.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			Square and its multi-storey car park and the overwhelming new multi-storey car park at the junction of Rye Street and Link Road.	Section 7.6 (Heights, Massing, and Grain) of the SPD has been updated to provide greater clarity around the Council's expectations. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	
Carolyn Matthews (85)	2.3 Site and Surroundings Today	Support	-Important to retain visual access to these buildings from various aspects- so any new construction should be kept to a minimum height. -Far less than the new multi-storey car park.	Support noted and welcomed. The SPD states that the heights and massing of any development proposal at Old River Lane should be sensitive to the areas adjacent to the site, with consideration given to the impact of any proposal on heritage assets. Section 7.6 (Heights, Massing, and Grain) of the SPD has been updated to provide greater clarity around the Council's expectations. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	No amendment in response to this issue.
Parsonage Residents Association (243)	2.3 Site and Surroundings Today		We should lock in as much carbon as we can on the site. Mature trees on the site should be maintained and protected during any development.	The SPD notes that there are several important trees across the site, including Category A trees which are of significant value. The SPD requires the	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			<p>BS Neighbourhood Plan Silverleys and Meads Ward 1 Revision 2021 - 2033 - CC1 & CC3, should be considered where buildings could be retained and refurbished, rather than demolished and rebuilt. Any new building should be designed for the future climate and for the flexibility of need of the prospective occupants and users.</p>	<p>retention of existing mature trees where possible.</p> <p>Agreed. The Neighbourhood Plan for Silverleys and Meads Wards (1st Revision) now forms part of the Development Plan. The SPD has been updated to reflect the fact that the Revision document has now been 'made' (adopted).</p>	<p>1.4.8 Bishop's Stortford has two adopted Neighbourhood Plans; the Bishop's <u>Stortford Neighbourhood Plan</u> for Silverleys and Meads <u>Wards Neighbourhood Plan (2015) (1st Revision) 2022</u>; and the Bishop's Stortford Neighbourhood Plan for All Saints, Central, South and part of Thorley Neighbourhood Plan (2017(1st Revision) 2022). Together both plans cover the entirety of the town, with the former covering the north-east and the latter the south-east of the town.</p> <p>1.4.9 For this SPD, the Silverleys and Meads Neighbourhood Plan is the relevant plan as it covers the Old River Lane area. Of particular importance is Policy BP6 – Future development of the town centre and Policy BP7 – Prosperity and character of the existing town centre. The Neighbourhood Plan includes the following site-specific objective:</p> <ul style="list-style-type: none"> <u>To provide a balanced mix of residential, cultural, leisure and</u>

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			<p>The western edge of the site needs to be carefully considered given the many listed buildings in the area and therefore height of buildings should be kept to a maximum of 3 storeys reducing the cannon affect created by Jackson Square and its multi-storey car park and the overwhelming new multi-storey car park at the junction of Rye Street and Link Road.</p>	<p>The SPD states that the heights and massing of any development proposal at Old River Lane should be sensitive to the areas adjacent to the site, with consideration given to the impact of any proposal on heritage assets.</p> <p>Section 7.6 (Heights, Massing, and Grain) of the SPD has been updated to provide greater clarity around the Council's expectations. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.</p>	<p><u>business uses within the Old River Lane Site</u></p> <p>1.4.10 Both Neighbourhood Plans are currently being updated and the final Old River Lane SPD will reflect any relevant updates. The Silverleys and Meads Neighbourhood Plan (1st Revision) now forms part of the Development Plan for East Herts.</p>
Ms Jill Jones (214)	2.3	Support	2.3.4 support the plans to retain existing tree planting and existing green spaces	Support noted and welcomed.	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
	Site and Surroundings Today				
Amanda Anderson (265)	2.3 Site and Surroundings Today		In a time of climate emergency, and the quality of the air in Stortford this is no time to lose more trees - we need them for shade and for air quality.	The SPD notes that there are several important trees across the site, including Category A trees which are of significant value. The SPD requires the retention of existing mature trees where possible. Furthermore, the Strategic Masterplanning Framework set out in the SPD embeds green infrastructure as a key consideration.	No amendment in response to this issue.
Jenette Greenwood (311)	2.3 Site and Surroundings Today		I am concerned that yet more trees will be lost. Every development in Stortford seems to involve removing trees and green areas. We need more of these, not less.	The SPD notes that there are several important trees across the site, including Category A trees which are of significant value. The SPD requires the retention of existing mature trees where possible. Furthermore, the Strategic Masterplanning Framework set out in the SPD embeds green infrastructure as a key consideration.	No amendment in response to this issue.
Cityheart Homes Ltd (334)	2.3 Site and Surroundings Today		2.3.1 Mix of uses: As point 1 earlier - use of term 'reconfigure' is not considered representative and appropriate. 2.3.3 Flood risk extent & classification - Recent flood investigation/modelling work that has been undertaken indicates a better and improved (lesser) classification of the site. Need to	Use of word reconfigure is intended to convey that the town centre can be configured in a new way. Noted. A Flood Risk Assessment will need to be submitted with any planning application.	No amendment in response to these issues.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			caveat the content of the SPD accordingly to qualify that based on current evidence only.		
Bishop's Stortford Civic Federation (401)	2.3 Site and Surroundings Today		<p>2.3.5 Below ground constraints include archaeology, a 3m easement for Thames Water rising main sewer and a 5m easement as the culvert is classified as a watercourse. These constraints should be mentioned in the Constraints and Opportunities table (5.1)</p> <p>It would be more technically appropriate to refer to the rising main sewer as a sewer rising main. The culvert is presumed to be the watercourse shown on Figure 7. It would be better to refer to it as culverted watercourse.</p>	<p>The constraints have now been included in the constraints and opportunities table in Section 6.1</p> <p>Note: paragraph 2.3.5 has been amended following comments from Historic England.</p>	<p>Add the following constraints to the table in Section 6.1:</p> <p>d) <u>A 3m easement is needed for a Thames Water sewer rising main, and an 8m easement is needed for the culverted watercourse</u></p> <p>f) <u>There are known and potential non-designated archaeological remains within the Old River Lane site</u></p>
Lynne Garner (371)	2.3 Site and Surroundings Today		The wildfires of the last few months prove we need to think about how we treat our landscape. Trees soak up CO2 and provide homes for our wildlife. They also provide shelter which helps keep temperatures down. Rather than cut down plant MORE!	The SPD notes that there are several important trees across the site, including Category A trees which are of significant value. The SPD requires the retention of existing mature trees where possible. Furthermore, the Strategic Masterplanning Framework set out in the SPD embeds green infrastructure as a key consideration.	No amendment in response to this issue.
Bishop's Stortford Civic Federation	2.3 Site and Surroundings Today		2.3.1 - The Old River Lane site represents a major opportunity to extend and reconfigure the retail, community, and leisure provision in	Agreed. This is a mixed-use development and not a residential led scheme.	Amend the Constraints and Opportunities table in Chapter 6 as follows:

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
(400)			the town centre. This acknowledges that the major development opportunity in this location is for destination retail, community, and leisure uses rather than the residential development-led approach adopted at other town centre sites. This needs to be recognised and/or referred to in the chapters, etc. that follow, e.g., 5.1. Constraints and Opportunities.	This is already reflected as an Opportunity in Chapter 6. However, to strengthen this, the word destination has been incorporated.	b) To create a high quality mixed use development of <u>destination including</u> retail, leisure uses, along with a civic hub of other commercial and community uses
Mrs Elizabeth Deborah Munro (60)	2.4 United Reformed Church Hall		As previously stated, the URC Hall should be retained and the community should be allowed to refurbish and retain for Art use. Monies should be earmarked in an S106 agreement to support the refurbishment. The URC Hall is at the end of Old River Lane and in the midst of the development, ideally placed to be an Arts Forum rather than perched at the corner of the Causeway and Bridge Street. The developer would benefit by retention of the hall as this would release the corner plot for retail, food, offices, a community hub to include medical facilities with dentists (in short supply in BS) If this is not possible then the developer should provide an affordable space for rehearsal, performance, exhibitions,	The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities). The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			workshops, and craft fairs. which complement the present entertainment venues and meet the needs of those who require these spaces, i.e., in layout, backstage entrance, dressing rooms, refreshment areas and bar space which can optimise the affordability to promoters to use the space. The stage space would be bigger than South Mills Art Centre and could seat a bigger audience.	been added to the SPD which provides further information.	
Mr James Tatchell (32)	2.4 United Reformed Church Hall	Object	2.31 The URC Hall should be removed from the scope of this document and considered separately. Any move towards demolishing and losing this heritage and community asset must be removed - in line with the recommendations of the Bishop's Stortford Arts Forum.	The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).	No amendment in response to this issue.
Mr Colin Arnott (118)	2.4 United Reformed Church Hall		2.4.3 Proposals that will result in the loss of the URC Hall will need to address the requirements of Policy CFLR7 (Loss of Community Facilities). (see 2.2.15 above). Goes on to make clear that the primary objective of extending the SPD redline boundary to include the URC Hall was to consider how the contribution of an existing significant community asset can be maximised and that its loss	Noted.	Change the policy reference from CFLR7 to CFLR8 at paragraphs 2.4.3 and 3.4.4. 2.4.3 ... Proposals that will result in the loss of the URC Hall will need to address the requirements of Policy CFLR 7 8 (Loss of Community Facilities):

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			would be refused under Policy CFLR7 unless demonstrably no longer required for community use or its replacement by enhanced or alternative community provision on the site weighed greater in the planning balance.		3.4.4 ... Proposals that will result in the loss of the URC Hall will need to address the requirements of Policy CFLR7 8 (Loss of Community Facilities).
Carolyn Matthews (91)	2.4 United Reformed Church Hall	Support	Introduce speed limits to 5/10 mph throughout the town centre and roads leading into it e.g., Apton road, Newtown Road.	Noted. However, the purpose of the SPD is to specifically provide a framework for development of the Old River Lane site.	No amendment in response to this issue.
Mrs Marguerite Rapley (105)	2.4 United Reformed Church Hall	Object	The United Reformed Church Hall should not be lost. It is a valued asset to our community and historically significant.	The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).	No amendment in response to this issue.
Miss Mary Epworth	2.4 United Reformed Church Hall	Object	Water Lane Church hall is purpose built as a community venue for performance and entertainment. Why demolish such a space that could easily be repurposed as a fantastic venue/arts centre? I tour the UK and Europe as a performer and have played at many venues that have a similar history and design, and with some investment, consultation with artists and performers, you could give Stortford an incredible asset.	The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
Mrs Helen Lednor (233)	2.4 United Reformed Church Hall		The URC Church Hall is the equivalent of Bishop's Stortford Village Hall. It is the only rentable community hall in the centre of Stortford with kitchen and bar facility. To take this away would be to take away one of the central points of community meet ups and small gigs. I would be very against any plan which removed such a facility.	The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).	No amendment in response to this issue.
Parsonage Residents Association (244)	2.4 United Reformed Church Hall		As previously stated, the URC Hall should be retained, and the community should be allowed to refurbish and retain for Art use. Monies should be earmarked in an S106 agreement to support the refurbishment. The URC Hall is at the end of Old River Lane and during the development, ideally placed to be an Arts Forum rather than perched at the corner of the Causeway and Bridge Street. The developer would benefit by retention of the hall as this would release the corner plot for retail, food, offices, a community hub to include medical facilities with dentists (in short supply in BS) If this is not possible then the developer should provide an affordable space for rehearsal, performance, exhibitions, workshops, and craft fairs. which complement the present	The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			entertainment venues and meet the needs of those who require these spaces, i.e., in layout, backstage entrance, dressing rooms, refreshment areas and bar space which can optimise the affordability to promoters to use the space. The stage space would be bigger than South Mills Art Centre and could seat a larger audience.		
Mrs Jill Wade (256)	2.4 United Reformed Church Hall		<p>URC Church Hall Section 2.2 should include reference to the history of the URC Hall. This is available in a report by Dr Emily Cole on the Bishop's Stortford Civic Federation website.</p> <p>Section 5 identifies the URC Hall as a valued community asset and its demolition would be contrary to para 7.11 (maximise sustainability at every opportunity) and policy CFLR8 (loss of community facilities). This should therefore be included as an opportunity not a limitation. The URC Hall is currently well-used by local groups as well as providing an additional performance space at the opposite end of town from the SMA Centre. Therefore, it is still needed. It is not demonstrated that it would be replaced by enhanced</p>	<p>Information on the URC Hall in paragraphs 2.2.10, and 2.4.1 has been expanded to include reference to the history of the hall.</p> <p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities). Applicants will also be required to explain and evidence how their proposals comply with relevant District Plan policies that seek to improve the environmental sustainability of new development.</p>	<p>Add detail to paragraphs 2.2.10 and 2.4.1.</p> <p>2.2.10 ...<u>In 1860 on Water Lane to the west of the site the Congregational Church was built, which was later renamed the United Reformed Church. In 1915 a Sunday School was built within the Old River Lane site for the Congregational Church, a building now known as the United Reformed Church Hall.</u></p> <p>2.4.1 ... <u>The URC Hall was built in 1915 as a Sunday School for the Congregational Church, now known as the United Reformed Church on Water Lane. It was extensively altered and extended in the 1930s, 1960s, and 1990s.</u></p>

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			provision of greater or equal size in any other location and the SPD does not propose a facility which would outweigh the loss. Demolition of the URC Hall should not be considered and reference to this possibility should be removed from the SPD. Although policy BISH8 makes no reference to arts and culture, it is included as Objective 3 in section 6. The main arts and culture offer is provided at the southern end of the town at the SMA Centre and Empire Cinema. Any arts offer on ORL should complement and not compete with the existing provision and should focus on refurbishing and modernising the URC Church Hall to enhance its current performance space.	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.	
Mr Andrew Munro (174)	2.4 United Reformed Church Hall		The URC should be retained and refurbished as an Art Centre, allowing Charringtons House to be refurbished and extended - trapping carbon and giving developers additional funds to design and build a sustainable hub for mixed use.	The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities). Applicants will also be required to explain and evidence how their proposals comply with relevant District Plan policies that seek	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
				to improve the environmental sustainability of new development.	
Mrs Julia Walsh (156)	2.4 United Reformed Church Hall	Object	It appears to me that the alternative provision currently envisaged in the overall plans for Old River Lane does not enhance the overall community facility in terms of provision for staged performance events. The hall is well used and some user organisations will find alternative provision in the town, including in the planned redevelopment of the Water Lane United Reformed Church building for wider community use. However, this will not provide a performance space to replicate the various gigs and shows that the Church Hall currently accommodates with its stage and side rooms. At the time the council acquired the Hall, the envisaged plans for performance space in the Old River Lane development were more ambitious and, in my view, appropriate to a town of Stortford's size with a thriving professional and amateur Arts scene. There now appears to be a mismatch in terms of what we are losing and what we stand to gain in terms of performance facilities.	The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities) setting out how the loss resulting from the development would be replaced by enhanced provision in terms of quantity and/or quality in a suitable location.	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			(PS There is a typo - it is the United Reformed Church Hall).	Spelling mistake has been corrected.	Amend Section 2.4 and paragraph 2.4.1 to read United Reformed Church Hall.
Cllr Mione Goldspink (324)	2.4 United Reformed Church Hall		Page 28. 2.4.3 - there are suggestions that the URC Hall could be demolished. I think that this possibility should be rejected outright. This Hall is a valuable community asset, very well used by many organisations and community groups in the Town. It should be retained and modernised for its value to the community, and also in the interests of sustainability. This matter is also mentioned on page 35. If the Hall were to be demolished, in spite of reasons against such action, Policy CFLR7 would apply, meaning that the council would have to provide an equivalent or better replacement hall somewhere on the site. Please retain mention of this fact in the SPD.	The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).	No amendment in response to this issue.
Mrs Janet Reville (296)	2.4 United Reformed Church Hall		Paragraph 2.4 The URC hall should be retained, refurbished and altered to provide a performance space and arts centre together with facilities for the many groups that hire the hall at present to continue.	The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			We do NOT need another multi-screen cinema.	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.	
Ms Jill Jones (219)	2.4 United Reformed Church Hall	Object	2.4.3. object to removal of United Reformed Church Hall. This should be incorporate into any new design and be made a feature of to enhance the varied and historic character of the area. Additionally, this size facility might address the need for an optimal family gathering size space - none of the current proposals for BS seem to acknowledge not everyone needs a 500-seater auditorium or a 70-space meeting room, but we do need facilities where families can have parties and celebrations. Also, how does this fit with any community access the Northgate End YC might revert to providing (as	<p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be</p>	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			it used to for local residents about 20 years ago!)	required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.	
Jenette Greenwood (312)	2.4 United Reformed Church Hall		<p>2.4 I don't understand the need or expense of demolishing the URC Hall. The people that use it, like Paddy Lennox, believe it works well as a performance space as it stands. The plans to replace it seem vague and changeable - are we having a cinema that no one seems to want or a theatre or what? I don't think anything should be done to the hall without a fully considered and costed plan of what will replace it, what it will be used for and why that will deliver better value for the money spent than what we already have. If one cares about the community of Stortford URC Hall should be retained.</p> <p>I like the idea Yvonne Wood suggested on the BSCF Facebook page suggesting a crescent path across the site from Northgate End to Jackson Square, between the existing Waitrose car park and any new buildings / Charringtons House</p>	<p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities) setting out how the loss resulting from the development would be replaced by enhanced provision in terms of quantity and/or quality in a suitable location.</p> <p>The Strategic Masterplanning Framework diagram has been updated and the illustrative pathway from north to south would not preclude a curved walkway if this was the preferred design solution.</p>	<p>No amendment in response to this issue.</p> <p>Figure 21 (now Figure 20) updated in line with this and other comments.</p>

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			and removing the need to demolish URC Hall for a new car park.		
Amanda Anderson (266)	2.4 United Reformed Church Hall		If one cares about the community of Stortford URC Hall should be retained. This place is a hub and brings people together, surely one should know this by now.	The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).	No amendment in response to this issue.
Gary Jones (288)	2.4 United Reformed Church Hall		Spelling error: 2.4 United ReformED Church Hall;	Noted.	Make corrections to the following: - Table of Contents - Section 2.4 - Paragraph 2.2.17 - Paragraph 2.4.1 - Image 3 - Paragraph 2.2.18 - Paragraph 3.4.4 - Table below 5.1.1 - Box below 7.6.2 - Paragraph 8.2.3
Cityheart Homes Ltd (335)	2.4 United Reformed Church Hall		2.4.3 - Loss of community facilities (URC Church Hall) It should be noted that Planning Permission and Conservation Area Consent has previously been granted for the demolition of this facility (as part of the approval of the earlier outline planning application for the comprehensive redevelopment of the site). Need as such to clarify that it is the 'use' of this facility that	Planning permission was previously granted on the 14 January 2013 for the demolition of the URC Hall. This permission was never implemented. Any new proposals for development at Old River Lane will be considered on their merits and circumstances	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			needs to be assessed for loss / compensation, as opposed to its physical presence and merit per se (not listed / not considered suitable for listing / planning permission and conservation area consent previously approved for its demolition). 3.4.4 - Loss of community facilities (URC Church Hall) - As point above.		
Lynne Garner (372)	2.4 United Reformed Church Hall		(2.4) Keep costs down, reduce the need for new materials by keeping the URC Hall and turn into something which will benefit the community. Surely that's a more sustainable option. Also, this is part of the towns heritage which many wish to keep.	The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).	No amendment in response to this issue.
Bishop's Stortford Civic Federation (402)	2.4 United Reformed Church Hall		2.4.3 It is Policy CFLR8 - Loss of Community Facilities that applies here, not CFLR7 (end of para). Policy CFLR7 should be annexed for easy reference (see Annex 1). There should be a statement about how these 2 policies particularly apply to the site, especially the URC Hall on Water Lane; which is used by many different groups for a variety of activities. The para should also refer to the recent study of the halls architecture, history and significance and its findings and conclusions,	Agreed. Policy CFLR7 has been updated to correctly state CFLR8. It is Policy CFLR8 that is potentially relevant to the URC Hall, and this Policy is repeated in full in Chapter 2 of the SPD. It is not considered necessary to repeat CFLR7. Information of the URC Hall in paragraph 2.2.10, and 2.4.1 has been expanded to include reference to the history of the hall.	Change the policy reference from CFLR7 to CFLR8 at paragraphs 2.4.3 and 3.4.4. 2.4.3 ... Proposals that will result in the loss of the URC Hall will need to address the requirements of Policy CFLR7 (Loss of Community Facilities): 3.4.4 ... Proposals that will result in the loss of the URC Hall will need to address the requirements of Policy

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			<p>which was sent to members of the SPD Steering Group 05 April 2022 (see link below).</p> <p>Also, the SPD should make it clear that the primary objective of extending the white line boundary to include the URC Hall is to consider how the contribution of an existing significant community asset can be maximised and that its loss should be refused under Policy CFLR8 unless it can be demonstrated that it is no longer required for community use or its replacement by enhanced or alternative community provision on the site weighs greater in the planning balance. Feasibility, structural and embedded carbon studies need to be specified in the SPD, to be available before master planning starts. In addition to its existing uses, the hall could, for example, be part of the development's retail offer, e.g., a covered market. Note: The report on the hall's architecture, history and significance can be found at: https://usercontent.one/wp/www.stortfordcf.org.uk/wp-content/uploads/2022/05/Report-URC-Hall-Bishops-Stortford-Dr.-</p>	<p>The Council's Sustainability SPD notes that consideration of embodied carbon is likely to become increasingly important as society transitions to a low/zero carbon society. The ORL SPD specifically requires a 'reduction in energy embodied in construction materials through re-use and recycling of existing materials, where feasible, and the use of sustainable materials and local sourcing.'</p>	<p>CFLR78 (Loss of Community Facilities).</p> <p>Add detail to paragraphs 2.2.10 and 2.4.1.</p> <p>2.2.10 ...<u>In 1860 on Water Lane to the west of the site the Congregational Church was built, which was later renamed the United Reformed Church. In 1915 a Sunday School was built within the Old River Lane site for the Congregational Church, a building now known as the United Reformed Church Hall.</u></p> <p>2.4.1 ... <u>The URC Hall was built in 1915 as a Sunday School for the Congregational Church, now known as the United Reformed Church on Water Lane. It was extensively altered and extended in the 1930s, 1960s, and 1990s.</u></p>

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			Emily-Cole-Final-Feb-22_p.pdf?media=1652777025		
Mrs Elizabeth Deborah Munro (61)	2.5 Other Developments in Bishop's Stortford	Object	The three sites quoted are all too tall for the ORL development to be aligned too. If a developer is allowed to build to 6 storeys the area will mask the older buildings in the area and any visual access to Castle Gardens, Waytemore Castle, St Michael's Church and other historic buildings within the conservation area and on the fringes of the development.	Noted. Heights and massing are considered in Section 7.6 of the SPD. This section has been updated to provide greater clarity around the Council's expectations. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	No amendment in response to this issue.
Mr Colin Arnott (119)	2.5 Other Developments in Bishop's Stortford		2.5.3 Northgate End Car Park: Northgate End is a multi-storey car park - has been included as part of plans to redevelop Old River Lane for a number of years. This development not only has a link in terms of providing a wider-parking offer, but also has a strong physical link with the site. As noted above, DP Policy BISH8 II(g) clearly states on-site car parking will need to be sufficient to meet the needs of the uses proposed so it is unclear why this Car Park should have been included as part of plans to redevelop Old River Lane for a number of years but has never been suggested that it should be included within the red line boundary (as is	It is agreed that Northgate End Carpark has a strong relationship with the Old River Lane site, and this is set out in the SPD. Including the carpark within the red line could be misleading given that the development is complete.	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			now proposed for the URC Hall). In fact, the car park's financial link with the ORL site - in order to release additional commercial and housing development capacity on the red line site appears to have been more important than its physical link. The release of development capacity for this purpose was clearly contrary to Policy BISH8 II(g). Moreover, the use of £6million of LEP funding intended to support ORL investment in non-revenue generating community uses was also contrary to this policy. The planning gain secured should be recognised by including the car park within the ORL red line boundary and used to leverage greater community and other economic benefits for the ORL development.		
Carolyn Matthews	2.5 Other Developments in Bishop's Stortford	Object	2.32 policy CFLR8 loss of amenity- must consider the environmental cost of 'embodied carbon' if buildings are demolished and in the replacement of 'enhanced provision'. In light of the Climate emergency and insurmountable waste is replacement the viable option?	Whilst the SPD itself doesn't specifically include proposals for the demolition of the URC Hall, if demolition is proposed through the submission of a planning application, applicants will be required to explain and evidence how their proposals comply not only with Policy CFLR8, but also with relevant District Plan policies that seek to improve the environmental sustainability of new development.	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
Parsonage Residents Association (245)	2.5 Other Developments in Bishop's Stortford		The three sites quoted are all too tall for the ORL development to be aligned too. If a developer is allowed to build to 6 storeys the area will mask the older buildings in the area and any visual access to Castle Gardens, Waytemore Castle, St Michael's Church and other historic buildings within the conservation area and on the fringes of the development.	The heights and massing of any development proposal at Old River Lane should be sensitive to the areas adjacent to the site. The SPD sets out at paragraph 7.6.2 that 'the main consideration outside of the site which needs to be reflected in the heights, massing, and grain of any proposal is the impact on heritage assets.' This section has been updated to provide greater clarity around the Council's expectations.	No amendment in response to this issue.
Mr Andrew Munro (175)	2.5 Other Developments in Bishop's Stortford	Object	The sites mentioned in the ORL SPD - Northgate End Car Park forced on the residents by the landowner. The Goods Yard and the Mill Site, neither are a community hub, there is no doctor's surgery, or mixed use just flats and parking - definitely not a destination.	Noted. Old River Lane will be a mixed-use development, including around 100 homes, retail, leisure uses, along with a 'civic' hub of other commercial and community uses such as GP surgery and office floorspace. It will perform a number of functions - it will be destination, a home, a retail/ employment area and a route which people will pass through on a longer journey to somewhere else.	No amendment in response to this issue.
Gary Jones (291)	2.5 Other Developments in Bishop's Stortford		2.5.2 Spelling: The Goods Yard	Spelling mistake has been corrected.	Amend spelling of Goods Yard at paragraphs 2.5.2 and 2.5.4.
Deirdre Glasgow (270)	2.5 Other Developments		The document states that any development at Old River Lane also needs to be considered in the wider context of Bishop's Stortford, and	This section refers to new planned development in Bishop's Stortford. Chapter 3 sets out that proposals for Old River Lane should complement the	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
	in Bishop's Stortford		<p>particularly its town centre. As such Old River Lane should complement and contribute to the town-wide development framework which means not just relating with the existing town centre, but also with planned future developments. Changes: South Mill Arts theatre and museum to be included in the town centre development, including ORL, as South Mill Arts is linked to the Town, by the Millennium Bridge at the Goods Yard development. Figure 9: The Goods Yard site allocation to the south of Old River Lane, clearly shows that part of the Goods Yard development is in the Town Centre. Ensure that the arts/leisure facilities provided at ORL compliment the work at South Mill Arts and other art groups around the town.</p> <p>The Mill Site Interested to see the future development of the Mill site on the River Stort. Changes: To include the idea of north and south cultural areas across the town. These would be developed along the River Stort. ORL, northern cultural centre and South Mill Arts at the South cultural centre, with the future</p>	existing offer. The Council has been in discussion with Rhodes Birthplace Trust and will continue to work with them moving forward to find the best solution for Bishop's Stortford and the Arts Complex.	

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			central to the offerings along the River Stort.		
Bishop's Stortford Civic Federation (403)	2.5 Other Developments in Bishop's Stortford		<p>2.5.2 Bishop's Stortford currently has a number of development sites either under construction or being considered through the planning process. Whilst Old River Lane will share some relationship with all of them, the key emerging developments relevant to Old River Lane are those within the town centre which include: Northgate End Car Park, The Goods Yard, The Mill Site. Other town centre developments with a potential impact on the site and are not included area: Jackson Square including moving the step-free access to/from Bridge St to the north-east corner Castle Gardens & Sworders Field</p> <p>https://www.eastherts.gov.uk/sports-leisure-and-parks/local-parks-and-open-spaces/parks-open-spaces-bishops-stortford/castle-park)</p> <p>Northern and north-eastern cycle routes through Grange Paddocks</p> <p>The impact of these needs to be assessed before master-planning starts. The section also makes no reference to the effects of developments completed, under</p>	<p>The SPD refers to new development within the immediate area. Reference has been made throughout the document to other developments including Section 4.5 of the SPD which includes details about the plans to upgrade and improve Castle Gardens.</p> <p>Paragraph 4.1.1. will be updated to reflect the District Plan housing</p>	<p>No amendment in response to this issue.</p> <p>Update Paragraph 4.4.1 as follows:</p>

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			construction and planned outside of the town centre, which could result in around 6000 homes by 2033, compared to around 4500 in the District Plan.	requirement, and also to state that this is a minimum figure for clarity.	4.1.1 Bishop's Stortford is undergoing significant levels of growth with approaching at least 4,426 4,500 new homes planned in the District Plan 2018 (including committed development) by 2033, which will substantially increase the town's population.
Bishop's Stortford Civic Federation (404)	2.5 Other Developments in Bishop's Stortford		2.5.3 - Northgate End is a multi-storey car park - has been included as part of plans to redevelop Old River Lane for a number of years. This development not only has a link in terms of providing a wider-parking offer, but also has a strong physical link with the site. This statement is contrary to DP Policy BISH8 III(g) which states: on-site car parking will need to be sufficient to meet the needs of the uses proposed, so it is unclear why this car park should have been included as part of plans to redevelop Old River Lane for a number of years but has never been suggested that it should be included within the red line boundary (as is now proposed for the URC Hall). In fact, the car parks financial link with the ORL site - in order to release additional commercial and housing development capacity on the red line	It is agreed that Northgate End Carpark has a strong relationship with the Old River Lane site, and this is set out in the SPD. Including the carpark within the red line could be misleading given that the development is complete.	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			<p>site appears to have been more important than its physical link. The release of development capacity for this purpose was clearly contrary to Policy BISH8 III(g). Moreover, the use of £6 million of LEP funding intended to support ORL investment in non-revenue generating community uses was also contrary to this policy. The planning gain secured should be recognised by including the car park within the ORL red line boundary and used to leverage greater community and other economic benefits for the ORL development. Some justification/explanation is therefore needed to support the SPDs statement and remove DP Policy BISH8 III(g).</p>		
Environment Agency (444)	Site Context and Analysis		<p>We note that the document references that the site is within Flood Zones 2 and 3. Because of these constraints, we suggest that an additional sub-section is added to Section 3.6 which specifically highlights the importance of flood risk.</p> <p>We recommend including additional wording to ensure that the sequential approach is applied in line with the relevant flood risk vulnerability classifications. The</p>	<p>The importance of flood risk is noted in the SPD already in Sections 1.4.4. and 2.3.3. Section 9.1.2 notes that as part of a planning application there is a requirement for a Flood Risk and Surface Water Drainage Assessment. The East Herts Local Validation list already sets out details that are required as part of that FRA including reference to vulnerable classifications and the sequential test.</p>	No amendment in response to this issue.

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			<p>sequential approach should be applied within the site to direct development to the areas of lowest flood risk (Flood Zone 1 first, followed by Flood Zone 2). If it is not possible to locate all of the development within Flood Zone 1, then the most vulnerable elements of the development should be located in the lowest risk parts of the site. This could be included within Section 2.3.3 or within an additional specific sub-section under Section 3.6.</p> <p>Additionally, it is unclear if the site includes a small amount of Flood Zone 3b. Flood Zone 3b is land classed as the 'functional floodplain' and is land defined by LPA's Strategic Flood Risk Assessment's (SFRA) as having the highest probability of flooding. Please be aware that we will object in principle to any development that is deemed not compatible with Flood Zone 3b in line with tables 1, 2 and 3 of the Flood Zones and Flood Risk Tables of the Planning Practice Guidance (PPG). It would be useful to clarify the presence/absence of Flood Zone 3b on this site within the SPD</p>	<p>The majority of the allocated site (83.24%) is located within Flood Zone 2. 3.51% is located within Zone 1, with 13.25% in Flood Zone 3a. No part of the site is located within Flood Zone 3b.</p>	

Rep. No	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
2.			Site Context and Analysis		
			<p>document, as part of Sections 2.3.3 and 5.1.1.</p> <p>We note and welcome that it has been specified within Section 9.0 that a Flood Risk Assessment and Surface Water Drainage Assessment will be required as a part of any future planning application. Please make sure this document is detailed, site-specific and uses the most up-to-date data available.</p> <p>Reducing and managing flood risk and requiring sustainable drainage measures in this area is a must-do and should be strongly reflected in this SPD. There should be a sentence within the SPD which requires all development to utilise the guidance within the existing SFRA to design layouts, mitigate and make space for water to help with the reduction of flood risk, preferably within a new sub-section dedicated to flood risk.</p>		

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
Mr Graham Oxborrow (205)	3. Policy BISH8 Old River Lane	Object	Set out specific use requirements based on proper evidence and	Meeting with stakeholders and community representatives during the preparation of the draft SPD	No amendments in response to these issues.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			<p>engagement with the residents of the town.</p> <p>Section 3 - The SPD should be specific on the Arts requirement, rather than providing loosely for leisure, which could be anything from a casino/nightclub to a bowling alley. There has been no significant support for the Council's idea of a 5-screen cinema on the site, as the supposed consultation was risible, addressing only theoretical attendance levels and types of seats rather than the principle of the case for the cinema against other alternatives. There has been no engagement between EHDC and the Arts community in Bishop's Stortford to identify how to address their needs.</p>	<p>ensured a better understanding of the key issues and aspirations that the community have for the Old River Lane site. The discussions that took place at the Steering Group meetings influenced both the scope and content of the SPD.</p> <p>Consultation on the SPD has provided the opportunity for residents of Bishop's Stortford to provide their comments on the SPD.</p> <p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p>	

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			There is no supporting evidence on the amount of floorspace to be given to retail and commercial outlets and the potential impact this would have on retail and commercial provision elsewhere in the town.	<p>Section 9 of the SPD sets out that a Retail Impact Assessment will need to be submitted with any planning application. This will need to address, inter alia:</p> <ul style="list-style-type: none"> • The impact of the proposal on existing, committed and planned public and private investment in the catchment of the proposal. • The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider retail catchment area. 	
Mr Colin Woodward (358)	3. Policy BISH8 Old River Lane		The public should see evidence that recent built developments and also emerging retail trends are actually improving retail and that ORL would enhance this. On the ground observation would suggest that for some time retail spend has long been leaching from BS to other towns or, channels, and as such there is little to support independents or, the introduction of national brands aside from a possible TK Maxx at Jacksons Square. Despite any attempt to zone retail Stortford is switching to cafes, nail bars and hairdresser/barbers thus	It is expected that the continued growth of Bishop's Stortford will boost existing retail and support the case for new retailers in the town.	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			limiting its attraction as a thriving retail centre.		
Mrs Elizabeth Deborah Munro (62)	3.1 Introduction		The site should support 100 homes as stated in BISH8. The development should be sustainable taking into the account of experience gained from change in trends due to pandemics such as COVID. Any design of development should offer a community hub with doctors and dentist. There should also be opportunities for the building of homes to be 'built for life' and built to incorporate the aim of 'Designing Out Crime' is to reduce the vulnerability of people and property to crime by removing opportunities that may be provided inadvertently by the built environment. It also aims to reduce fear of crime and, in doing so, helps to improve people's quality of life.	<p>The SPD reflects the policy requirement set out in District Plan Policy BISH8 for 'around 100 homes.'</p> <p>Homes should be provided in accordance with District Plan Policy HOU7 (Accessible and Adaptable Homes) to ensure they are accessible and adaptable to meet the changing needs of occupants, and to support independent living.</p> <p>The SPD states that health care facilities that complement the existing offer across the town will be looked on favourably at ORL.</p> <p>The District Council supports the 'Secured by Design' initiative and as such will expect proposals at ORL to incorporate crime prevention measure in accordance Policy DES5 (Crime and Safety) of the District Plan.</p>	No amendment in response to this issue.
Mrs Susan Swan (64)	3.1 Introduction		The use of the term 'leisure' is vague and misleading. The original plan for this area included an Arts centre. This should be referred to specifically in the document and should be defined as to include	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible	Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			concert halls and rehearsal space in addition to space for live performance.	design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.	
Cross-party working group on ORL site (26)	3.1 Introduction		The whole of Section 3 is wafty and imprecise about land uses. No detail is given about possible appropriate or inappropriate uses. Amendment required: Provide a table of acceptable and unacceptable uses.	The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed.	No amendment in response to this issue.
Mr Colin Arnott (120)	3.1 Introduction		This sets out the key District Plan policy on the future type of uses expected for ORL that the site will provide for around 100 new homes and the creation of a high-quality mixed-use development of retail, leisure uses, along with a civic hub of other commercial and community uses such as GP surgery and B1 office floorspace. The SPD supports a degree of flexibility around the precise mix of land use but requires justification for the proposed mix of uses in relation to property market demand and opportunities. The following sections then briefly cover the retail, office, civic and community	Community and arts groups were represented on the Old River Steering Group and a GAP Analysis created by the Arts Forum has been submitted to the Council. With ever shifting market trends and dynamics, it would not be appropriate for the SPD to be overly prescriptive, as such a flexible approach is supported, as long as a clear narrative and justification for the proposed mix of uses is provided. Further consultation with the community will be undertaken prior to the submission of any planning application.	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			uses and housing needs of the area, but the SPD should provide broad guidance on the type of commercial and community uses and range of floorspace which is needed in each in each of these areas. I strongly support the policy principle of a civic hub of other commercial and community uses but does not believe that the justification for the uses should rely only on property market demand. The need for community uses such as the arts and culture, civic and other open spaces should be tested through public consultation and evidence from community and arts groups.		
Mr James Tatchell (33)	3.1 Introduction	Object	3.1.1 - This paragraph needs to be made more specific - "about 100" is not good enough and risks creep towards higher numbers. According to the Civic Federation, the suggestion is already 137 apartments and 90m senior living units - this needs to be dramatically reduced to a maximum of 120 in total if the "about 100" figure is to be respected.	Noted. The SPD reflects the policy requirement set out in the District Plan (Policy BISH8), which states that 'the site will provide for a mixed-use development and around 100 new homes..'	No amendment in response to this issue.
Parsonage Residents Association (246)	3.1 Introduction		The site should support 100 homes as stated in BISH8. The development should be sustainable taking into the account of experience gained from	The SPD reflects the policy requirement set out in District Plan Policy BISH8 for 'around 100 homes.'	No amendment in response to these issues.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			change in trends due to pandemics such as COVID. Any design of development should offer a community hub with doctors and dentist. There should also be opportunities for the building of homes to be 'built for life' and built to incorporate the aim of 'Designing Out Crime' is to reduce the vulnerability of people and property to crime by removing opportunities that may be provided inadvertently by the built environment. It also aims to reduce fear of crime and, in doing so, helps to improve people's quality of life.	<p>Homes should be provided in accordance with District Plan Policy HOU7 (Accessible and Adaptable Homes) to ensure they are accessible and adaptable to meet the changing needs of occupants, and to support independent living.</p> <p>The SPD states that health care facilities that complement the existing offer across the town will be looked on favourably at ORL.</p> <p>The District Council supports the 'Secured by Design' initiative and as such will expect proposals at ORL to incorporate crime prevention measure in accordance Policy DES5 (Crime and Safety) of the District Plan.</p>	
Cllr Calvin Horner (162)	3.1 Introduction	Object	3.1.2 There is a lack of precision in this section, that is epitomized by the support given for a 'degree of flexibility'. There should be a clearer idea of those uses that would be acceptable on the site and the degree of flexibility. For example, it would be helpful for an indication on the extent to which development proposals could stretch the phrase 'around 100 homes', as there have instances of substantial increases	The SPD reflects the policy requirement set out in District Plan Policy BISH8 for 'around 100 homes.'	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			over the indicated amounts elsewhere in Bishop's Stortford.		
Ms Jill Jones (221)	3.1 Introduction	Object	3.1.1 Object in that this was pushed forward as a cultural quarter - what has happened to this idea? There is no mention of it at all, and whilst in principle we do not object to mixed use and a civic hub, it is hard to get completely supportive of this without understanding where the cultural element has gone. Needs more clarity.	The SPD provides guidance on the requirements set out in Policy BISH8 of the District Plan. This sets out that around 100 homes will be provided on site, alongside the creation of a high-quality mixed-use development of retail, leisure uses, along with a 'civic hub' of other commercial and community uses such as GP surgery and B1 office floorspace. 'Culture' isn't specifically mentioned in BISH8.	No amendment in response to this issue.
Ms Jill Jones	3.1 Introduction	Object	3.1.1 Object to proposed 100 dwellings without clarity on precisely how many and in what format. Previous proposals have suggested this will be for many more dwellings e.g., 160+ and tailored to elderly living, but this is now unclear. It is also unclear how any changes to residential dwellings needed post covid (e.g., mandatory outdoor space whether this be on a balcony or terrace) are covered, nor how the parking for visitors and for deliveries accommodated.	Noted. The SPD reflects the policy requirement set out in the District Plan (Policy BISH8), which states that 'the site will provide for a mixed-use development and around 100 new homes...'. Housing on Old River Lane is expected to be delivered in accordance with policies HOU1 (Type and Mix of Housing) and HOU3 (Affordable Housing) of the District Plan 2018. A mix of residential accommodation should be provided to create an inclusive community by providing homes for all age groups. Section 7.3 of the SPD sets out principles for parking and servicing.	No amendment in response to this issue.
Bishop's Stortford	3.1 Introduction		3.1.1 - Policy BISH8 sets out that: the site will provide for around 100 new	Community and arts groups are represented on the Old River	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
Civic Federation (405)			<p>homes; and that the Old River Lane masterplan will address the: creation of a high-quality mixed-use development of retail, leisure uses, along with a civic hub of other commercial and community uses such as GP surgery and B1 office floorspace. The SPD also supports a degree of flexibility around the precise mix of land use but requires: justification for the proposed mix of uses in relation to property market demand and opportunities. BSCF strongly supports the policy principle of a civic hub of other commercial and community uses but does not believe that the justification for the uses should rely only on property market demand. The need for community uses such as the arts and culture, civic and other open spaces should be tested through public consultation and evidence from community and arts groups.</p> <p>The importance of around 100 homes is discussed elsewhere, as well as the other uses listed. The paras that follow need to therefore need to address these adequately and appropriately. For example, each of the sections on retail, office,</p>	<p>Steering Group and a GAP Analysis created by the Arts Forum has been submitted to the Council. Further consultation with the community will be undertaken prior to the submission of any planning application.</p> <p>With ever shifting market trends and dynamics, it would not be appropriate for the SPD to be overly prescriptive, as such a flexible approach is supported, as long as a clear narrative and justification for the proposed mix of uses is provided.</p>	

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			civic and community uses and housing needs should include evidence-based broad guidance on the type of commercial and community uses and range of floorspace and the number and type(s) of homes that each of them needs their respective importance/priority with respect to ORL being a place of destination vs a place for residence		
Cross-party working group on ORL site (15)	3.2 Retail	Object	<p>Comments: Retail - Section 3.2 gives no specific guidance on unit size parameters, on convenience or durables shopping, or physical servicing access. Para 4.2.1 says The Old River Lane development will bring forward notable substantial increase in retail floorspace which is anticipated to enhance the town's retail offer in addition to new leisure uses which could increase the town centre's attractiveness, not only in retaining trips within the town, but attracting trips in from surrounding areas that might otherwise travel to other towns. This bold statement is not reflected or explained in the guidance in 3.2 and 3.4.</p> <p>Amendments requested: The SPD needs to provide specific guidance on convenience shops, durables</p>	<p>With ever shifting market trends and dynamics, it would not be appropriate for the SPD to be overly prescriptive, as such a flexible approach is supported, as long as a clear narrative and justification for the proposed mix of uses is provided.</p> <p>Section 9 of the SPD sets out that a Retail Impact Assessment will need to be submitted with any planning application. This will need to address, inter alia:</p> <ul style="list-style-type: none"> The impact of the proposal on existing, committed and planned public and private investment in the catchment of the proposal. The impact of the proposal on town centre vitality and viability, 	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			shops, eating and drinking. It should provide limits on unit sizes. It should exclude trade counters or retail warehouses.	including local consumer choice and trade in the town centre and wider retail catchment area.	
Mr Colin Arnott (121)	3.2 Retail		Section 3.2 I agree that any new retail evidence and changes in economic circumstances and their associated impact on retail floorspace needs should be considered given the significant changes in the last 5-10 years as a result of catchment population growth, online shopping and changing reasons for visiting town centres. However, I believe the SPD itself should give clearer guidance on this particularly on the mix of types of shopping, food & beverage and other retail services required (see paper on Overview of Changing Town Centre Retail Needs and Opportunities submitted by BSCF). A full quantified retail demand update should be included at the masterplan stage on which the applicant's retail impact assessment can be based.	<p>With ever shifting market trends and dynamics, it would not be appropriate for the SPD to be overly prescriptive, as such a flexible approach is supported, as long as a clear narrative and justification for the proposed mix of uses is provided.</p> <p>Section 9 of the SPD sets out that a Retail Impact Assessment will need to be submitted with any planning application. This will need to address, inter alia:</p> <ul style="list-style-type: none"> • The impact of the proposal on existing, committed and planned public and private investment in the catchment of the proposal. • The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider retail catchment area. 	No amendment in response to these issues.
Carolyn Matthews (104) (88) (82)	3.2 Retail	Object	Provision of new homes - at least one parking space per household. This will exacerbate the ongoing problem of traffic congestion to the Linkside road.	The Council's 'Vehicle Parking Provision at New Development' Supplementary Planning Document sets out the number of spaces that should be provided in association	No amendment in response to these issues.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			<p>Height restriction of new builds to avoid the 'Brutalist' look of the Goods Yard development which is out of character and lost opportunity to enhance the built environment.</p> <p>GP surgery- poor location, unless there is parking access for those who cannot walk far e.g., elderly, unwell babies. GP surgeries should be</p>	<p>with any new development. However, on this site, given the high level of accessibility to public transport and facilities, there should be a significantly reduced amount of parking, including residential and other uses.</p> <p>The SPD states that the heights and massing of any development proposal at Old River Lane should be sensitive to the areas adjacent to the site, with consideration given to the impact of any proposal on heritage assets.</p> <p>Section 7.6 (Heights, Massing, and Grain) of the SPD has been updated to provide greater clarity around the Council's expectations. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.</p> <p>Noted. The SPD is not prescriptive but sets out that health care facilities that complement the existing offer</p>	

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			provided on the new St James Park and Stortford field sites to better meet needs of local people.	across the town will be looked on favourably at ORL.	
Mrs Marguerite Rapley (106)	3.2 Retail	Object	We don't need more shops. Landlords of many shop premises in Bishop's Stortford town centre have been unable to find tenants. Most have had to have change of use from retail to other services such as restaurants and coffee shops.	It is expected that the continued growth of Bishop's Stortford will boost existing retail and support the case for new retailers in the town. The scale of the retail offer on Old River Lane will be proportionate and complementary to ensure the continued vitality of Bishop's Stortford town centre.	No amendment in response to this issue.
Cllr Mione Goldspink (325)	3.2 Retail		3.2.2 Retail matters. Please stress that any new retail units should be complementary to the existing retail outlets in the Town. They should NOT be in competition with them. It would be a calamity and disaster if the new units on ORL were to take trade away from the existing units in South Street, North street, Jackson Square, Florence Walk and all the other little streets in the Town. Please add another sentence to 3.2.2 something like 'The new retail offer must NOT compete with the existing retail offer'.	Paragraph 3.2.2 already states that 'The scale of the retail offer on Old River Lane should be proportionate and <i>complementary</i> to ensure the continued vitality of Bishop's Stortford town centre.'	No amendment in response to this issue.
Cllr Calvin Horner (163)	3.2 Retail		3.2.2. Retail proposals for ORL need to complement those of the town and an indication of what would be an acceptable mix of retail uses should be given by the Council within	Section 9 of the SPD sets out that a Retail Impact Assessment will need to be submitted with any planning application. This will need to address, <i>inter alia</i> :	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			the SPD rather than left to the developers to provide evidence of what is 'proportionate and complementary'. 3.2.3 There have been major changes to demand for retail in the recent past and the way in which these have been assessed needs to be included in any development proposals.	<ul style="list-style-type: none"> The impact of the proposal on existing, committed and planned public and private investment in the catchment of the proposal. The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider retail catchment area. 	
Mrs Jill Wade (257)	3.2 Retail		Para 3.2 recognises that any retail offer at ORL should complement and support the town's existing retail offer, although para 4.5 states that the development will bring a notable substantial increase in retail floorspace. I am concerned that a need for a substantial increase has not been demonstrated. As Jackson Square, has never been fully let, there must be a fresh analysis of demand for more retail space before the extent of any extra provision at ORL is decided. Given the continuing trend towards online shopping and the ever-increasing conversion of retail units to food outlets in the town, I am not convinced there is demand for additional retail space, particularly if this would encourage existing retailers to relocate to ORL, to the detriment of other parts of town.	<p>The SPD sets out that the Council will require proposals to provide a clear narrative and justification for the proposed mix of uses in relation to market demand and opportunities.</p> <p>Proposals should contribute towards a thriving and sustainable town centre; applicants must therefore consider any new retail evidence and changes in economic circumstances and their associated impact on retail floorspace needs.</p>	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
Mrs Janet Reville (297)	3.2 Retail		Paragraph 3.2 The town has empty shops in Jackson Square, Riverside and the centre of town. There are also more being provided in the Goods Yard development. There is no need for even more. The town does not attract shoppers due to the appalling traffic problems together with the car parking charges which would only be acceptable if used to subsidise public transport in the town.	The SPD sets out that the Council will require proposals to provide a clear narrative and justification for the proposed mix of uses in relation to market demand and opportunities. Proposals should contribute towards a thriving and sustainable town centre; applicants must therefore consider any new retail evidence and changes in economic circumstances and their associated impact on retail floorspace needs.	No amendment in response to this issue.
Ms Jill Jones (222)	3.2 Retail	Object	3.2.1 Object as this needs much more clarity and some numbers. What is the p and I proposal for retail given the massive shift to online and changes in shopping habits? How will any mixed use generate income to cover costs and management of the site? Without a financial projection, just building retail is not specific enough. What sort of retailers? What sort of contractual obligations?	The SPD sets out that the Council will require proposals to provide a clear narrative and justification for the proposed mix of uses in relation to market demand and opportunities. Proposals should contribute towards a thriving and sustainable town centre; applicants must therefore consider any new retail evidence and changes in economic circumstances and their associated impact on retail floorspace needs.	No amendment in response to this issue.
Bishop's Stortford Civic Federation (406)	3.2 Retail		3.2 - Retail BSCF agrees that any new retail evidence and changes in economic circumstances and their associated impact on retail floorspace needs should be considered given the significant	With ever shifting market trends and dynamics, it would not be appropriate for the SPD to be overly prescriptive, as such a flexible approach is supported, as long as a clear narrative and justification for	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			changes in the last 5 -10 years as a result of catchment population growth, online shopping and changing reasons for visiting town centres. However, it believes the SPD itself should give clearer guidance on this particularly on the mix of types of shopping, food & beverage and other retail services required (see paper on Overview of Changing Town Centre Retail Needs and Opportunities submitted by BSCF). A full quantified retail demand update should be included at the masterplan stage on which the applicant's retail impact assessment can be based. The requirement for needs assessments for F&B and Leisure should be included in this section, not 3.4 (see also 3.4).	<p>the proposed mix of uses is provided.</p> <p>Section 9 of the SPD sets out that a Retail Impact Assessment will need to be submitted with any planning application. This will need to address, inter alia:</p> <ul style="list-style-type: none"> • The impact of the proposal on existing, committed and planned public and private investment in the catchment of the proposal. • The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider retail catchment area. 	
Bishop's Stortford Civic Federation (408)	3.2 Retail		3.2.4 - provision of mezzanine floors will be supported. Reason(s) and justification for this are needed, especially with respect to their effect on building heights and disabled access.	<p>A mezzanine floor can provide additional space without increasing building heights. However, it is acknowledged that a mezzanine floor may not always be appropriate. Amendment made to SPD to reflect this.</p> <p>When a mezzanine floor of any size is installed, Part M of the Building Regulations which concerns disabled access must be adhered to.</p>	<p>Add the words 'where appropriate' to paragraph 3.2.4.</p> <p>3.2.4 ... Units should be capable of amalgamation and, sub-division, and the provision of mezzanine floors will be supported <u>where appropriate</u>.</p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
Cross-party working group on ORL site (22)	3.3 Office Floorspace		<p>Charringtons House is currently in office use. Para 3.9 of the SPD in this section seeks proposals for office floorspace which includes a range of units from large operators to single tenants, to more flexible co-working spaces. This is an accurate description of the existing Charringtons House building. To demolish it would be completely irrational. The existing office use and all potential alternative uses could take advantage of the existing high density of Charringtons House.</p> <p>Amendment requested: Add to paragraph 3.9 an explicit guidance that Charringtons House should remain in office use and be updated where necessary to meet future needs. In addition, state all the acceptable uses for Charringtons House over the long term, including healthcare, education, library, workspace, housing.</p>	<p>Policy BISH8 of the District Plan was informed by the Bishop's Stortford Town Centre Planning Framework. This presented two illustrative options for the redevelopment of Old River Lane. Both options included the demolition of Charringtons House. It has therefore always been the case that Charringtons House could be demolished. Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House, if demolition is proposed through the submission of a planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings of innovative design which contribute positively to the character of the Conservation Area.</p>	No amendment in response to this issue.
Mr Colin Arnott (122)	3.3 Office Floorspace		<p>Section 3.3 I agree that there is an opportunity to provide office space in the town particularly in more flexible co-working spaces which have wider local economic benefits and contribute to the vibrancy of town centres. The SPD should</p>	<p>With ever shifting market trends and dynamics, it would not be appropriate for the SPD to be overly prescriptive, as such a flexible approach is supported, as long as a clear narrative and justification for</p>	No amendment in response to these issues.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			consider and update the recommendations of the 2013 Employment Study including the expected loss of an office business park at Bishop's Stortford South. This also provides a strong economic (as well as environmental) case for retaining and incorporating Charringtons House within ORL.	<p>the proposed mix of uses is provided.</p> <p>It is a requirement of Policy BISH8 to provide office floorspace. Any proposals should take account of the latest available evidence.</p>	
Carolyn Matthews (87)	3.3 Office Floorspace	Support	<p>Currently the main High Street has witnessed the recent closure of Trespass due to high rent. How is this going to be mitigated to encourage new retail uses?</p> <p>Leisure uses - need to look closely at use of current cinema. I recently attended a blockbuster and it was not even half full.</p>	<p>The SPD sets out that the Council will require proposals to provide a clear narrative and justification for the proposed mix of uses in relation to market demand and opportunities.</p> <p>Proposals should contribute towards a thriving and sustainable town centre; applicants must therefore consider any new retail evidence and changes in economic circumstances and their associated impact on retail floorspace needs.</p> <p>Noted.</p>	No amendment in response to these issues.
Mr John Rhodes (190)	3.3 Office Floorspace		Charringtons House provides a significant amount of office space in an ideal central location. We believe that the building was refurbished in the early years of the present	Reference to the unsuitability of Charringtons House to meet modern day needs has been deleted.	Delete the following text from the table following paragraph 5.1.1 (now 6.1.1).

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
Stewart Marshall (383)			<p>century and that it is fully occupied. Among the constraints listed in section 5 it is alleged that it is unsuitable for modern day needs. No evidence has been provided to support this assertion, and the space would have to be re-provided if the building were to be demolished. In section 3.3 it is claimed that a vacancy rate in 2020 of 2% implies that more office space is needed. Since then we have had the Covid pandemic, leading to a significant amount of home working which is likely to be a continuing feature of office employment in the future. Innovation House in London Road has never been fully occupied since its completion and is currently advertising units available of 3k to 6k square feet. The station goods yard site is also scheduled to receive an office block if access issues from the east side of town can be resolved. An up to date needs assessment of the demand for office space therefore should be undertaken. In the meantime, there should be no commitment to altering the current status of Charringtons House.</p>	<p>With ever shifting market trends and dynamics, it would not be appropriate for the SPD to be overly prescriptive, as such a flexible approach is supported, as long as a clear narrative and justification for the proposed mix of uses is provided.</p>	<p>e) The unsuitability of Charringtons House to meet modern day needs.</p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
Bishop's Stortford Civic Federation (442)	3.3 Office Floorspace		<p>Office Space demand: Charringtons House provides a significant amount of office space in a good location which BSCF understands is virtually fully occupied. Among the constraints listed in Chapter 5 though it is stated that the building is unsuitable for modern day needs, but with no evidence to support this.</p> <p>Section 3.3 says the tow's office vacancy rate in 2020 was 2%, which implies that more office space is needed. Also, since 2020, the Covid-19 pandemic, home-based working has substantially increased, and seems likely to remain, at least in part. The space lost by demolishing Charringtons House would therefore have to be re-provided either on ORL or elsewhere in the town.</p> <p>The SPD should therefore require an office-demand and availability assessment, preferably to be available before the start of masterplanning.</p>	<p>Reference to the unsuitability of Charringtons House to meet modern day needs has been deleted.</p> <p>With ever shifting market trends and dynamics, it would not be appropriate for the SPD to be overly prescriptive, as such a flexible approach is supported.</p> <p>This section seeks to highlight in ongoing requirement for office floorspace. The Council will require proposals to provide a clear narrative and justification for the proposed mix of uses in relation to property market demand and opportunities.</p>	<p>Delete the following text from the table following paragraph 5.1.1 (now 6.1.1).</p> <p>e) The unsuitability of Charringtons House to meet modern day needs.</p>
Mrs Jill Wade (254)	3.3 Office Floorspace		<p>I am concerned that, although not explicitly stated in the consultation, Charringtons House appears to be earmarked for demolition as being unsuitable to meet modern day needs (Section 5). As the premises</p>	<p>Policy BISH8 of the District Plan was informed by the Bishop's Stortford Town Centre Planning Framework. This presented two illustrative options for the redevelopment of Old River Lane. Both options</p>	<p>No amendment in response to this issue.</p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			appear to be currently occupied, this cannot be true. To demolish functioning office space is contrary to para 7.11, which says the development should maximise sustainability at every possible opportunity. Therefore, all existing buildings should be retained, refurbished and/or re-purposed to reduce the carbon footprint of the development. The SPD would need to make clear that any office space provided should be in addition to that existing at Charringtons House.	included the demolition of Charringtons House. It has therefore always been the case that Charringtons House could be demolished. Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House, if demolition is proposed through the submission of a planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings (including new office space) of innovative design which contribute positively to the character of the Conservation Area.	
Cllr Calvin Horner (164)	3.3 Office Floorspace		3.3.2 Whilst I agree with the assessment that more rather than less office space is required, this does question the rationale for demolition of Charringtons House, which will remove office space. Any proposals should therefore either retain Charringtons House or provide additional space for office purposes. In the case of the latter the issue of the release of embedded carbon involved in demolition should also be addressed.	Policy BISH8 of the District Plan was informed by the Bishop's Stortford Town Centre Planning Framework. This presented two illustrative options for the redevelopment of Old River Lane. Both options included the demolition of Charringtons House. It has therefore always been the case that Charringtons House could be demolished. Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House, if demolition is proposed through the submission of a	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
				planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings (including new office space) of innovative design which contribute positively to the character of the Conservation Area. Applicants will also be required to explain and evidence how their proposals comply with relevant District Plan policies that seek to improve the environmental sustainability of new development.	
Mrs Janet Reville (298)	3.3 Office Floorspace		Charringtons House should be retained rather than demolished and provide offices and possibly a medical centre which includes doctors, dentists and other health services. Also, spaces which can be hired for meetings, etc should be available.	Policy BISH8 of the District Plan was informed by the Bishop's Stortford Town Centre Planning Framework. This presented two illustrative options for the redevelopment of Old River Lane. Both options included the demolition of Charringtons House. It has therefore always been the case that Charringtons House could be demolished. Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House, if demolition is proposed through the submission of a planning application, then this could facilitate the opportunity for the redevelopment of the wider site to	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
				provide high quality, sustainable new buildings of innovative design which contribute positively to the character of the Conservation Area.	
Ms Jill Jones (223)	3.3 Office Floorspace	Object	3.3.2 object as it is unclear what would be a reasonable rate of office space given the well-documented shift to hybrid and/or remote working. Needs clarity and evidence. Also need to understand how the office space underneath the Northgate End MSCP impacts these calculations as this seems to be omitted? Is the vision for co-working space/council offices/community offices? What is the office space vision? Again, hard to be supportive when there is not enough detail.	This section seeks to highlight in ongoing requirement for office floorspace. The Council will require proposals to provide a clear narrative and justification for the proposed mix of uses in relation to property market demand and opportunities.	No amendment in response to this issue.
Jenette Greenwood (313)	3.3 Office Floorspace	Object	What is the need to demolish Charringtons House? As with URC Hall, I am not at all convinced that what will replace it will deliver value for money to local taxpayers and the people that use the town. Why can't we do better with what we have already?	Policy BISH8 of the District Plan was informed by the Bishop's Stortford Town Centre Planning Framework. This presented two illustrative options for the redevelopment of Old River Lane. Both options included the demolition of Charringtons House. It has therefore always been the case that Charringtons House could be demolished. Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House, if demolition is proposed	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
				through the submission of a planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings of innovative design which contribute positively to the character of the Conservation Area.	
Lynne Garner (373)	3.3 Office Floorspace		Again, why rip down a perfectly good building (Charringtons House) to build new offices? Are offices even needed? Has a study taken place? Many small companies no longer want to be in town due to the rising costs for parking the council are imposing upon us. Also, it means more cars will come into the centre of town increasing the already high pollution levels in the area. It's not a sustainable option. So, reduce the costs by reusing what we have.	Policy BISH8 of the District Plan was informed by the Bishop's Stortford Town Centre Planning Framework. This presented two illustrative options for the redevelopment of Old River Lane. Both options included the demolition of Charringtons House. It has therefore always been the case that Charringtons House could be demolished. Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House, if demolition is proposed through the submission of a planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings of innovative design which contribute positively to the character of the Conservation Area.	No amendment in response to this issue.
Bishop's Stortford	3.3 Office Floorspace		3.3.1 - In 2020, there was around 160 office properties in the Bishop's	With ever shifting market trends and dynamics, it would not be	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
Civic Federation (409)			Stortford market area. These data are from before lockdown. The SPD needs to commission an up-to-date study, even if it's only to assess the need for and benefits of office space and the type(s) of office space required. This needs to be available in time for the master-planning (The owners of the new office space at Wickham Hall report overdemand for places.)	appropriate for the SPD to be overly prescriptive, as such a flexible approach is supported, as long as a clear narrative and justification for the proposed mix of uses is provided. It is a requirement of Policy BISH8 to provide office floorspace. Any proposals should take account of the latest available evidence.	
Bishop's Stortford Civic Federation (411)	3.3 Office Floorspace		3.3.5 - Proposals should also take into account the Town Wide Employment Study for Bishop's Stortford 2013 and any subsequent updates. This study is nearly 10 years old and working practices and arrangements have changed considerably during this period. SPD needs to commission an up-to-date study, even if it's only to assess the need for and benefits of office space and the type(s) of office space required. This needs to be available in time for the master-planning	With ever shifting market trends and dynamics, it would not be appropriate for the SPD to be overly prescriptive, as such a flexible approach is supported, as long as a clear narrative and justification for the proposed mix of uses is provided. It is a requirement of Policy BISH8 to provide office floorspace. Any proposals should take account of the latest available evidence.	No amendment in response to this issue.
Bishop's Stortford Civic Federation (410)	3.3 Office Floorspace		3.3.3 BSCF agrees there is an opportunity to provide office space in the town particularly in more flexible co-working spaces ... which have wider local economic benefits and contribute to town centre's vibrancy. The SPD should consider	With ever shifting market trends and dynamics, it would not be appropriate for the SPD to be overly prescriptive, as such a flexible approach is supported, as long as a clear narrative and justification for	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			and update the recommendations of the 2013 Employment Study including the expected loss of an office business park at BISH5. This also provides a strong economic (as well as environmental) case for retaining Charringtons House even though the draft SPD says it should be demolished, though no justification is given.	<p>the proposed mix of uses is provided.</p> <p>It is a requirement of Policy BISH8 to provide office floorspace. Any proposals should take account of the latest available evidence.</p> <p>Policy BISH8 of the District Plan was informed by the Bishop's Stortford Town Centre Planning Framework. This presented two illustrative options for the redevelopment of Old River Lane. Both options included the demolition of Charringtons House. It has therefore always been the case that Charringtons House could be demolished. Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House, if demolition is proposed through the submission of a planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings of innovative design which contribute positively to the character of the Conservation Area.</p>	
Mrs Elizabeth	3.4 Civic, Community		I would like the United Reformed Church Hall to remain and be	The SPD does not specifically include proposals to demolish the URC Hall.	No amendment in response to these issues.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
Deborah Munro (6)	and Leisure Uses		<p>refurbished by the Arts Forum to use a as Arts Venue. This would allow for more varied opportunities for use on the land. It would allow the public to have a community hub for arts.</p> <p>I would like to see open spaces for performances that would attract all age groups - maybe stepped seating surrounding 2 sides. I would like an open-air market with a roof to allow sellers to trade in autumn/winter months.</p> <p>I would like to see a medical centre we are very short of medical centres in the town centre - presently town-based centres are moving to the hospital.</p>	<p>If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>The SPD sets out that high quality new streets will be created, and public spaces will be provided in strategic locations alongside key frontages and buildings, including Coopers and along Bridge Street.</p> <p>Noted. The SPD states that health care facilities that complement the existing offer across the town will be looked on favourably at ORL.</p>	
Cross-party working group on ORL site (13)	3.4 Civic, Community and Leisure Uses	Object	<p>Section 3.4, Civic, community and leisure is completely vague. There is no reference to any specific uses suitable for this site, apart from 3.4.3 healthcare. There is no reference to the arts, culture, performance space, shared space or community use.</p> <p>Amendment requested: The SPD should state what civic, community and leisure uses the LPA wants to</p>	<p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence</p>	<p>Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.</p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			<p>explicitly support, as well as the possible location, size, function and access for each use. In particular it should be crystal clear about what arts and community uses / accommodation will be accepted / encouraged.</p> <p>There is no reference to a cinema. The absence of any reference to a cinema is welcome, as we challenged a cinema in our report: There is no express support in any of the adopted or emerging development plan policies for the development of a multi-screen cinema on the ORL site (page 9 of our report). Clearly this consultation omits consideration of a cinema. To write 'leisure' and not mention a cinema is obfuscation. Amendment requested: A cinema development is harder to support in a planning application due to its absence from the consultation draft. Add specific reference to arts spaces serving the existing arts activities in Stortford (choral, orchestral, comedy, drama, art and photography exhibitions, etc. Add enabling of arts activity in the suggested s106 subjects.</p>	<p>how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p>	

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			<p>Leisure is hazardedly vague. The SPD provides no planning guidance on leisure use. In property development, leisure includes nightclubs, casinos, ten pin bowling, escape rooms, etc, none of which are acceptable here. Leisure development also covers cinema, gyms, climbing centres, sports halls. If any of these are to be seen as acceptable they should be explicitly stated.</p> <p>Amendment requested: Explicitly state civic, community and leisure uses that would be acceptable (subject to size, location, operation), including arts performance space, library, learning centre, art and craft studios, children's nursery, soft play, and Council services. Explicitly state civic, community and leisure uses that are not acceptable. This should include casino, nightclub, sports hall, escape rooms, amusement centre.</p> <p>Para 3.4.3 says: Health care facilities that complement the existing offer across the town will be looked on favourably at Old River Lane.</p>	<p>With ever shifting market trends and dynamics, it would not be appropriate for the SPD to be overly prescriptive, as such a flexible approach is supported, as long as a clear narrative and justification for the proposed mix of uses is provided.</p> <p>This level of detail is not known. Further discussion will be required with health care providers to agree the best way of ensuring that there are appropriate local primary health</p>	

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			<p>Amendment requested: The SPD should say what type and scale of health care this means in the light of access requirements.</p> <p>Para 3.4.4 says Proposals that will result in the loss of the URC Hall will need to address the requirements of Policy CFLR7 (Loss of Community Facilities). This falls short of clear guidance. Amendment requested: State encouragement to repair and upgrade the hall into a flexible community, arts and market space. Encourage a new entrance on the east side to link directly with the ORL scheme.</p>	<p>care resources in place to cope with any demand.</p> <p>The inclusion of the URC Hall within the SPD red line boundary presents an opportunity for proposals to consider the future use of this community facility alongside the BISH8 site allocation, ensuring a comprehensive approach to development in this location. Detailed matters will be considered through the planning application process.</p>	
Mr Peter Lemer (9)	3.4 Civic, Community and Leisure Uses		<p>Para 3:12: I fully agree that there is a strong tradition of civic, community, and leisure activities in Bishop's Stortford. I want to see how these impact the town centre offer. I am especially concerned that any proposals are properly presented as structural and business plans. If any such plans fail to demonstrate profitability, I would want to know what they will cost the community in years to come.</p>	Noted.	No amendment in response to this issue.
Mr Colin Arnott (123)	3.4 Civic, Community		<p>Section 3.4 on civic, community and leisure uses confuses the needs for important but very different civic,</p>	<p>Chapter 3 reflects the requirements of Policy BISH8 rather than the Use Class Order. Reference to F&B is</p>	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
	and Leisure Uses		cultural, social and community and uses on the one hand and commercial uses such as leisure and food & beverage (F&B) on the other. F&B and Leisure are now grouped together as Class E Commercial, Business and Service uses together with shops and offices while civic and cultural uses and local community uses are now Class F1 and F2. Needs assessments for F&B and Leisure should be included with the section 3.2 retail assessments (see BSCF paper on changing town centre retail needs which includes consideration of F&B). The needs for appropriate civic, cultural and local community uses at ORL, including most arts uses, should be considered separately since they are usually non-revenue generating and/or in a mixed-use development - their facilities can be leveraged by the value created by commercial and housing development or by external capital funding sources such as the LEP.	included in Section 3.4 to reflect the clustering of uses around a key public space.	
Carolyn Matthews (92)	3.4 Civic, Community and Leisure Uses	Support	Will be increasingly important if home working continues with the occasional need for shared office space. Perhaps opportunities for adult education /training facilities.	Noted.	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
Mrs Marguerite Rapley (107)	3.4 Civic, Community and Leisure Uses		3.14 Will a new health care facility at ORL be affordable for a GP surgery?	The viability of any scheme would be considered at the planning application stage.	No amendment in response to this issue.
Cllr Chris Wilson (149)	3.4 Civic, Community and Leisure Uses		3.15 - This paragraph should include reference to the fact that the replacement of the URC Hall, if it is to be demolished, should only be sited in a central location in the town, or it is not a true replacement and does not conform to the policy cited. The leisure facilities should be specified. There have been endless meetings and consultations over a course of years with respect to what type of leisure facility was viable - to leave it vague as it is here is to give carte blanche to any developer to then build something that has not been discussed over these many years in various fora.	If the URC Hall is proposed for demolition, then CFLR8 requires proposals to demonstrate how the loss would be replaced by enhanced provision in terms of quantity and/or quality <u>in a suitable location</u> . CFLR8 is provided in full in Section 2.4 and there is no need to repeat here.	No amendment in response to this issue.
Parsonage Residents Association (247)	3.4 Civic, Community and Leisure Uses		I would like the United Reformed Church Hall to remain and be refurbished by the Arts Forum to use as Arts Venue. This would allow for more varied opportunities for use on the land. It would allow the public to have a community hub for arts.	The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).	No amendment in response to these issues.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			<p>I would like to see open spaces for performances that would attract all age groups - stepped seating surrounding 2 sides I would like an open-air market with a roof to allow sellers to trade in autumn/winter months.</p> <p>I would like to see a medical centre we are very short of medical centres in the town centre presently town-based centres are moving to the hospital.</p>	<p>The SPD sets out that high quality new streets will be created, and public spaces will be provided in strategic locations alongside key frontages and buildings, including Coopers and along Bridge Street.</p> <p>Noted. The SPD states that health care facilities that complement the existing offer across the town will be looked on favourably at ORL.</p>	
Mr David Samuels (228)	3.4 Civic, Community and Leisure Uses	Object	<p>We understand that the purpose of the SPD is to give site-specific guidance on how the scheme is to be planned and developed. It should clarify what land uses would be acceptable or unacceptable. It should set out the Masterplanning principles: the layout of paths, buildings, spaces, and road connection based on the constraints of site shape and adjoining land uses. We consider this document to be too vague and thus not fit for purpose. Its generalised terms could result in planning permissions which are subject to too few constraints. This document refers to civic, community and leisure uses but with no activities specified. The</p>	<p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p>	<p>Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.</p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			<p>Masterplanning diagram on page 70 simply shows a disconnected area marked leisure. There have been months of discussion about a theatre, cinema, arts centre, but there is no specific statement here about what accommodation for the arts, culture or community life is envisaged. To recap, Para 3.4 on page 35 provides guidance on civic, community and leisure uses, but makes no reference to any specific activity, no mention of the arts, no mention of cinema or performance space, and no reference to previous proposals and consultations. As originally proposed and widely welcomed within the community, an arts centre should be specifically encouraged in this guidance. This would ideally be a flexible arts space that can be used for performance, rehearsals, exhibitions, classes and meetings. There has been much talk about a five-screen cinema but there is no mention of it here. The absence of any reference to a cinema is welcome, as we do not believe having a third cinema is desirable, nor is there evidence that it would attract sufficient audience numbers to make it commercially viable. In</p>		

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			<p>fact, a third cinema might prejudice the financial viability of the other two. In view of this, the SPD might explicitly preclude a cinema.</p> <p>The guidance should make it clear that the URC hall is a well-used community building and the guidance should strongly encourage its retention and updating. This useful building, as well as being part of the character of Water Lane and Old River Lane, provides flexible space for small and medium-sized cultural, leisure and theatrical events. There is evidence that its loss without replacement could be to the detriment of the community. Even if a replacement forms part of the eventual scheme, building works could take a lengthy period of time and we would urge that the current hall remain in use while any building work is ongoing. We are pleased to note that Par 8.23 on page 63 refers to an option of retaining this hall. Its retention has become all the more necessary following the budgetary changes which have prevented the proposed theatre from being included in the overall scheme.</p>	<p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p>	<p>No amendment in response to this issue.</p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			<p>The idea of converting Charringtons House for educational use is excellent. The profile and life of the town could be greatly enhanced by having a FE/skills college. It also has the potential for greatly increasing the footfall in the area. There is no sensible environmental or economic argument for Charringtons House to be demolished indeed, the very opposite. However, if it is decided that converting it for educational purposes is not feasible, it could continue as an office building or be converted for housing.</p> <p>Much more specific guidance is needed on the kind of housing and businesses under consideration. The plan envisages major retail development, but the diagram on page 70 refers only to mixed use. This could mean any combination of housing, office and/or ground floor businesses. This is far too vague.</p>	<p>The SPD does not include proposals for converting Charringtons House for educational use.</p> <p>Housing is expected to be delivered in accordance with policies HOU1 (Type and Mix of Housing) and HOU3 (Affordable Housing) of the District Plan 2018. A mix of residential accommodation should be provided to create an inclusive community by providing homes for all age groups.</p> <p>The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed.</p>	<p>No amendment in response to this issue.</p> <p>No amendment in response to this issue.</p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			We are also concerned that any planned housing should fully accord with policies HOU3 and HOU7 as set out in District Plan 2018. More research and much more planning detail is needed at this stage.	As above. Any planning application would need to accord with the requirements of District Plan Policies HOU3 and HOU7.	No amendment in response to this issue.
Cross-party working group on ORL site (155)	3.4 Civic, Community and Leisure Uses		Comments: The site currently contains offices for East Herts DC, and a public counter service which gives Stortford residents direct contact with staff. The cross-party group see this service as essential for the town and wants it to stay. Since Covid, the severely reduced counter service has remained one day per week only. We want to see the counter service increased again to be more accessible and helpful for residents. Amendments requested: We ask that the SPD notes the fact that the East Herts Council offices are an existing use on the site. We ask that Council offices and a public counter service is stated as a specific requirement in any new development. This could be in Charringtons House or in a new building.	The Council will continue to offer a face-to-face service in Bishop's Stortford, with specific details still to be agreed.	No amendment in response to this issue.
Mrs Helen Lednor (234)	3.4 Civic, Community and Leisure Uses		Whilst I am pleased to see that proposals for ORL should seek to complement AND EXTEND THAT OFFER AS PART OF THAT	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer	Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			<p>DEVELOPMENT, I am also disappointed not to see The Arts appearing specifically. The Arts need specialised facilities and there is no acknowledgement of that or their needs being considered in your planning stages. For example, were you to decide an outdoor amphitheatre a good idea for the flood zone 3 area because it would be resilient, complement the heritage aspects and also fit with the environment risks identified, then you would also need consider structures for off-loading large scenery delivery along with off-view cast and production areas. Consideration of how to include The Arts and its facility needs must happen at the planning and design stage. And inclusion of The Arts must not be confused by culture, community, or leisure: The Arts are about developing awe and wonder. Where is the awe and wonder in your plan? A tree-filled, picnic tabled outdoor amphitheatre would also be a fab place for office workers to go and have their lunch; residents to sit outside in; for parents to sit mid shopping trip and give their children a bit of freedom to play; for</p>	<p>could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p>	

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			adolescents to gather in an open, well-used and well-lit public space rather than a dark park; it can be used for formal or informal play activities; it can be a gathering place for large scale town or public celebrations; its centre can form connecting walkways in different directions. Best of all, it could be designed so that flood, should it occur, wouldn't leave it permanently damaged. But the awe and wonder part happens when you sit in an amphitheatre and watch the sun rise, or you witness a piece of music that makes you cry or makes you dance with sheer joy or you experience a piece of theatre and it makes you think deeply and it changes you. That's the USP of The Arts. Because The Arts have not been identified or their cruciality in our daily lives understood, no vision has been put forward to embed their future development. Why not?		
Cllr Mione Goldspink (326)	3.4 Civic, Community and Leisure Uses		3.4.2 key public space. Please could more details be added to this section. I think that the development of ORL site offers a fantastic opportunity to do something really good for Bishop's Stortford. It would be marvellous if we could have a	This issue is expanded upon in paragraph 8.4.5, which states: "Any public square should provide a welcoming, legible, and adaptable public space at the confluence of pedestrian and cycle routes, with active edges presenting retail	Expand paragraphs 3.4.2 and 7.7.1 as follows: 3.4.2 ... The clustering of any of these uses should preferably be focussed around a key public space, <u>which should be a welcoming and adaptable</u>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			Public Square of which we could all be proud. This Square needs to be much bigger than the present Market Square - it needs to be big enough for several hundreds of people to congregate, and to be beautifully landscaped. Please strengthen this section. It is also mentioned on page 60, section 7.7.1 strengthen these also.	opportunities, generous levels of passive surveillance, benches to meet and rest on, and public art to reinforce a memorable character that enhances the character and appearance of the Bishop's Stortford Conservation Area." Paragraph 3.4.2 and paragraph 7.7.1 will be expanded to further set out expectations.	<u>space, suitable for public events, and with high quality hard and soft landscaping and public art in order to provide it with a memorable character.</u> 7.7.1 Policy BISH8 requires the creation of new streets and public spaces and as such having a high-quality public realm will be key to the successful implementation of these public spaces and streets at Old River Lane. <u>The public space should have a welcoming character and be an adaptable space, suitable for public events, and with high quality hard and soft landscaping and public art in order to make it memorable, thus benefiting townscape legibility</u>
Mrs Jill Wade (253)	3.4 Civic, Community and Leisure Uses		Civic Hub I had understood that a significant purpose of re-developing this site was to achieve an Arts Centre. Initially this was to have provided a larger theatre but, due to funding issues, a cinema complex was proposed. I am therefore wholly confused that I can find no mention of this cinema complex in the consultation (3.4). Policy BISH8 calls for a civic hub including a GP surgery and B1 office floorspace. There is no mention of any Arts Centre so it would seem its inclusion would be	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new	No amendment in response to these issues.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			<p>contrary to that policy of the District Plan.</p> <p>Earlier suggestions of including the Library and even Police Station would seem to fit within the terms of this policy, although I would not support such moves as their current facilities seem adequate for their needs. I would support the inclusion of a Job Centre in this civic hub. It is incomprehensible that the unemployed are expected to travel to Hertford on a regular basis for appointments, particularly when getting there is so difficult, time-consuming and is an unwanted cost for people on benefits.</p> <p>I support the inclusion of a new GP surgery as a good way of encouraging footfall (3.14).</p> <p>Another useful facility that would encourage people to the ORL site would be a children's soft play centre, which is no longer provided elsewhere in the town. In any event, given that the town already has a cinema complex, I cannot see the logic behind adding a competing</p>	<p>section has been added to the SPD which provides further information.</p> <p>Noted.</p> <p>The SPD states that health care facilities that complement the existing offer across the town will be looked on favourably at ORL.</p> <p>Noted. The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however</p>	

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			screening facility nor understand who would operate it. I would therefore object to the inclusion of any reference to a cinema complex in the SPD.	indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.	
Ms Jill Jones (215)	3.4 Civic, Community and Leisure Uses	Support	3.4.3 Support the proposal for Health Care facilities especially GP or other clinical provision, as this appears to be getting to an overloaded state in the town.	Support noted and welcomed.	-
Deirdre Glasgow (271)	3.4 Civic, Community and Leisure Uses		4. Health Care Facilities mentioned in the plan sounds like a positive idea if it means a doctor/health facilities, however, during the developing of ORL when this idea was raised, the issue of was lack of NHS funding for staffing was the challenge not the cost of the building itself. Changes: To clarify what is meant by health facilities and confirm if there is funding for a health centre building that can house Health Facilities as part of the development and the NHS will fund the staffing of the centre.	BISH8 sets out that an appropriate community use could be a GP Surgery. The SPD repeats this. Further discussion will be required with health care providers to agree the best way of ensuring that there are appropriate local primary health care resources in place to cope with increased demand.	No amendment in response to this issue.
Jenette Greenwood (314)	3.4 Civic, Community and Leisure Uses		3.4 Is the proposed GP surgery new, or simply a relocation of an existing surgery? The town has expanded hugely but the infrastructure hasn't. I find it very difficult to get through to	It is currently anticipated that this would be a new facility.	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			my surgery, we need more doctors that are easy to access.		
Angela Marshall (282)	3.4 Civic, Community and Leisure Uses		I would welcome more GP provision in town, some kind of further education resource, an Arts Centre, a children's soft play centre - there is a long list, but I realise these things depend available funding.	Noted.	No amendment in response to this issue.
Mr Colin Woodward (359)	3.4 Civic, Community and Leisure Uses		3.4 It is encouraging that co-working space is mentioned as Launchpad seems to have been a successful EHC venture. So far there is insufficient substance in the SPD that ORL will compliment and extend civic, community and leisure activities with the library removed from proposals, the potential loss of adequate and appropriate in door performing arts space with the demolition of the URC Hall.	Noted. The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed.	No amendment in response to this issue.
Bishop's Stortford Civic Federation (413)	3.4 Civic, Community and Leisure Uses		3.4.4 - Proposals that will result in the loss of the URC Hall will need to address the requirements of Policy CFLR7 (Loss of Community Facilities). CFLR8 is the relevant policy, not CFLR7.	Agreed, correction made.	Change the policy reference from CFLR7 to CFLR8 at paragraphs 2.4.3 and 3.4.4. 2.4.3 ... Proposals that will result in the loss of the URC Hall will need to address the requirements of Policy CFLR7 8 (Loss of Community Facilities):

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
					3.4.4 ... Proposals that will result in the loss of the URC Hall will need to address the requirements of Policy CFLR78 (Loss of Community Facilities).
Bishop's Stortford Civic Federation (412)	3.4 Civic, Community and Leisure Uses		3.4 - Civic, Community and Leisure Uses. This section confuses the needs for important but very different civic, cultural, social and community uses on the one hand and commercial uses such as leisure and food & beverage (F&B) on the other. The Planning Use Classes Order (2021) now groups F&B and Leisure together as Class E Commercial, Business and Service uses together with shops and offices. Civic, cultural and local community uses are now Classes F1 and F2. The civic, cultural and local community uses/needs at ORL, including most arts uses, should be considered separately from funding other parts of the whole development, since they are usually non-revenue generating and/or in a mixed-use development funding the facilities they need can be leveraged by the value created by commercial and housing development or by external capital funding sources such as the LEP. The section also mentions: the strong tradition of civic, community,	Chapter 3 reflects the requirements of Policy BISH8 rather than the Use Class Order. Reference to F&B is included in Section 3.4 to reflect the clustering of uses around a key public space. With ever shifting market trends and dynamics, it would not be appropriate for the SPD to be overly prescriptive, as such a flexible approach is supported, as long as a clear narrative and justification for the proposed mix of uses is provided.	No amendment in response to these issues.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			<p>and leisure activities in Bishop's Stortford which continue to have a positive impact on the town centre but then fails to provide details against which to assess the scale of their impact, and what the effect of moving them to another place in the town would be, if they are able to move. This assessment needs to be specified in the SPD, to be available for the master planning.</p> <p>Chapter 2 discusses the area's history, but there is no discussion of its influence on this section, both on the site and the adjacent areas. This needs to be part of this section or referenced.</p> <p>The demand for and feasibility of 16-19 years and vocational teaching and training should also be assessed, probably established in a repurposed Charringtons House. The courses offered should complement those available at Harlow and Stansted Airport colleges and other local learning institutions</p>	<p>Chapter 3, like the rest of the document, is influenced by the contextual information in Chapter 2. It should also be noted that Section 7.7, for example, directly references the connection of history to public art and the public realm.</p> <p>Education is a use that could be accommodated on the Old River Lane site; however, relevant providers have not approached the Council to discuss this.</p>	
Cross-party working	3.5 Housing	Object	Housing size mix and the market need Section 3.5 defers to existing policy with no additional guidance. It	In accordance with District Plan Policy HOU1 (Type and Mix of Housing), an appropriate mix of	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
group on ORL site (14)			<p>seeks an inclusive community by providing homes for all age groups. There is no reference to specific needs household sizes, older people, extra care, sheltered housing.</p> <p>Amendment requested: While limited by existing policy, use the SPD to encourage desirable housing outcomes: homes affordable for local key workers; homes for households on the waiting list who do not drive; homes designed for business / workspace, lifelong homes, wheelchair homes, extra care, etc.</p>	<p>housing tenures, types and sizes will be expected to create mixed and balanced communities appropriate to local character and taking account of the latest Strategic Housing Market Assessment and any additional up-to-date evidence, including local demographic context and trends; local housing need and demand; and site issues and design considerations.</p> <p>Homes should be provided in accordance with District Plan Policy HOU7 (Accessible and Adaptable Homes) to ensure they are accessible and adaptable to meet the changing needs of occupants, and to support independent living.</p> <p>Adult Care Services officers have been engaging with the Council to agree the inclusion of some extra care housing on the Old River Lane site</p>	
Mrs Susan Swan (63)	3.5 Housing		The loss of the URC Hall will be detrimental to the character of this area. It has been a key building in the area.	The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
				Policy CFLR8 (Loss of Community Facilities).	
Mr Colin Arnott (124)	3.5 Housing		(Section 3.5) On housing development, Policy BISH8 is clear that the site will provide for around 100 new homes. This may be a little higher or lower than 100 and should include any provision for homes for all age groups such as care home or similar provision. These allocations were made in the current District Plan's Housing Needs Assessment but have consistently been exceeded in developer's applications in Bishop's Stortford. The SPD should be clearer that housing development should be kept strictly within these limits since it makes little or no contribution to the vision for ORL as a vibrant town centre destination.	District Plan Policy BISH8 sets out that 'around 100 new homes' will be provided. The SPD repeats this policy requirement. The actual number of houses delivered on site will be agreed through the planning application process. The policy wording in the District Plan does allow some flexibility for proposals to slightly exceed the identified capacity.	No amendment in response to this issue.
Miss Leigh Corleone (39)	3.5 Housing	Support	We need affordable family homes (under £1000 rent a month) that are available to rent through HA and not private or to buy More 4 bed properties are needed to accommodate larger families that are on low income and cannot afford to rent privately If more 4 bed properties were available this would free up more 3 bed properties As EHC should know on the home options there are many families that	Noted. Affordable Housing will be required in accordance with District Plan Policy HOU3 (Affordable Housing).	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			require 4 bed properties whom have been waiting many years on list waiting list		
Mrs Sarah Ashton (44)	3.5 Housing	Support	Require M2 and M3 in planning decisions (by condition). Provide C2 (including affordable C2) in sustainable locations.	Homes should be provided in accordance with District Plan Policy HOU7 (Accessible and Adaptable Homes) to ensure they are accessible and adaptable to meet the changing needs of occupants, and to support independent living.	No amendment in response to this issue.
Mrs Elizabeth Deborah Munro (111)	3.5 Housing		The developer should be required to ensure in their design of the mix use on site EHDC Policy EQ2.	A Noise Impact Assessment will be required to support any planning application.	No amendment in response to this issue.
Mr Murray White (154)	3.5 Housing	Object	States "The clustering of any of these uses should preferably be focussed around a key public space.", presumably referring to a Town Square with F&B outlets around, the absence of which has been noted in Neighbourhood Plans to date as contributing to the lack of community cohesion. However, for such a critical facility, there is no clarity in this document about what exactly the "key public space will be, how big it should be or where it will go. Given the vagueness of this document generally and the failure to provide such a facility in the past there is every likelihood it will	The SPD sets out that 'Any public square should provide a welcoming, legible, and adaptable public space at the confluence of pedestrian and cycle routes, with active edges presenting retail opportunities, generous levels of passive surveillance, benches to meet and rest on, and public art to reinforce a memorable character that enhances the character and appearance of the Bishop's Stortford Conservation Area.'	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			disappear from the final reality. As a very minimum it should describe the public space as "an open pedestrian only area without permanent buildings containing suitable public realm features such as trees and seating, with a broadly rectangular shape of no less than 1000 sq metres and no side less than 20 metres long". For reference: Parliament Square in Hertford, a far from ideal example, because of its irregular shape, in a smaller town is a little more than 1000 sq. metres. Given that almost every picture gallery presented with this document shows such a public space, as I have described, it seems a very serious omission from this document at this stage.		
Carolyn Matthews (93)	3.5 Housing	Object	Health care facilities as previously stated access without nearby parking would contradict the vision of a car free area. Would an unwell person whether elderly or a parent struggling with a child want to be walking through a new public space / vibrant new area of the town.	Policy BISH8 requires parking to be provided sufficient to meet the needs of the used proposed. Section 7.3 of the SPD provides further details.	No amendment in response to this issue.
Parsonage Residents Association (248)	3.5 Housing		The developer should be required to ensure in their design of the mix use on site EHDC Policy EQ2.	A Noise Impact Assessment will be required to support any planning application.	No amendment in response to these issues.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			The development should include homes for local people and EHDC must create a policy to ensure local young people can access housing in the town centre.	The SPD requires a mix of residential accommodation to create an inclusive community by providing homes for all age groups.	
Cllr Calvin Horner (158)	3.5 Housing	Object	3.5.1 This section does not provide any indication of the types of housing that would be favoured in a planning proposal, especially as ORL being a location close to services and the town centre has great advantages for those who lack the means to travel, either because of low income or disability.	The SPD requires a mix of residential accommodation to create an inclusive community by providing homes for all age groups. Homes should be provided in accordance with District Plan Policy HOU7 (Accessible and Adaptable Homes) to ensure they are accessible and adaptable to meet the changing needs of occupants, and to support independent living.	No amendment in response to this issue.
Mrs Jill Wade (259)	3.5 Housing		Housing Section 2.5 should include reference to the amount and type of housing provision at other sites. Section 4 (Transport) refers to 4500 new homes, which is likely to be out-of-date and substantially underestimated due to other developments being allowed to go over their originally proposed	These sites are referenced to ensure that development at Old River Lane complements and contributes to the town-wide development framework which means not just relating with the existing town centre, but also with planned future developments. The section isn't intended to provide full details about these sites. Paragraph 4.1.1. will be updated to reflect the District Plan requirement, and also to state that this is a minimum figure for clarity.	No amendment in response to this issue. Update Paragraph 4.4.1 as follows: 4.1.1 Bishop's Stortford is undergoing significant levels of growth with approaching at least 4,426 4,500 new homes planned in the District

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			<p>numbers. This figure should be re-calculated.</p> <p>Paragraph 3.2 seeks to allow flexibility which will no doubt allow for the revision upwards of the number of homes on the site. I cannot support flexibility for this purpose or any greater provision than the 100 earmarked in Bish8 (despite its reference to around 100).</p> <p>I do not believe this site is suitable for residential development (although it could be appropriate for homes for the elderly, particularly if a GP surgery is included on the site).</p> <p>I object to any proposal to concentrate residential development on parts of the site where it would result in the general public being deprived of the best views, e.g. of Castle Mound. All buildings with views onto the park should be publicly accessible.</p>	<p>District Plan Policy BISH8 sets out that 'around 100 new homes' will be provided. The SPD repeats this policy requirement.</p> <p>Noted. However, this is a policy requirement of the District Plan. A mix of residential accommodation will be provided to create an inclusive community by providing homes for all age groups.</p> <p>The SPD makes it clear that the heights and massing of any development proposal at Old River Lane should be sensitive to the areas adjacent to the site, with consideration given to the impact of any proposal on heritage assets. Section 7.6 has however been updated to provide greater clarity around the Council's expectations.</p>	<p>Plan 2018 (including committed development) by 2033, which will substantially increase the town's population.</p> <p>No amendment in response to this issue.</p> <p>No amendment in response to this issue.</p> <p>Add the following sentence to paragraph 7.6.3:</p> <p><u>7.6.3 ... Building heights, massing, and grain should relate well to the adjacent built form, green infrastructure and streetscenes surrounding the site. Building heights should be broadly reflective of the predominant building heights of Bishop's Stortford town</u></p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
					<u>centre, whilst allowing for the retention of views and with careful consideration for how the built form proposed will relate to the public spaces being created.</u>
Mrs Janet Reville (299)	3.5 Housing		Paragraph 3.5 - Any new housing should be for the over 60's. The area is not suitable for families who need houses rather than flats. We have too many buy to let flats in the town already being bought by people/ businesses from out of town.	Noted. However, the SPD reflects the District Plan policy requirement which is to provide for a mix of residential accommodation in order to create an inclusive community by providing homes for all age groups.	No amendment in response to this issue.
Jenette Greenwood (316)	3.5 Housing		3.23/7.15 Where new houses are built, there should definitely be a requirement for the developer to include renewable energy/zero-carbon technology such as solar panels or ground source heating or whatever is deemed most appropriate to lower the carbon footprint of our town. And for a high % to be affordable for people wanting to get on the housing ladder.	Agreed. A key objective of the SPD is to deliver a place that is increasingly resilient, with climate change with environmental sustainability embedded throughout. Section 7.4. of the SPD deals specifically with Sustainability and Energy Efficiency. There is a policy requirement for up to 40% of the new homes to be affordable.	No amendment in response to this issue.
Deirdre Glasgow (272)	3.5 Housing		Positive to see that there is a diverse spectrum of uses proposed however, issues have been raised concerning noise pollution from a night-time economy in what will be mainly a residential area.	A Noise Impact Assessment will need to be submitted with any planning application.	No amendment in response to these issues.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			To indicate what options will be available for children to get to school, particularly if the nearest Primary schools to ORL are full and families have to travel a distance to get to their schools. If driving is involved then there will be more congestion.	The County Council's 'Home to School Transport Policy' is available to view here: https://www.hertfordshire.gov.uk/media-library/documents/schools-and-education/admissions/transport-policies-and-documents/home-to-school-transport-policy-2022-2023.pdf	
Angela Marshall (278)	3.5 Housing		I think it is a pity that so much housing needs to be included on this site. It is so central to the town that it should be kept for community use. Looking at the plans, 2/3 of the site is for housing should people live on a site which will be noisy, both from traffic and the night-time use which is planned? Also, the air quality there could not be good with so much traffic using the Link Road and the stop-start effect of the new traffic lights.	District Plan Policy BISH8 sets out that 'around 100 new homes' will be provided. The SPD repeats this policy requirement.	No amendment in response to this issue.
Jenette Greenwood (315)	3.5 Housing		3.5 I'm not against building more houses per se, but there are so many housing developments in the town and the infrastructure is not there - the roads are jammed, the doctors and dentists overwhelmed, schools oversubscribed, the bus service is patchy, cycling and walking routes not complete. We can't keep building	District Plan Policy BISH8 sets out that 'around 100 new homes' will be provided. The SPD repeats this policy requirement. Planning obligations will be sought to mitigate the impact of the proposals on the local community and infrastructure.	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			houses without addressing these issues.		
Mr Colin Woodward (360)	3.5 Housing		3.5 Housing, how will local people be prioritised if indeed that is even permissible? Stortford is relatively cheap to those inwardly migrating from London and the south which has a housing shortfall, but too expensive to retain its own locally born and bred.	The Council maintains a Housing Register for people wanting access to affordable rented housing provided by registered providers operating in the district.	No amendment in response to this issue.
Hertfordshire County Council (352)	3.5 Housing		Adult Care Services officers have been engaging with (EHDC) and City Heart to agree the inclusion of some extra care housing on the Old River Lane site, which is welcomed. HCC therefore support the reference to the need for extra care housing within the Old River Lane site at paragraphs 3.5.1 and 3.5.2. HCC ACS look forward to continuing engagement.	Support noted and welcomed.	-
Lynne Garner (372)	3.5 Housing		Yes, new homes are needed but surely build for those who need to be near the amenities that are there within walking distance. Namely the elderly and young families. This again will be more sustainable by reducing the number of cars which need to come into the town for those who can't walk from the estates dotted around the town.	The SPD requires a mix of residential accommodation to create an inclusive community by providing homes for all age groups.	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
Bishop's Stortford Civic Federation (414)	3.5 Housing		As part of achieving East Herts District's allocated housing number the current District Plan allocates around housing numbers to the various development sites. However, to date, developers in Bishop's Stortford have consistently applied for more than the allocated numbers. In this respect Policy BISH8.II says: The site will provide for around 100 new homes between 2022 and 2027. The SPD should be clearer that all housing of whatever kind that is developed on the site should be kept strictly within this limit, especially as it makes little or no contribution to the vision for ORL as a [vibrant] town centre destination. Care home facilities should particularly be ruled out because they make no contribution to the destination element of the development and they have additional support, service and on-site parking demands for such things as catering, housekeeping and emergency vehicles.	Noted. However, the SPD reflects the District Plan policy requirement which is to provide for a mix of residential accommodation in order to create an inclusive community by providing homes for all age groups.	No amendment in response to this issue.
Mrs Susan Swan (65)	3.6 Other Policy Requirements	Support	It is vital that the development includes genuinely affordable homes. Bishop's Stortford is an area of increasing house prices and young	Agreed. Affordable Housing will be required in accordance with District Plan Policy HOU3 (Affordable Housing).	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			people cannot get on the property ladder.		
Carolyn Matthews (94)	3.6 Other Policy Requirements	Support	Who is going to oversee that best practice in design and construction is adhered to? Again, the concept of 'embodied carbon' (recognised by The Royal Institute of Chartered Surveyors RICS) in the construction process is paramount. Solar panels to provide lighting and air conditioning in both private and public areas would help to reduce the wider carbon footprint.	<p>The Council's Sustainability SPD notes that consideration of embodied carbon is likely to become increasingly important as society transitions to a low/zero carbon society. The ORL SPD specifically requires a 'reduction in energy embodied in construction materials through re-use and recycling of existing materials, where feasible, and the use of sustainable materials and local sourcing.'</p> <p>The ORL SPD also requires that proposals incorporate high quality, innovative design, new technologies and construction techniques, including low carbon energy and water efficient design and sustainable construction methods.</p>	No amendment in response to this issue.
Cllr Chris Wilson (150)	3.6 Other Policy Requirements	Support	I agree that this development has to take account of the AQMA area and promote sustainable transport. The problem is, as with many developments in Stortford, there is no joined-up thinking. You have cycle routes and paths that just cater for the few hundred yards within the development.	<p>Paragraph 7.2.6 recognises the need to improve cycling connections, wayfinding and legibility from the site to the surrounding area.</p> <p>However, it is agreed that S106 funds could be used to help fund the wider cycle network provided that proposals meet the relevant tests:</p>	<p>Add the following text to the bullet points in the Indicative Planning Obligations Schedule after paragraph 8.5.5:</p> <ul style="list-style-type: none"> • Pedestrian <u>and cycling network</u> improvements • Improved pedestrian <u>and cycling</u> connectivity particularly east-west and north-south and with surrounding green spaces

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			S106 money should be used to help fund cycle routes that go into the town from different areas so that we have a network. This should be added into this.	<ul style="list-style-type: none"> necessary to make the development acceptable in planning terms directly related to the development, and fairly and reasonably related in scale and kind to the development <p>Therefore, reference to cycle network improvements will be added to the indicative Planning Obligations Schedule in Chapter 8.5 Delivery and Phasing.</p>	
Mark Doran (139)	3.6 Other Policy Requirements	Object	I support the proposal that Hockerill AQMA should not be adversely affected. However, I would go further and require that air quality in the immediate area including down to the junctions with Rye St and North St should not be adversely affected. To help achieve net zero, any proposals should take account of embodied carbon in existing buildings. Any new buildings should be built to the highest standards for insulation (e.g. passive house) and also be net zero in operation with renewable energy generated on-site (e.g. solar and heat pumps etc).	<p>Given the designation, it is relevant that the SPD specifically refers to the Hockerill AQMA.</p> <p>However, section 3.6 also refers to the wider policy framework (the District Plan Policy EQ4 and the Sustainability SPD), which require that the impact of new development on local air quality be assessed. District Plan Policy EQ4 expects development to minimise air quality impact and include measures to avoid any negative impacts. The Sustainability SPD (2021) provides further guidance to manage and prevent deterioration of air quality and to ensure new</p>	<p>Insert the following text into the end of paragraph 3.6.3:</p> <p><u>The Silverleys and Meads Neighbourhood Plan Policy TP2 (Improving Air Quality) expects developments to comply with the District Plan Policy EQ4, whilst taking into account policies 19 and 20 of the Local Transport Plan 4 and the guidance in the Sustainability SPD.</u></p> <p>Insert the following paragraph after paragraph 3.6.5:</p> <p><u>3.6.6 At the planning application stage, the development will need to demonstrate how air quality impact has been addressed by submitting the</u></p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
				<p>development is 'air quality neutral', or where possible, improves air quality. The Silverleys and Meads Neighbourhood Plan Policy TR2 requires that applications comply with District Plan Policy EQ4, LTP4 and the Sustainability SPD.</p> <p>Applications for ORL will be required to submit the Sustainability Checklist (including the air quality section) and an Air Quality Impact Assessment (which includes an air quality neutral assessment). Details of the assessments are included in the Council's validation checklist and the Sustainability SPD. The Council's Environmental Health team will advise on air quality considerations at the application stage.</p> <p>Additional text will be added in section 3.6 to outline the requirement for assessments and to reference Neighbourhood Plan Policy TP2.</p>	<p><u>Sustainability Checklist and an Air Quality Impact Assessment (which includes an Air Quality Neutral Assessment). More detailed advice is set out in section 6 of the Sustainability SPD (2021).</u></p> <p>For consistency the planning application requirements listed in the box following paragraph 9.1.2 should be amended as follows so that terminology reflects the Council's validation checklist:</p> <p>Air Quality <u>Impact</u> Assessment</p>
Bishop's Stortford Climate Group (306)	3.6 Other Policy Requirements		Policy requirements set out in Section 3 are extremely limited and do not pave the way for exemplary development of the Council's own site by its contracted developer. On Air Quality the policy discussion	The policy framework requires that the impact of a development on local air quality is assessed. Policy EQ4 expects development to minimise air quality impact and include measures to avoid any negative impacts.	<p>See additional text about air quality added to section 3.6, as referenced in response to comment 139.</p> <p>Amend the heading 3.6 as follows:</p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			<p>references existing policy and the need to consider any impact on the Hockerill AQMA. We agree but would suggest the policies should also specifically require air quality measurement at locations closer to the site, including the Rye Street/Hadham Road junction and on Link Road.</p> <p>Sustainability and Climate Change are not referenced at all in Section 3, except in relation to Air Quality. In Constraints and Opportunities, the reference in Land Use to promote sustainability in its widest sense is meaningless without detail. The recent excessive heat has shown how crucial it is that urban design and building design take into account the need for shade and air circulation to minimise the risks from excessive heat. Exemplary performance in this regard also requires the Council to make a commitment to it and the developer to propose designs which go beyond Building Regulations.</p> <p>We recognise that climate change and environmental sustainability are given a key part in the Objectives in</p>	<p>The Sustainability SPD (2021) provides further guidance to manage and prevent deterioration of air quality and to ensure new development is 'air quality neutral', or where possible, improves air quality.</p> <p>Applications for ORL will be required to submit an air Quality Impact Assessment (which includes an air quality neutral assessment) as set out in the Sustainability SPD (2021).</p> <p>Air quality is specifically referenced in this section 'Policy BISH8 Old River Lane' because it relates to District Plan Policy BISH8, which refers to the need to avoid further impact on the Hockerill Air Quality Management Area (AQMA).</p> <p>It is agreed that climate change and environmental sustainability are a key consideration. However, to avoid repetition, it is not necessary for this section to repeat all the sustainability requirements. The SPD should be viewed in its entirety and sustainability is addressed in Section 7.4. Likewise, other policy considerations relevant to the site,</p>	<p>3.6 Other Policy Requirements Air Quality</p> <p>Delete the sub-heading Air Quality.</p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			Section 6. But Section 3 also needs amending to take into account the key importance of specific policies on sustainability and Climate Change (mitigation and adaptation). We would expect as a minimum, statements of the importance of design securing space and buildings adapted to future climate change; and the commitment to zero carbon on the development, in line with the Council's Climate Change motion.	<p>such as heritage, design and transport are outlined in other sections of the SPD.</p> <p>However, the 'Other Policy Considerations' heading is misleading as it implies all other policy considerations for the site will be listed. It should be replaced with 'Air Quality'.</p>	
Cllr Calvin Horner (166)	3.6 Other Policy Requirements		<p>3.6.1 I welcome the emphasis on air quality at Hockerill AQMA and the impact any proposals for ORL will have at that site. However, the SPD should require any proposals to address air quality at other locations near the site such as Northgate End junction and around the multi-storey car park in addition to Hockerill, with similar requirements for mitigation.</p> <p>3.6.4 I also welcome the reference to cycling and walking provision, but proposals for ORL need to be developed in such a way as to contribute to improved active travel routes across Bishop's Stortford.</p>	<p>The proposal will need to address wider impacts on air quality (beyond the AQMA) as this is required by District Plan Policy EQ4 and the Sustainability SPD (2021). Paragraphs 3.6.2- 3.6.5 of the SPD set out the policy context and the need to prevent a negative impact on air quality in the local area. However, for clarity additional text has been added to explain how the proposal will need to demonstrate how the impact of the development on air quality has been addressed via the Sustainability Assessment and the Air Quality Impact Assessment.</p> <p>The SPD includes a number of interventions and projects set out in the Hertfordshire Eastern Area</p>	See additional text about air quality added to section 3.6, as referenced in response to comment 139.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
				Growth and Transport Plan. These seek to improve the highway network, encourage modal shift, and prioritise active travel.	
Ms Jill Jones (216)	3.6 Other Policy Requirements	Support	3.6.1 Support the need for air quality with a positive impact. However, as the town expands, more monitoring should be done for example at Northgate End as well as at Hockerill (c.f. past reports on NO2 etc)	<p>Noted. The Council has a duty to monitor the air quality across East Herts and any area not meeting National Air Quality Standards is declared as an Air Quality Monitoring Area (AQMA).</p> <p>The Council monitor around 38 locations throughout the district, many of which are outside the AQMAs. The junction at Northgate End can be added to the list when the diffusion tube locations are next reviewed.</p>	No amendment in response to this issue.
Deirdre Glasgow (273)	3.6 Other Policy Requirements		<p>6. Air Quality With more cars driving to and from Northgate End car park on Link Road, carefully consideration needs to take place to ensure that there are safer walking and cycling routes and public transport, from the outskirts of the town to the town centre.</p> <p>Well-lit and safer routes to enable people to walking/cycling or use public transport, from within the town and outer areas, to take advantage of the ORL and town</p>	<p>The shift to more sustainable modes of transport is a key aspiration of the SPD. The objective is to encourage pedestrian movement over private vehicles. Paragraphs 7.2.5 and 7.2.6 identify design principles to enhance the experience of the pedestrian and cyclist, both within and through the Old River Lane site.</p> <p>S106 funds could be used to help fund wider network improvements provided that proposals meet the relevant tests:</p>	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
			facilities, thus helping to boost the daytime and night time economy.	<ul style="list-style-type: none"> necessary to make the development acceptable in planning terms directly related to the development, and fairly and reasonably related in scale and kind to the development <p>Reference to pedestrian improvements and public transport contributions are outlined in the indicative Planning Obligations Schedule in Chapter 8.5 Delivery and Phasing. As set out in response to comment 150 reference to cycle network improvements will be added.</p>	
Mr Colin Woodward (361)	3.6 Other Policy Requirements		3.6 Air Quality - an aspiration not backed by any action by EHC/HCC at Hockerill other than and a few EV charging points for the few who own one and monitoring a now historically small area vs real time regular congestion beyond the AQMA.	<p>The Council has acted to address air quality by introducing requirements in District Plan Policy EQ4 and guidance in the Sustainability SPD (2021) and this SPD, that expect developments to assess air quality and introduce a range of measures to ensure it does not lead to a further deterioration of existing poor air quality, and, where possible, improves local air quality.</p> <p>There is an action plan for Hockerill AQMA: https://cdn-</p>	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
				<p>eastherts.onwebcurl.com/s3fs-public/documents/East_Herts_Air_Quality_Action_Plan_2017-18_-_2019-20_3_final.pdf. A new action plan is currently being prepared, which will update measures to address air quality in the AQMA.</p> <p>The Council monitors air quality in around 38 locations around the district, many of which are outside AQMAs.</p>	
Lynne Garner (375)	3.6 Other Policy Requirements		(3.6 7.15) This is the chance to do something different and build something which is sustainable and will help reduce the negative impact of any new development. High quality builds (not the cheap builds that have been thrown up around the town) which include living walls (helps to reduce the pollution and filters CO2), solar panels (to help reduce our dependency on fossil fuels), water saving toilets etc. (to keep our water consumption down and perhaps even help save our local chalk streams), green roofs (again to soak up CO2 and support local insect populations).	<p>Agreed. Proposals for Old River Lane should seek to provide a development that maximises sustainability at every possible opportunity.</p> <p>Applicants will be required to submit a Sustainability Checklist which address the following topics:</p> <ul style="list-style-type: none"> • Energy and carbon reduction • Climate change adaptation • Water efficiency • Air quality and light pollution • Biodiversity • Sustainable transport • Waste management <p>The checklist should demonstrate how the development complies with District Plan policies that seek to</p>	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
3.			Policy BISH8 Old River Lane		
				improve the environmental sustainability of new development and the sustainable design and construction guidance set out in the Council's Sustainability SPD.	
Bishop's Stortford Civic Federation (415)	3.6 Other Policy Requirements		3.6.1 - Proposals at Old River Lane must not worse[n] the pollutant levels within the Hockerill Air Quality Management Area (AQMA). The SPD should specify maximum AQ targets for Hockerill AQMA so the masterplanning can propose measures for the ORL to contribute effectively to achieving them.	The Council's overarching aim for all development to be 'air quality neutral' in operation, not to lead to further deterioration of existing poor air quality, and, where possible, to improve local air quality ('air quality positive') through additional measures on and off site. The Council's Sustainability SPD (Section 6.1.2.2) sets out recommended minimum standards that apply to all new development.	No amendment in response to this issue.

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
Mr John Rhodes (194) Stewart Marshall (383)	4. Transport		We have a number of concerns about the transport implications, and it may well be that the SPD may need to be revised once a proper transport assessment has been carried out. We see the main issues as being the following:	Noted.	-

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			<p>Section 4 of the SPD notes that approaching 4500 new homes were approved for Bishop's Stortford in the District Plan. This figure is hopelessly out of date, Planning permissions already granted and applications in the pipeline, suggest that the total is likely to well in excess of 5000 dwellings. Any transport assessment therefore needs to be based on the housing total realistically to be expected, rather than the Plan figure. We hope incidentally that, as the developer itself, EHDC will respect the Plan figure of around 100 as the total for the residential component of ORL.</p> <p>Among the constraints identified is the need to replace around 170 Waitrose parking spaces. This is about half the total size of the Waitrose car park and no explanation has been provided as to why so many will be relocated. The illustrative layouts in the SPD show a much smaller loss of parking spaces.</p>	<p>Agreed. Paragraph 4.1.1. will be updated to reflect the District Plan requirement and will state that this is a minimum figure for clarity.</p> <p>Waitrose currently have 166 car parking spaces under the EHDC lease. As such the constraint is reasonable as it notes that the re-provision of those spaces forms a key consideration for any development on the site. As noted, the layouts in the SPD are purely indicative/illustrative and do not preclude the ability for a smaller/larger car parking space to come forward.</p>	<p>Update Paragraph 4.4.1 as follows:</p> <p>4.1.1 Bishop's Stortford is undergoing significant levels of growth with approaching at least 4,426 4,500 new homes planned in the District Plan 2018 (including committed development) by 2033, which will substantially increase the town's population.</p> <p>No amendment in response to this issue.</p>

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
			<p>We doubt whether a single new access road from Link Road through the middle of the site will be capable of servicing the Waitrose car park, existing premises (such as Coopers) and all the new uses on the site (whatever they turn out to be). It would cause severe congestion in Link Road and a significant barrier to north-south pedestrian movement across the site. If it were to be introduced, it would create a major new source of congestion on Link Road. Given that the Bridge Street entrance to Jackson Square is to be relocated, the case for the pedestrian north-south boulevard seems dubious and the existing vehicular access arrangements along Old River Lane should be preserved. It would then not be necessary for Waitrose to surrender any parking spaces and the cost incurred in their compulsory acquisition would be saved.</p>	<p>Section 8.3 notes the discussion around accessing arrangements. The eastern access has been identified as the preferred option following extensive discussions with Hertfordshire County Council following the feasibility of a northern and western access being ruled-out.</p> <p>The eastern access was preferred to the southern access on the basis that it would allow Bridge Street to reach its objective of being more pedestrian friendly. Therefore, a balance will need to be struck between the best accessing option to the ORL site and the impact on the surrounding area.</p>	No amendment in response to this issue.
Bishop's Stortford Civic Federation (442)	4. Transport		<p>BSCF has a number of concerns about the transport implications of any development on the site, and certainly a proper transport assessment of the agreed masterplan will be required. In the meantime we consider some</p>	Noted.	-

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			<p>preliminary modelling would be advantageous. It will need to be based on various use types, building densities access arrangements and pedestrian movements options, and not just limited to those shown in the Town Centre Planning Framework 2016.</p> <p>This is because, inter-alia:</p> <ul style="list-style-type: none"> • Section 4 of the SPD notes that the District Plan allocates approx.. 4500 new homes for Bishop's Stortford. This figure already appears to be out of date, with possibly as many as 6000 homes being provided by 2033. Any transport assessment conducted therefore needs to be based on about 6000 homes and not 4500. • EHDC should respect the District Plan's figure for ORL of around 100 homes maximum • Alternative ways to compensate Waitrose for parking spaces lost need to be considered, especially with the new Northgate car park so close by and the implications of trying to provide them on the ORL site. 	<p>Agreed. Paragraph 4.1.1. will be updated to reflect the District Plan requirement and will state that this is a minimum figure for clarity.</p> <p>The SPD reflects the policy requirement.</p> <p>Agreed. Options have been set out in the Parking and Servicing section of the Design Principles Chapter.</p>	<p>Update Paragraph 4.4.1 as follows:</p> <p>4.1.1 Bishop's Stortford is undergoing significant levels of growth with approaching at least 4,426 <u>4,500</u> new homes planned in the District Plan 2018 (including committed development) by 2033, which will substantially increase the town's population.</p> <p>No amendment in response to these issues.</p>

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
			<ul style="list-style-type: none"> With the Bridge Street entrance to Jackson Square being relocated to that development's north-east corner, the case for the straight pedestrian north-south boulevard shown in the Town Centre Planning Framework now seems questionable. The appropriateness of providing a single new access road from Link Road through the middle of the site rather than via Old River Lane, or another road needs to be examined, in association with the effect(s) of relocating the open space currently shown for the south of the site more centrally. The impact of any congestion on Link Road associated with this should be tested, as well as the impact on north-south pedestrian (and cycling?) movement across the site. The aim should be to determine the scale of the congestion on Link Road by 2033 and find ways to minimise it. 	<p>Section 8.3 notes the discussion around accessing arrangements. The eastern access has been identified as the preferred option following extensive discussions with Hertfordshire County Council following the feasibility of a northern and western access being ruled-out.</p> <p>The eastern access was preferred to the southern access on the basis that it would allow Bridge Street to reach its objective of being more pedestrian friendly. Therefore, a balance will need to be struck between the best accessing option to the ORL site and the impact on the surrounding area.</p>	
Mrs Jill Wade (260)	4. Transport		Transport Section 4 states around 4500 new homes were approved in the District Plan, but the total is likely to be more than 5000. A revised transport assessment must be carried out, based on the expected housing total not that stated in the Plan.	Agreed – paragraph 4.1.1. is to be updated to reflect the District Plan requirement, and the fact that further growth has come forward since its adoption.	Update Paragraph 4.4.1 as follows: 4.1.1 Bishop's Stortford is undergoing significant levels of growth with approaching at least 4,426 4,500 new homes planned in the District Plan 2018 (including committed development) by 2033, which will

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			<p>A new access road from Link Road through the site could create an extra point of congestion on Link Road, particularly if it has a signal-controlled junction. Paragraph 4.8 proposes a new crossing point for MSCP users. There would be too many traffic lights in close proximity. This road already attracts high volumes of traffic and thus congestion at peak times. A transport assessment must clearly demonstrate that all these traffic lights/crossings will not increase congestion and add to the potential for gridlock in this area. Reference needs to be included as to how the pedestrian boulevard would work with the proposed relocated Bridge Street entrance to Jackson Square. It is unclear if this has already been taken into account.</p> <p>8.10 states further discussion has also been held with Waitrose, specifically around re-providing around 170 spaces to service their demand. This requirement and how this provision is configured will have</p>	<p>Section 8.3 notes the discussion around accessing arrangements. The eastern access has been identified as the preferred option following extensive discussions with Hertfordshire County Council following the feasibility of a northern and western access being ruled-out.</p> <p>The eastern access was preferred to the southern access on the basis that it would allow Bridge Street to reach its objective of being more pedestrian friendly. Therefore, a balance will need to be struck between the best accessing option to the ORL site and the impact on the surrounding area.</p> <p>Waitrose currently have access to 166 car parking spaces on the land owned by EHDC. As such, under any redevelopment it is expected that the car park for Waitrose will need to be re-provided.</p>	<p>substantially increase the town's population.</p> <p>No amendment in response to this issue.</p> <p>No amendment in response to this issue.</p>

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
			<p>implications for the proposals, yet no explanation has been given for why Waitrose needs to relocate 170 parking spaces. Greater transparency is needed in the SPD and generally.</p> <p>Lack of adjoining cycle routes make any cycle route through the site a nonsense. There is no connectivity with other cycle routes and, despite previous efforts, very little has ever been achieved to make this possible. It is time for the Council to make serious progress with a connected cycle network for the town.</p>	<p>Section 4.4 sets out how cycling and pedestrianised routes could link with future enhancements across Castle Gardens and beyond. Likewise, the Transport chapter is designed around Hertfordshire Eastern Area Growth and Transport Plan options which take a strategic view of Bishop's Stortford and the wider area.</p>	<p>No amendment in response to this issue.</p>
Mr Bryan Evans (251)	4. Transport		<p>Parking Section 4 misrepresents the history of the development of the Northgate End Multi-Storey Car park by saying that there is a further opportunity to consider and explore the potential for utilising town centre car parks for proposed uses on Old River Lane. The Northgate End car park was built specifically for that purpose. So it is not a matter for exploration of whether it can be used for that, but a question of requiring that to be delivered. Hence, the statement in Section 5 of rationalise and reduce car parking</p>	<p>SPD's do not form part of the statutory development plan – as such they cannot introduce new planning policies. The approach to parking set out in this SPD is therefore designed to build upon and detail existing policies and guidance.</p> <p>Policy BISH8 part (g) states that: <i>“on-site car parking will need to be sufficient to meet the needs of the uses proposed, without encouraging travel to the town centre in order to avoid worsening traffic congestion and</i></p>	<p>No amendment in response to this issue.</p>

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			<p>and improve servicing arrangements/facilities should not be opaque, but should be spelled out, particularly as elsewhere in Section 7.3 the policies are framed in enabling terms. Likewise it is unacceptable for the SPD to provide for some level of on-site parking, sufficient to meet the needs of the uses proposed when the new Multi Storey Car Park was designed and built to meet public parking needs, fully replacing the parking provided for shoppers and workers. The statement alongside that there should be a significantly reduced amount of parking (7.3.2) does not prevent the site attracting and providing for additional parking in this town centre site. As regards residential parking, the weak words in the following boxes, are not sufficient to limit provision of private parking. Weak statements about travel planning arrangements, building design for facilitating car free living, including unspecified amount or length of time for car clubs and exploring permitting opportunities are not strong enough to necessarily deliver on the Council commitment to doing everything it</p>	<p><i>further impact on the Hockerill Air Quality Management Area. Parking will need to be provided to serve the town centre as well as commuters."</i></p> <p>As such the SPD notes the policy requirement to provide for car parking to meet the needs on the site, but also sets out the access to nearby car parks and the need to prioritise active travel. As such it takes a balanced view, but one that encourages opportunities to be sought to reduce car parking on ORL particularly where parking could be provided in existing facilities.</p>	

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
			<p>can to meet its Climate Change commitment. There should be a clear limit on the amount of parking provision allowed per residential unit. Even if a higher proportion and eventually all cars are electric, the space requirement for private vehicles impacts on all other users. So, from an active travel, community space perspective, private car use needs to be designed out of town centre developments.</p> <p>Public Transport: There is no statement regarding the expectations for public transport users access to the site, including the provision of suitable bus stops. Actions requested The SPD should be paused while a full transport planning and modelling piece of work is undertaken to assess how best to use the opportunity of developing this site to improve the town centre for active travel and public transport users. Without this, there need to be, as a minimum, granular suggestions for improving access to the site from all directions North Street, Hadham Road, Rye Street as well as Castle Park. The Council's policies in relation to</p>	<p>The transport section has been updated to include a new section (4.3) on public transport and reflect a similar approach to that proposed for active travel.</p> <p>The SPD sets out all relevant policies and highlights interventions from the Hertfordshire Eastern Area Growth and Transport Plan. This allows the SPD to direct S106 contributions and prioritise transport interventions towards those projects that form part of a wider-strategy, which contribute to the enhancement of Bishop's Stortford and the wider-area.</p>	<p>Insert additional section at 4.3 Public Transport covering introductory paragraphs and relevant interventions in Growth and Transport Plan.</p>

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			<p>movement and parking, need to be exemplary to deliver real change in behaviour and show that active travel areas, without ready access to all buildings in the town centre by all cars, are the way forward. The parking requirements on the site need to be made more restrictive. The new Multi-Storey Car Park provided for parking for the current shops, leisure and office use of the site. The site will already retain some parking in accordance with Waitrose's lease. The SPD should clearly set out that parking for public and business uses on the site should be restricted to enabling disabled access, servicing and drop-off. It should be clear what the expectations are for public transport access to the site and how developers are expected to provide for it, through space on site and/or s106 commitments. Limited parking for residential units should be set out in a specific limit of not more than 0.6 parking spaces per unit and s106 commitments to support public transport and car clubs should be required to be for the long-term.</p>		

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
Hertfordshire County Council	4. Transport		<p>HCC Highways welcomes the prioritisation of sustainable transport and better management of demand for car parking to achieve mode shift.</p> <p>References to schemes in the consultation document rely on the Bishop's Stortford Transport Options Study (the Study). On July 18th HCC Cabinet adopted the Eastern Area Growth and Transport Plan (the GTP) which supersedes the Study (though the Study influenced the GTP). Therefore, where the consultation document refers to the Study it should be amended to refer to the GTP. This should also allow flexibility for future active travel improvements likely to arise out of the forthcoming Local Cycling and Walking Infrastructure Plan being scoped with East Herts District Council (EHDC).</p> <p>Comments on specific matters are as follows:</p> <p>Northgate End Car Park: HCC agrees with EHDC that a suitable crossing point should be provided to cater for pedestrians (and potentially cyclists)</p>	<p>Noted and welcomed.</p> <p>Noted. Amendments made to update references to documents in response to this issue.</p> <p>Support noted and welcomed.</p>	<p>-</p> <p>Replace all references to 'Bishop's Stortford Transport Options Study' with reference to 'Eastern Area Growth and Transport Plan'.</p> <p>Update Figure 11 to replace image of Transport Options Study with Eastern Area Growth and Transport Plan.</p> <p>Subsequent changes to supporting text also identified for clarity (4.1.3 – 4.1.4).</p> <p>-</p>

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			<p>coming from Northgate End to Old River Lane and the wider town centre. This aligns with some of the considerations made by HCC in the Eastern Area GTP.</p> <p>Parking Permits: HCC is pleased to see EHDC considering options to better manage demand for parking in the town centre. This is an important tool to also encourage modal shift.</p> <p>Intervention's list: PR17, PR48, PR49, PR61, SM3, SM16. Though HCC broadly agree the principles of this scheme, the scheme description should be updated to reflect the Eastern Area GTP, which has a more generic description to allow flexibility in the approach taken for this area. PR48, PR61 - Reference should also be made to HCCs Speed Management Strategy.</p> <p>PR60 - This should be updated to reflect the text from the Eastern Area GTP.</p> <p>SM2 - The future arrangements for this junction have largely been delivered alongside the Northgate</p>	<p>Support noted and welcomed.</p> <p>Agreed – all descriptions will be updated as necessary alongside inclusion of reference to the Speed Management Strategy where relevant.</p> <p>Agreed – the text will be updated as requested.</p> <p>Noted and agreed – SM2 will be removed from the table to reflect the implementation of this intervention.</p>	<p>-</p> <p>Update all interventions to reflect the descriptions contained in the Eastern Area GTP. Footnote 17 also updated. Inclusion of reference to Speed Management Strategy included under interventions PR48 and PR61.</p>

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
			<p>End Car Park. As such it has not been adopted as part of the GTP and should not be referred to in the SPD.</p> <p>Paragraph 4.2.7 Eastern Area GTP - this should be updated according to the adopted revision of the GTP.</p> <p>Public Transport: the importance of suitable public transport connections to enable sustainable travel to Old River Lane and the wider town centre appears to have been overlooked solely in favour of walking and cycling. HCC recommends that a holistic view is needed to ensure the sustainability of this site, as such this should be revisited in line with the GTP and Bus Service Improvement Plan.</p> <p>Prioritising Walking & Cycling/Parking: it is positive to see what EHDC have recommended in terms of prioritising sustainable travel, including in relation to parking. However, as above it would be useful to include guidance on how public transport can support the development.</p>	<p>Agreed – text updated.</p> <p>Agreed - additional section added.</p> <p>Agreed - additional section added.</p>	<p>Delete paragraph 4.2.7 due to reworked paragraphs in section 4.1 covering issue raised.</p> <p>Insert additional section at <u>4.3 Public Transport</u> covering introductory paragraphs and relevant interventions in Growth and Transport Plan.</p> <p>-</p>

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			<p>Countryside and Rights of Way - HCC officers have had previous engagement with EHDC on the Castle Park project which is welcomed. HCC welcomes the SPDs emphasis on active travel and improved access to the castle and Castle Park.</p> <p>The Castle Park development will provide enhancement for walking and cycling to the east of the development, linking into existing provision as far as Grange Paddocks leisure centre. A well-waymarked, off-road, and direct active travel route through the site would serve to reconnect the town to these features.</p> <p>Consideration should also be given to what this site can contribute to longer distance routes. This includes links from the Bishop's Stortford North (BSN) development to the station and from Stansted airport to the town. There remains severance on the north-south river corridor from BSN to the Old River Lane site via Grange Paddocks, between Grange Paddocks and BSN. HCC has a preferred scheme to close this gap</p>	<p>Support noted and welcomed.</p> <p>Noted. Wayfinding and legibility towards Castle Gardens and other adjacent areas forms a key part of the Design Principles (Chapter 7) which should integrate with the proposals and interventions highlighted in this section.</p> <p>Noted. An additional sentence has been added clarifying which project the cycle path relates to, as well as the wider package of measures designed to improve the accessibility and connectivity of the River Stort across the town.</p>	<p>-</p> <p>No amendment in response to this issue.</p> <p>Add the following sentence to paragraph 4.4.5:</p> <p>4.4.5 Currently plans exist to extend and enhance the cycle route that runs north to south through the Green Wedge along the river (Figure 12 below). <u>This forms part of project PR60 in the Growth and Transport Plan and the wider package of measures PK5 designed to make the River Stort more accessible and connected.</u> This would</p>

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
			and establish a through route. This would link residents to the Grange Paddocks leisure complex and green infrastructure to the north and open up opportunities for e-cargo delivery. However, this requires additional funding of approximately £450,000 to begin delivery.		allow cycling access along the river for residents to the north, including the new development being delivered at Bishop's Stortford North. Once the cycle route is completed, access points into the town centre would still be challenging, but Old River Lane presents an opportunity to provide the infrastructure and connections necessary to encourage cycling access into the town.
Bishop's Stortford Civic Federation (416)	4. Transport		4.0 - Transport Options - The section lacks any public transport proposals, especially for late-night users. Some objectives are needed to support the masterplanning of public transport, especially as the site is some distance from the bus interchange at the station and buses heading south of the town. A feasibility of a circular shuttle bus from the interchange up South St to North St then back to the interchange via Link Road, The Causeway and Dane Street should be examined.	An additional section has been added to support the provision of public transport.	Insert additional section at <u>4.3 Public Transport</u> covering introductory paragraphs and relevant interventions in Growth and Transport Plan.
Mr Colin Arnott	4.1 Introduction		4.1.3-4 cites the relevance of the Bishop's Stortford Transport Options Report 2018 which aligns with HCCs LTP4 to recognise and balance the needs of residents and workers who travel and park their private vehicles with increased sustainable transport	The Bishop's Stortford Transport Options Report has now been superseded following the adoption of Eastern Area Growth and Transport Plan in July. As such references have been updated	Chapter 4 updated to reflect the adoption of the Eastern Area Growth and Transport Plan and also the Bishop's Stortford Silverleys and Meads Neighbourhood Plan (1st Revision).

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			opportunities which encourage modal shift and reduce traffic congestion. As noted above re para 1.4.19, the prioritisation principles used in LTP4 to tackle congestion have themselves been reviewed and in some cases superseded by the revised transport policies in the Bishop's Stortford Neighbourhood Plan Review 2022 and which now form the relevant Development Plan transport policies for Bishop's Stortford. Specifically, the Examiner did not share the views of (the) highway authority that there is not an appropriate balance between concerns over congestion, and the objectives for sustainable modes of transport. Instead, he endorsed the NPs policy TP1 on the need to Assess transport impacts and mitigation of development on traffic congestion and resident amenity.	throughout the SPD and particularly in Chapter 4 to reflect this update. Likewise, Chapter 4 now incorporates a section relating specifically to the Bishop's Stortford Silverleys and Meads Neighbourhood Plan (1 st Revision).	
Mrs Elizabeth Deborah Munro (112)	4.1 Introduction	Object	ORL may have high expectations of delivering an increase in walking and bike use in the town, unfortunately the promised improvements in infrastructure have not materialised therefore leaving poor transport links for cyclists. It is possible to walk into the town centre but if you intend to purchase invariably you	The Transport Options Chapter, alongside the movement section in Chapter 7 Design Principles, aims to prioritise active travel and also introduce potential interventions to support these objectives. The importance of the relationship between documents is noted and	Chapter 4 updated to reflect the adoption of the Eastern Area Growth and Transport Plan and also the Bishop's Stortford Silverleys and Meads Neighbourhood Plan (1st Revision).

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
			<p>will take a car as there is little public transport. The town requires up to date Transport Modelling which any potential developer could refer to. The Independent Examiner Christopher Lockhart-Mummery QC (May 2022) Bishop's Stortford TOWN COUNCIL NEIGHBOURHOOD PLAN FOR SILVERLEYS AND MEADS WARDS (1st REVISION) 2021-2033 Bishop's Stortford TOWN COUNCIL NEIGHBOURHOOD PLAN FOR ALL SAINTS, CENTRAL, SOUTH AND PART OF THORLEY (1st REVISION) 2021-2033 stated an alteration to TP1 b) would require traffic surveys more than 2 years. I find that this is somewhat onerous and out of line with normal practice and Recommend that a period of 3 years be substituted. Therefore, quoting Bishop's Stortford Transport Options Report 2018 and the Bishop's Stortford Parking Study 2019. Of particular relevance to this SPD is the Transport Options report which aligns with Hertfordshire County Council's Local Transport Plan 4 (LTP4) 2018 is unacceptable as the developer could be misled in to believing these relevant when 2 out</p>	<p>agreed. The Transport Options Chapter has been updated to include reference to the Hertfordshire Eastern Area Growth and Transport Plan (which supersedes the Transport Options Report) and the updated Neighbourhood Plan for Bishop's Stortford Silverleys and Meads.</p>	

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			of the 3 are out of date in regards to the Revised BSNP's.		
Mark Doran (140)	4.1 Introduction	Support	The prioritisation of sustainable modes is essential for minimising carbon emissions and impact on air quality. However, I would ask the council to consider working with Herts CC to pedestrianise South St and North St to strengthen the vibrancy of the town centre and make it a destination where people want to spend time (and therefore increase spending in local retail/restaurants), as happens when the roads are closed for special events. I would also support the extension of the proposed 20mph zone to cover all of the town centre and the Link Rd, Hadham Rd etc to improve pedestrian access from surrounding areas including the new developments to the town centre. Finally, cycle links should be prioritised from all the new developments around the town, as it's essential these new residents walk/cycle into town rather than drive (otherwise congestion will increase further, with more carbon emissions and worse air quality).	<p>HCC has recognised the benefit of a pedestrian friendly South Street and North Street as set out in the Hertfordshire Eastern Area Growth and Transport Plan. Despite some of these interventions being outside the SPD's area of focus, the SPD still seeks to ensure it supports wider interventions where it can.</p> <p>The improvement of pedestrian access to the surrounding areas is one of the key outputs of the SPD, specifically a focus on Bridge Street and the Link Road and therefore access improvements for pedestrians to the town centre and Castle Gardens across ORL.</p> <p>Agreed – the SPD seeks to prioritise active travel opportunities in Chapter 7 Design Principles.</p>	No amendment in response to this issue.

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
Parsonage Residents Association (249)	4.1 Introduction		<p>The ORL may have high expectations of delivering an increase in walking and bike use in the town, unfortunately, the promised improvements in infrastructure have not materialised therefore leaving poor transport links for cyclists. It is possible to walk into the town centre but if you intend to purchase invariably you will take a car as there is little public transport. The town requires up to date Transport Modelling which any potential developer could refer to. The Independent Examiner Christopher Lockhart-Mummery QC (May 2022) Bishop's Stortford TOWN COUNCIL NEIGHBOURHOOD PLAN FOR SILVERLEYS AND MEADS WARDS (1st REVISION) 2021-2033 Bishop's Stortford TOWN COUNCIL NEIGHBOURHOOD PLAN FOR ALL SAINTS, CENTRAL, SOUTH AND PART OF THORLEY (1st REVISION) 2021-2033 stated an alteration to TP1 b) would require traffic surveys more than 2 years old. I find that this is somewhat onerous and out of line with normal practice and - Recommend that a period of 3 years be substituted. Therefore, quoting Bishop's Stortford Transport Options</p>	<p>The transport section, alongside the movement section in Chapter 7 Design Principles, aims to prioritise active travel and also introduce specific interventions to support these aims.</p> <p>The relationship between documents is noted and agreed. The updated Transport Options chapter has been updated to include reference to the Hertfordshire Eastern Area Growth and Transport Plan and also the updated Neighbourhood Plan.</p>	Chapter 4 updated to reflect the adoption of the Eastern Area Growth and Transport Plan and also the Bishop's Stortford Silverleys and Meads Neighbourhood Plan (1st Revision).

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			Report 2018 and the Bishop's Stortford Parking Study 2019. Of relevance to this SPD is the Transport Options report which aligns with Hertfordshire County Council's Local Transport Plan 4 (LTP4) 2018 is unacceptable as the developer could be misled in to believing these relevant when 2 out of the 3 are out of date in regards to the Revised BSNP's		
Cllr Calvin Horner (168)	4.1 Introduction		4.1.2 Whilst the following section includes references to the Transport Options Report and Parking Study for Bishop's Stortford, I believe the SPD should include a more detailed consideration of pedestrian and cycle links to the town Centre. There are challenges in making these links given the steep and narrow nature of the western section of Bridge Street, the steps in Devoils Lane and the narrowness of Water Lane and Barretts Lane.	The SPD sets out a series of principles and interventions that prioritise active travel in relation to the ORL development site. The chapter also sets out opportunities at ORL to interact with cycle and pedestrian-specific plans in relation to Castle Gardens. The SPD ensures that wider-town centre interventions, as set out in the Hertfordshire Eastern Area Growth and Transport Plan are supported.	No amendment in response to this issue.
Bishop's Stortford Civic Federation (417)	4.1 Introduction		4.1.3-4 - Cites the relevance of the Bishop's Stortford Transport Options Report 2018 which aligns with HCCs LTP4 to recognise and balance the needs of residents and workers who travel and park their private vehicles with increased sustainable transport opportunities which encourage	The Bishop's Stortford Transport Options Report has now been superseded following the adoption of Eastern Area Growth and Transport Plan in July. As such references have been updated throughout the SPD and particularly in Chapter 4 to reflect this update.	Chapter 4 updated to reflect the adoption of the Eastern Area Growth and Transport Plan and also the Bishop's Stortford Silverleys and Meads Neighbourhood Plan (1st Revision).

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
			modal shift and reduce traffic congestion. As noted above re para 1.4.19, the prioritisation principles used in LTP4 to tackle congestion have themselves been reviewed and in some cases superseded by the revised transport policies in the Bishop's Stortford Neighbourhood Plan Review 2022 and which now form the relevant Development Plan transport policies for Bishop's Stortford. Specifically, the Examiner did not share the views of (the) highway authority that there is not an appropriate balance between concerns over congestion, and the objectives for sustainable modes of transport. Instead, he endorsed the NPs policy TP1 on the need to: <p>~ Assess transport impacts and mitigation of development on traffic congestion and resident amenity.</p>	Likewise, Chapter 4 now incorporates a section relating specifically to the Bishop's Stortford Silverleys and Meads Neighbourhood Plan (1 st Revision).	
Mr Colin Arnott (126)	4.2 Old River Lane and Northgate End Multi-Story Car Park		4.2.5 says The ORL development has the opportunity to explore the potential for utilising town centre car parks, including Northgate End, to provide capacity for proposed uses on ORL, (including) arrangements with new residents to help limit the number of spaces needed on the Old River Lane site itself. This makes clear that the development of	Paragraph 4.2.5 doesn't conflict with Policy BISH8 II(g) by referring to the potential for utilising neighbouring car parks. Policy BISH8 II(g) requires on-site car parking to be sufficient to meet the needs of the uses proposed on ORL. If, by exploring opportunities with neighbouring car parks the need from the proposed uses is reduced, then it allows a	No amendment in response to these issues.

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			<p>Northgate End CP was designed to provide additional capacity for residential and other proposed uses on ORL. As noted above, this clearly conflicts with Policy BISH8 II(g) which states that on-site car parking will need to be sufficient to meet the needs of the uses proposed. Having utilised funding from the LEP at Northgate End intended to support the mixed community, commercial and town centre vitality objectives of ORL, this principle should also be recognised in section 4.2. to justify contravening Policy BISH8 II(g).</p> <p>4.2.7 cites emerging (now adopted) HCC Eastern Area Growth and Transport Plan (EAGTP) improvement packages including Package PK18 which deals with Town Centre Traffic Congestion Management particularly relevant to any proposals at Old River Lane. Whilst the principle of dealing with the expected Town Centre traffic congestion impacts of ORL is essential, consideration of traffic management and other mitigation measures should not be limited to the EAGTP packages. As noted above, these Packages (taken</p>	<p>scheme to come forward that can provide less parking whilst still meeting Policy criterion II(g).</p> <p>The aim of this section in the SPD is to ensure that any development at Old River Lane can complement and understand any transport improvements coming forward that directly effect ORL or the wider-ORL area. Whilst detailed transport assessments and modelling will be required to define detailed matters, the SPD only seeks to ensure that the right package of measures and opportunities are signposted so that any development can integrate these into the scheme from an early stage. As details evolve and discussions continue, the most relevant</p>	

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
			originally from the Transport Options report) were never adopted by EHC, BSTC or the Shaping Stortford group and the prioritisation principles used in the EAGTP have themselves been reviewed and in some cases superseded by the revised transport policies in the current Neighbourhood Plan Review. It is essential that off-site mitigation needs of traffic impacts are identified by a comprehensive Transport Assessment (TA) of the ORL development on all relevant town centre junctions and links which must be carried out at the Masterplan stage (as informed by the SDP), with the participation of HCC Highways and not left to the planning application process.	interventions and can then be utilised.	
Mrs Sarah Aldred (197)	4.2 Old River Lane and Northgate End Multi-Story Car Park		Whilst I would support a one-way south system for Bells Hill, we would need to keep the current parking for the residents in Bells Hill. Parking is extremely stretched, and removal of these parking spaces would just push the problem elsewhere e.g., Regency Close and Windhill which are the only other option in our parking permit area. The council just seems to keep issuing parking	Noted. The SPD does not set out to remove or alter parking in Bells Hill, but it does seek to provide a balanced approach to transport that prioritises active travel.	No amendment in response to this issue.

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			permits without taking into consideration how many cars are trying to park in a very limited number of spaces. There is already increased frustration from the residents in the above areas about parking in their roads especially Regency Close which is cul-de-sac. We pay a lot of money for our parking permits (which I am happy to do) but we do need somewhere to park. We all have to benefit from the new proposals, car owners, cyclists and pedestrians alike. We could also benefit from electric car charges being installed in some of the Windhill parking bays for those without drives that wish to purchase an electric car.		
Mr John Rhodes (192) Stewart Marshall (383)	4.2 Old River Lane and Northgate End Multi-Story Car Park		Section 3.2 recognises that the scale of any retail offer at ORL should complement and support the existing retail offer in the town. This is somewhat at variance with the statement in para 4.2.1 that the ORL development will bring forward a substantial increase in retail floorspace. Even at the time of the Henderson proposal for the site, the trend towards online shopping was weakening the case for additional retail floorspace, and since then the	There is currently no retail use on the site of ORL. Policy BISH8 sets out a requirement for the inclusion of retail. Therefore, there will be a notable increase in retail use on the site – a change has been made to this paragraph for additional for clarity. Section 3.2 seeks to ensure that any retail offer complements and doesn't compete with Bishop's Stortford	No amendment in response to these issues.

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
			<p>Covid pandemic has accelerated that trend substantially. Bearing in mind that our most recent retail development, Jackson Square, has never been fully let, there needs to be an up-to-date reassessment of the demand for additional space before the extent of any extra provision at ORL is confirmed. The last thing the town needs is the degradation of South Street because existing retailers are tempted by the developer to relocate to ORL. Any retail provision should be located as closely as possible to Jackson Square to reinforce rather than deplete the existing retail offer.</p>	<p>Town Centre. As such it is not at variance with paragraph 4.2.1.</p> <p>Section 9 of the SPD sets out that a Retail Impact Assessment will need to be submitted with any planning application. This will need to address, inter alia:</p> <ul style="list-style-type: none"> • The impact of the proposal on existing, committed and planned public and private investment in the catchment of the proposal. • The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider retail catchment area. 	
Bishop's Stortford Civic Federation (442)	4.2 Old River Lane and Northgate End Multi-Story Car Park		<p>Retail demand: Section 3.2 recognises that the scale of the development's retail offer should complement and support the town's existing retail offer. However, this contradicts para 4.2.1, which says the ORL development will bring forward a substantial increase in retail floorspace.</p> <p>The case for additional retail floorspace needs to be tested, e.g. via a 'lite' retail demand study, especially since Covid-19 has led to an increase in online shopping</p>	<p>There is currently no retail use on the site of ORL. Policy BISH8 sets out a requirement for the inclusion of retail. Therefore, there will be a notable increase in retail use on the site – a change has been made to this paragraph for additional for clarity.</p> <p>Section 3.2 seeks to ensure that any retail offer complements and doesn't compete with Bishop's Stortford Town Centre. As such it is not at variance with paragraph 4.2.1.</p>	No amendment in response to these issues.

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			compared to footfall shopping. Also Jackson Square has never been fully let and vacancy rates on South St and elsewhere seem to be increasing. ORL should therefore offer retail options that complement South St and Jackson Square rather than challenge and compete with them.	<p>Section 9 of the SPD sets out that a Retail Impact Assessment will need to be submitted with any planning application. This will need to address, inter alia:</p> <ul style="list-style-type: none"> • The impact of the proposal on existing, committed and planned public and private investment in the catchment of the proposal. • The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider retail catchment area. 	
Cllr Calvin Horner (167)	4.2 Old River Lane and Northgate End Multi-Story Car Park		4.2.6 This section requires updating, in particular with regard to the relevance of SM2 where some of the alternative approaches have already been adopted or discarded following the completion of Northgate End MSCP. The reference to Eastern Area Growth and Transport Plan is also in error as following its adoption the quote is from Package PK19 rather than PK18 as stated. There is requirement to strengthen the references to those packages and interventions promoting active travel and that this should not be restricted to consideration of the site. For instance, there are references to	<p>The Bishop's Stortford Transport Options Report has now been superseded following the adoption of Eastern Area Growth and Transport Plan in July. As such references have been updated throughout the SPD and particularly in Chapter 4 to reflect this update.</p> <p>Likewise, Chapter 4 now incorporates a section relating specifically to the Bishop's Stortford Silverleys and Meads Neighbourhood Plan (1st Revision).</p>	Chapter 4 updated to reflect the adoption of the Eastern Area Growth and Transport Plan and also the Bishop's Stortford Silverleys and Meads Neighbourhood Plan (1st Revision).

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
			providing routes between the Northgate End car park and the Town Centre via ORL, but ORL has a role to play in promoting active transport routes to the north beyond the MSCP and thereby reducing congestion and improving air quality in the Northgate End area.		
Ms Jill Jones (224)	4.2 Old River Lane and Northgate End Multi-Story Car Park	Object	4.2.2. Northgate End MSCP – in order to support the mixed-use transport vision, could some of this space be reserved for cycles and a cycle route joined through the park to the MSCP? Additionally, for an integrated approach, there is no mention of drop off and pick up spaces to alleviate pressure on the MSCP from visitors to the residential dwellings on the ORL site, or for deliveries.	<p>The prioritisation of connectivity and a focus on active transport is central to this SPD. The SPD notes the various strategies and policies that exist to support active travel. In particular Policy TP4 of the Bishop's Stortford Silverleys and Meads Neighbourhood Plan (1st Revision) and in regard to cycle parking, Policy TP7. Figure 12 sets out a potential route for cycle and pedestrian routes into the ORL site to and from Castle Gardens across the Link Road. This should work in conjunction with greater accessibility to the MSCP through the ORL site.</p> <p>The overall strategy is to reduce vehicular movement and prioritise walking and cycling as the preferred method through the site. However, it is noted that servicing and deliveries will be required for residential and commercial aspects of the site. As</p>	No amendment is response to this issue.

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
				such section 7.3 Parking and Servicing covers a number of these aspects.	
Gary Jones (292)	4.2 Old River Lane and Northgate End Multi-Story Car Park		4.2.6 The transport interventions table is taken from a 2018 document. Intervention SM2 has already been substantially implemented from one of the alternative approaches listed. It would be helpful to state the current position i.e., B Replace existing small roundabout with a signal-controlled junction linked to signal-controlled car park entry/exit	Agreed. This section has been updated to reflect the adoption of the Hertfordshire Eastern Area Growth and Transport Plan and SM2 has been deleted.	No amendment in response to this issue.
Mr Colin Woodward (362)	4.2 Old River Lane and Northgate End Multi-Story Car Park		4.2.5 Explore employee and worker provision? As EHC own/operate most BS car parks and Charringtons House and set residential development parking criteria then EHC should know fairly precisely now how many spaces could be lost to the public in Northgate or other paid parking in its car parks by designating spaces for displaced Charringtons House tenants, residents and workers required by the ORL site.	Noted.	No amendment in response to this issue.
Cityheart Homes Ltd (336)	4.2 Old River Lane and Northgate End Multi-Story Car Park		4.2.1 - Quantum of retail floor space This risks overstating the provision of retail floor space, and by association the possible highway and transportation trips and impacts.	There is currently no retail use on the site. Policy BISH8 sets out a requirement for the inclusion of retail. Therefore, there will be a notable increase to retail on the site.	Amend text as follows: 4.2.1 Proposals for Old River Lane will increase the demand for travel in Bishop's Stortford and place additional

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
				Change made for clarity.	strain on the existing road network. The Old River Lane development will bring forward a notable substantial increase in retail floorspace which is anticipated to enhance the town's retail offer in addition to new leisure uses which could increase the town centre's attractiveness, not only in retaining trips within the town, but attracting trips in from surrounding areas that might otherwise travel to other towns.
Jenette Greenwood (317)	4.2 Old River Lane and Northgate End Multi-Story Car Park		4.2 I think the traffic flow in town needs to be reviewed with serious consideration to pedestrianising the town centre. It was not built to accommodate all the cars that drive through it. A pedestrianised south street / potter street would allow cafes and restaurants to put more seating outside.	Noted. South Street and Potter Street largely fall outside of the scope of this SPD. However East Herts Council will continue to work with HCC to ensure that transport plans seek to enhance Bishop's Stortford Town Centre, including those interventions already identified in the Hertfordshire Eastern Area Growth and Transport Plan.	No amendment in response to this issue.
Lynne Garner (376)	4.2 Old River Lane and Northgate End Multi-Story Car Park		Employ specialists who really understand traffic flow, who can look at the infrastructure we have and improve it. Not the hodgepodge approach that seems to have taken place over the years, to the detriment of the local area. Perhaps make South Street pedestrian, which will improve the air quality and with	The measures and opportunities that this SPD highlights are derived from the Hertfordshire Eastern Area Growth and Transport Plan (GTP) and other relevant policies including the Neighbourhood Plan. The GTP is a document prepared by transport specialists from Hertfordshire County Council and sets out a	No amendment in response to this issue.

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			seating, planted containers make people want to visit the town centre and stay longer, therefore supporting local shops and businesses.	strategic view covering both Bishop's Stortford and Sawbridgeworth as well as the surrounding rural area.	
Bishop's Stortford Civic Federation (419)	4.2 Old River Lane and Northgate End Multi-Story Car Park		4.2.5 - says the ORL development has the opportunity to explore the potential for utilising town centre car parks, including Northgate End, to provide capacity for proposed uses on ORL, (including) arrangements with new residents to help limit the number of spaces needed on the Old River Lane site itself. This makes clear that the development of Northgate End CP was designed to provide additional capacity for residential and other proposed uses on ORL. As noted above, this clearly conflicts with Policy BISH8 II(g) which states that on-site car parking will need to be sufficient to meet the needs of the uses proposed. Having utilised funding from the LEP at Northgate End intended to support the mixed community, commercial and town centre vitality objectives of ORL, this principle should also be recognised in section 4.2. to justify contravening Policy BISH8 II(g).	Paragraph 4.2.5 doesn't conflict with Policy BISH8 II(g) by referring to the potential for utilising neighbouring car parks. Policy BISH8 II(g) requires on-site car parking to be sufficient to meet the needs of the uses proposed on ORL. If, by exploring opportunities with neighbouring car parks the need from the proposed uses is reduced, then it allows a scheme to come forward that can provide less parking whilst still meeting Policy criterion II(g)	No amendment in response to this issue.

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
Bishop's Stortford Civic Federation (418)	4.2 Old River Lane and Northgate End Multi-Story Car Park		4.2.3 - Interventions table - reference to the Hertfordshire EAGTP (see 4.2.7 and elsewhere) is needed, to show this is not a list of interventions dreamed up by the SPD. Clarity is also needed to say whether this is a prioritised list, and the extent to which funding for each of them relies on the development s106 agreement(s).	Clarity has now been provided in paragraph 4.2.6 which sets out that the interventions list is derived from the Growth and Transport Plan.	Update to paragraph 4.2.6 as follows: 4.2.6 The Other interventions are also included in the Transport Options report and the Council will also require proposals for development at Old River Lane to consider the prioritised list of schemes set out below <u>which are derived from the Growth and Transport Plan</u> . Further information on Bridge Street is set out at Section 4.34.
Bishop's Stortford Civic Federation (420)	4.2 Old River Lane and Northgate End Multi-Story Car Park		4.2.7 - Cites emerging (now adopted) HCC Eastern Area Growth and Transport Plan (EAGTP) improvement packages including Package PK18 which deals with Town Centre Traffic Congestion Management as particularly relevant to any proposals at Old River Lane. Whilst the principle of dealing with the expected Town Centre traffic congestion impacts of ORL is essential, consideration of traffic management and other mitigation measures should not be limited to the EAGTP packages. As noted above, these Packages (taken originally from the Transport Options report) were never adopted by EHC, BSTC or the Shaping Stortford group and the	The Transport Options Chapter has now been updated to reflect the adoption of the Hertfordshire Eastern Area Growth and Transport Plan. A section has also been added to the Chapter regarding the Bishop's Stortford Silverleys and Meads Neighbourhood Plan (1 st Revision). The aim of this section in the SPD is to ensure that any development at Old River Lane can complement and understand any transport improvements coming forward that directly effect ORL or the wider-ORL area. Whilst detailed transport assessments and modelling will be required to define detailed matters, the SPD only seeks to ensure that	Chapter 4 updated to reflect the adoption of the Eastern Area Growth and Transport Plan and also the Bishop's Stortford Silverleys and Meads Neighbourhood Plan (1st Revision).

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			prioritisation principles used in the EAGTP have themselves been reviewed and in some cases superseded by the revised transport policies in the current Neighbourhood Plan Review. It is essential that off-site mitigation needs of traffic impacts are identified by a comprehensive Transport Assessment (TA) of the ORL development on all relevant town centre junctions and links which must be carried out at the Masterplan stage (as informed by the SDP), with the participation of HCC Highways and not left to the planning application process.	the right package of measures and opportunities are signposted so that any development can integrate these into the scheme from an early stage. As details evolve and discussions continue, the most relevant interventions and can then be utilised.	
Mrs Susan Swan (66)	4.3 Bridge Street		It was a great idea to build a car park first, but then to leave the car park near Waitrose empty and to increase the charges at the new Northgate end car park. I can see that you are encouraging people to walk and use public transport, but until the bus service improves and the cost of fares decreases many people will continue to use their car.	Noted.	No amendment in response to this issue.
Mr Colin Arnott (127)	4.3 Bridge Street		4.3 Bridge Street / 4.4 Link Road these sections reference EAGTP Package 17 on Bridge Street interventions and potential S106 contributions on vehicle and	The aim of the SPD is to add detail to the various policies in the development plan. As such the identification of possible	No amendment in response to this issue.

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
			pedestrian access options from and across Link Road. Again, while the improvement objectives can be broadly supported, specific mitigation measures must be identified based on a comprehensive TA of the alternative ORL development and access options which should be carried out at the Masterplan stage. The specific solutions suggested here are premature and should be deleted.	<p>interventions and proposals fits with this objective.</p> <p>Whilst detailed transport assessments and modelling will be required to define detailed matters, the SPD only seeks to ensure that the right package of measures and opportunities are signposted so that any development can integrate these into the scheme from an early stage. As details evolve and discussions continue, the most relevant interventions and can then be utilised.</p>	
Carolyn Matthews (89)	4.3 Bridge Street	Object	PR17 by reducing to single lane would mean traffic turning right towards Hockerill would compound congestion. Have you witnessed the chaos of the 'school run'?? St Mary's as the only Catholic secondary school in the area has a wide catchment area, The College and primary schools all use this area.	The adoption of the Hertfordshire Eastern Area Growth and Transport Plan (GTP) now supersedes PR17 set out in the Transport Study. PR17 in the GTP now seeks to increase walking mode share through improved pedestrian facilities on Bridge Street, as such it does not directly propose to reduce Bridge Street eastbound to one lane. Whilst this may still be an option in terms of improving pedestrianisation of Bridge Street, there will be other options explored.	No amendment in response to this issue.
Cllr Mione Goldspink (327)	4.3 Bridge Street		Page 44, 4.3.2 Reducing the number of carriageways on Bridge Street. I am not sure that this would work as	Section 4.3 (now 4.4.) - This section has been updated to refer to the more flexible language used in PR17	Update 4.3.2 as follows:

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			some vehicular access to Coopers will need to be maintained. Please put a question mark over PR17.	of the Hertfordshire Eastern Area Growth and Transport Plan. The updated wording in the SPD now refers to working through detailed options in conjunction with HCC.	4.34.2 Reducing the number of vehicular carriageways on Bridge Street and widening the footways achieves two goals; firstly, the improvement of the poor pedestrian environment along Bridge Street by making best use of the opportunity to integrate Bridge Street directly with any public square or public building to the south of Old River Lane; and secondly, it will support the key objective to increase active travel to, and from, and through the Old River Lane site. Old River Lane provides a key opportunity for the site to interact with and enhance Bridge Street and maximise opportunities for pedestrians. PR17 is flexible in its approach to increasing walking mode share and improving pedestrian facilities on Bridge Street. Applicants should discuss with Hertfordshire County Council how their proposals meet the expectations of PR17.
Ms Jill Jones (217)	4.3 Bridge Street	Support	4.3 PR17 support PR48 support 20mph however this should be extended and should run from Grange Paddocks into town. PR49 support PR60 see comments in objections below, could this be to the Northgate end MSCP? PR61 support	Support noted and welcomed.	-

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
Bishop's Stortford Civic Federation (421)	4.3 Bridge Street		4.3 - 4.4 These sections on Bridge St and Link Road reference EAGTP Package 17 on Bridge St interventions and potential S106 contributions on vehicle and pedestrian access options from and across Link Road. Again, while the improvement objectives can be broadly supported, specific mitigation measures must be identified based on a comprehensive TA of the alternative ORL development and access options which should be carried out at the Masterplan stage. The specific solutions suggested here are premature and should be deleted. Bridge St There is no specific mention of the need for improvements to the western end of Bridge St, and determining the best way for the traffic to flow, i.e. west east or east west, especially with respect to pedestrian focussed changes to Potter Street, Market Street and North Street and air quality. For example, traffic going up Bridge St (east west) will have to wait at the traffic lights and make a hill-start, whereas traffic going down Bridge St (west-east) can almost coast into Bridge St. Some guidance	<p>Section 4.3 (now 4.4) - This section has been updated to refer to the more flexible language used in PR17 of the Hertfordshire Eastern Area Growth and Transport Plan. The updated wording in the SPD refers to working through detailed options in conjunction with HCC.</p> <p>Section 4.4 - The clear position in Policy BISH8 (c) meant that it was pragmatic for the SPD to look for opportunities to direct links across Link Road between Castle Gardens and ORL. It is also a good opportunity to capture the other strategies, such as PR60 and the Castle Garden upgrades in order to deliver a strategic picture to any opportunities. All crossings and diagrams are indicative only and will be subject to the detailed work undertaken.</p>	<p>Update 4.3.2 as follows:</p> <p>4.3.2 Reducing the number of vehicular carriageways on Bridge Street and widening the footways achieves two goals; firstly, the improvement of the poor pedestrian environment along Bridge Street by making best use of the opportunity to integrate Bridge Street directly with any public square or public building to the south of Old River Lane; and secondly, it will support the key objective to increase active travel to, and from, and through the Old River Lane site. Old River Lane provides a key opportunity for the site to interact with and enhance Bridge Street and maximise opportunities for pedestrians. PR17 is flexible in its approach to increasing walking mode share and improving pedestrian facilities on Bridge Street. Applicants should discuss with Hertfordshire County Council how their proposals meet the expectations of PR17.</p>

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			is needed on what traffic needs to remain on Old River Lane, e.g., can access to deliveries and parking to Coopers be provided in any other way, including us of Water Lane? Any transport assessments for the site need to compare to the benefits of creating a pedestrian, cycling, leisure-& arts friendly street scene on ORL vs retaining vehicle access. Link Road and Castle Gardens As an introduction to Chs 5 & 7 (7.6) this sub-section should include discussion of building heights their influence on the streetscape, especially on these two streets		
Mr Colin Arnott (128)	4.4 Link Road and Castle Gardens		4.3 Bridge Street / 4.4 Link Road - these sections reference EAGTP Package 17 on Bridge Street interventions and potential S106 contributions on vehicle and pedestrian access options from and across Link Road. Again, while the improvement objectives can be broadly supported, specific mitigation measures must be identified based on a comprehensive TA of the alternative ORL development and access options which should be carried out at the Masterplan stage. The specific	Section 4.3 (now 4.4) - This section has been updated to refer to the more flexible language used in PR17 of the Hertfordshire Eastern Area Growth and Transport Plan. The updated wording in the SPD refers to working through detailed options in conjunction with HCC. Section 4.4 - The clear position in Policy BISH8 (c) meant that it was pragmatic for the SPD to look for opportunities to direct links across Link Road between Castle Gardens and ORL. It is also a good opportunity to capture the other	Update 4.3.2 as follows: 4.3.2 Reducing the number of vehicular carriageways on Bridge Street and widening the footways achieves two goals; firstly, the improvement of the poor pedestrian environment along Bridge Street by making best use of the opportunity to integrate Bridge Street directly with any public square or public building to the south of Old River Lane; and secondly, it will support the key objective to increase active travel to, and from, and through the Old River Lane site. Old River Lane provides a

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
			Transport Options		
			solutions suggested here are premature and should be deleted.	strategies, such as PR60 and the Castle Garden upgrades in order to deliver a strategic picture to any opportunities. All crossings and diagrams are indicative only and will be subject to the detailed work undertaken.	key opportunity for the site to interact with and enhance Bridge Street and maximise opportunities for pedestrians. PR17 is flexible in its approach to increasing walking mode share and improving pedestrian facilities on Bridge Street. Applicants should discuss with Hertfordshire County Council how their proposals meet the expectations of PR17.
Carolyn Matthews (95)	4.4 Link Road and Castle Gardens	Support		Support noted and welcomed.	-
Angela Marshall (281)	4.4 Link Road and Castle Gardens		d. Cycle Routes Section 4.4.5/6 - As a pedestrian walking into town along the towpath from the North several times a week, I would like to know that cyclists, if they are to be encouraged to use the towpath, should be given a separate lane as happens in other cities e.g., York. It could be very dangerous to families walking, dogs and the elderly/infirm as cycles often cannot be heard if they are approaching from behind bells do not seem to be used so much these days. Also, joggers and people using the Leisure Centre make this a busy footpath.	Any upgrade to the tow path will be in relation to Project PR60 set out in the Hertfordshire Eastern Area Growth and Transport Plan. Also relevant is Package PK5, which notes that; "Upgrade to the tow path alongside the River Stort, wide enough to accommodate both pedestrians and cyclists as well as seating and other landscape improvements".	No amendment in response to this issue.
Angela Marshall (280)	4.4 Link Road and Castle Gardens		c. Bus Stop on Link Road, near to the Charringtons building Section 4.4 Could this be given its own lay-by off	This SPD includes a number of interventions and projects set out in the Hertfordshire Eastern Area	No amendment in response to this issue.

Rep No.	Section / para number	Support or Object	Issue	Officer response	Proposed Amendment
4.			Transport Options		
			the Link Road? I should have thought this would have been done years ago, there is plenty of space.	<p>Growth and Transport Plan. The GTP does not include any plans to accommodate a lay-by for bus services along the Link Road and as such, the SPD does not set this out either.</p> <p>A new Section 4.3 on Public Transport has however been added to the SPD which include reference to the Hertfordshire County Council's Bus Service Improvement.</p>	
Cityheart Homes Ltd (337)	4.4 Link Road and Castle Gardens		4.4.6 - Section 106 Heads of Terms. Need to establish the precise package of such provision in due course. Need to determine whether these "Heads of Terms" meet the necessary tests of being necessary / reasonably required etc. Need to determine effect on overall scheme viability, and provision of other matters as part of the overall Section 106 package.	Noted.	-

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
			Constraints and Opportunities		
Cross-party working group on ORL site (20)	5. Constraints and opportunities		<p>There is no guidance on the options for Charringtons House. No reference to options for retention, adaptation or demolition. There is no reference to the points we raised in our report. No reference to the carbon cost of demolition.</p> <p>Amendment requested: Put Charringtons House in land use constraints, saying as follows: 'An existing large building in good condition, fully occupied, good covenants, easy to let, earning reliable, risk-free rental income for Council revenue. It is the location of the Council's public counter service.'</p>	<p>Policy BISH8 of the District Plan was informed by the Bishop's Stortford Town Centre Planning Framework. This presented two illustrative options for the redevelopment of Old River Lane. Both options included the demolition of Charringtons House. It has therefore always been the case that Charringtons House could be demolished. Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House, if demolition is proposed through the submission of a planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings of innovative design which contribute positively to the character of the Conservation Area.</p>	No amendment in response to this issue.
Mr Colin Arnott (129)	5. Constraints and opportunities		<p>As noted below, section 5.0 on Constraints and Opportunities is followed by the Vision and Development Objectives for ORL in Section 6.0. It is normal for the vision and objectives to precede constraints and opportunities. Reversing these sections implies that the aspirations for the development have been set by these limitations.</p>	Agreed.	Reverse Sections 5 and 6, with consequent amendments to the Table of Contents and paragraph 1.3.1.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
5.			Constraints and Opportunities		
			It would also be more positive to present Opportunities before Constraints in the Schedule at 5.1.1. This would also allow the Constraints and Opportunities to be organised by objectives. The logic for the present division and ordering of the schedule into four topic areas Traffic & Transport / Public Realm & Environment / Land Use / Heritage & Landscape is not explained. I believe it would be better organised either by objectives or expected intervention areas such as the Arts, Climate Change and Protection of the Environment and Project Delivery. There is also a tendency to describe opportunities as more detailed objectives for specific topic areas particularly for topics such as Heritage and Landscape. I recommend that these amendments are made in the Final SPD	Noted. However, both are presented in a tabular form which doesn't prioritise one over the other. The present division in topic areas is considered an appropriate approach and provides a clear reference for readers.	No amendment in response to this issue.
Bishop's Stortford Climate Group (308)	5. Constraints and opportunities	Object	Land use (and buildings use) (Section 5) In Opportunity land use it says e) To consider the benefits of including the United Reformed Church Hall in proposals to ensure a comprehensive redevelopment of the area. This understates the considerable benefit to retaining the	This is covered by f) to promote sustainability in its widest sense.	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
			Constraints and Opportunities		
			<p>carbon embedded in the existing building.</p> <p>On page 49 it says of Charringtons House c) The unsuitability of Charringtons House to meet modern day needs. There is no evidence to support this and to say that it would not be possible to retain the building in amended form. The SPD suggests there is a need for office space, so there is no case for pulling down office space to be rebuilt elsewhere on the site. The Sustainability and energy use section addresses the carbon embedded in construction, but this misses the point that to reduce carbon from construction the best approach is to refurbish existing buildings, unless compelling evidence can be provided that it is simply incompatible with the new use cases. In contrast to building operational energy needs, we are not yet in a position where the processes for steel and cement production are being decarbonised and reliance on these in construction will necessarily result in a pulse of emissions now which will be much more significant than the operational emissions even in a do nothing case.</p>	<p>Reference to the unsuitability of Charringtons House to meet modern day needs has been deleted.</p> <p>Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House or the URCH Hall, if demolition of either is proposed through the submission of a planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings of innovative design which contribute positively to the character of the Conservation Area.</p>	<p>Delete the following text from the table following paragraph 5.1.1 (now 6.1.1).</p> <p>c) The unsuitability of Charringtons House to meet modern day needs.</p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
5.			Constraints and Opportunities		
			<p>The Climate Group analysed the emissions from refurbishing Charringtons rather than demolition and rebuild and it is clear in emissions terms that refurbishment is preferential. The same would apply to a comparison of refurbishment and reuse of the United Reformed Church Hall against a new build alternative.</p> <p>Actions requested The URC can be retained, once refurbished for its value as a useful community facility, contributing to the character of the Conservation Area and surrounding listed buildings, to be used as a flexible community, arts and market space.</p> <p>Charringtons House can be retained for office use and refurbished for other uses such as health care. State that the LPA will strongly discourage demolition of URC and Charringtons House, because of the embedded carbon in them and state encouragement to repair and upgrade them, working at the entry points to both to ensure that they are integrated into the redeveloped site. The SPD should require a life</p>		

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
			Constraints and Opportunities		
			cycle assessment of proposals for the site, taking account of loss of embedded carbon as well as the additional carbon in any proposed new builds, using existing tools, for example London Plan One-click, or FCBS Carbon.		
Mr Graham Oxborrow (203)	5. Constraints and opportunities	Object	Show a requirement to keep and re-use well-loved and well-used existing buildings (URC Hall and Charringtons), so that the uses are not lost and to minimise carbon emissions in construction. Over the lifetime of a building the carbon in new construction is much more significant than the carbon emissions from its use.	<p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities), Applicants will also be required to explain and evidence how their proposals comply with relevant District Plan policies that seek to improve the environmental sustainability of new development.</p> <p>Policy BISH8 of the District Plan was informed by the Bishop's Stortford Town Centre Planning Framework. This presented two illustrative options for the redevelopment of Old River Lane. Both options included the demolition of Charringtons House. It has therefore always been the case that Charringtons House could be</p>	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
5.			Constraints and Opportunities		
				demolished. Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House, if demolition is proposed through the submission of a planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings of innovative design which contribute positively to the character of the Conservation Area.	
Bishop's Stortford Civic Federation (422)	5. Constraints and opportunities		5.0 - Constraints and Opportunities As noted below, this section, on Constraints and Opportunities is followed by Section 6 - Vision and Development Objectives for ORL. Rather, in documents such as a SPD it is normal for the vision and objectives to precede an evaluation of constraints and opportunities. In fact, by presenting them in their current order implies that the aspirations for the development have been set by these limitations. This chapter should therefore follow Ch 6, not precede it, as it sets out opportunities to achieve the vision and objectives and constraints to achieving them. (see also 6.0).	Agreed.	Reverse Sections 5 and 6, with consequent amendments to the Table of Contents and paragraph 1.3.1.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
			Constraints and Opportunities		
			<p>It would also be more positive if the Schedule/table that is part of 5.1.1 presented Opportunities in the LH column and Constraints in the RH column.</p> <p>This would allow the opportunities and the constraints to achieving them to be organised by objectives. Also, the logic for the present arrangement and ordering of the schedule into [only] four topic areas Traffic & Transport / Public Realm & Environment / Land Use / Heritage & Landscape is not explained. BSCF believes it would be better if the schedule/table was organised either by Objectives or expected intervention areas such as the Arts, Climate Change and Protection of the Environment and Project Delivery, etc. With respect to the opportunities already presented we find there is a tendency to describe/detail them as more detailed objectives for specific topic areas particularly for topics such as Heritage and Landscape rather than be action-oriented.</p> <p>Additionally, the table is missing topics such as: Leisure and Arts;</p>	<p>Noted. However, both are presented in a tabular form which doesn't prioritise one over the other.</p> <p>The present division in topic areas is considered an appropriate approach and provides a clear reference for readers.</p> <p>Leisure and Climate Change (sustainability) are both referred as an opportunity under land use. It is</p>	<p>No amendment in response to this issue.</p> <p>Add reference to housing under b) as follows:</p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
5.			Constraints and Opportunities		
			Climate Change and Carbon Footprint, as well as dwellings (part of Land Use?). BSCF recommends that these amendments are made in the Final SPD, the comments that follow though are reviewed as the constraints and opportunities are presented in the draft SPD.	agreed that reference to housing should be added to b).	b) To create a high quality mixed use development of <u>destination including</u> retail, leisure uses, along with a civic hub of other commercial and community uses, <u>and new housing</u>
Cross-party working group on ORL site (19)	5.1 Identification of Constraints and Opportunities		On page 49, in Heritage /landscape constraints, it says c) The unsuitability of Charringtons House to meet modern day needs. This is the only discussion of Charringtons House in the entire SPD. It is completely false. The building continues to function with various covenants and lets well. Amendment requested: Delete c) The unsuitability of Charringtons House to meet modern day needs.	Reference to the unsuitability of Charringtons House to meet modern day needs has been deleted.	Delete the following text from the table following paragraph 5.1.1 (now 6.1.1). c) The unsuitability of Charringtons House to meet modern day needs.
Cross-party working group on ORL site (28)	5.1 Identification of Constraints and Opportunities		Constraint public realm / environment. There is an existing electricity sub-station next to the road. Constraint land use. The number of Waitrose spaces for relocation is incorrect. Looking at the possible options, the number of spaces	Agreed, bullet point added. It is the quantum of spaces to re-provide that is the constraint rather than the location of the existing spaces.	Add a new bullet point to the constraints table under public realm/environment: <u>d) There is an existing electricity sub-station next to Old River Lane</u> No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
			Constraints and Opportunities		
			needing to be relocated is either about 8, or about 15 or about 40+.		
Mr James Tatchell (35)	5.1 Identification of Constraints and Opportunities	Object	The Waitrose car park should be left as it is, which will remove the need to demolish the important URC Hall. Any pedestrian link to the new MSCP can be to the side of the existing Waitrose Car Park.	Noted. The Strategic Masterplanning Framework diagram has been updated and the illustrative pathway from north to south would not preclude alternative walkways if this was the preferred design solution, when taking account of all constraints.	No amendment in response to this issue.
Mr Colin Arnott (130)	5.1 Identification of Constraints and Opportunities		<p>Traffic and Transportation: If lack of cycle parking and pedestrian/ cycling/vehicular conflict are constraints, it is not clear why prioritising walking and cycling is an opportunity.</p> <p>High pollution levels in the nearby Hockerill Air Quality Management Area (AQMA) is an important constraint on open area activities and would be better included in a Climate Change and the Environment topic area.</p> <p>Public Realm/Environment Securing long term stewardship of public spaces within the development is an important project delivery requirement but the current lack of stewardship mechanisms is a constraint.</p>	<p>Redevelopment of the site offers the opportunity to improve the current situation by prioritising walking and cycling within the site and to improve permeability for pedestrians and cyclists.</p> <p>The constraint is appropriately listed as the main source of pollution is from road transport.</p> <p>Redevelopment of the site offers the opportunity to secure the long term stewardship of public spaces within the development.</p>	No amendment in response to these issues.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
5.			Constraints and Opportunities		
			<p>Land Use - The Land Use topic is rightly presented almost entirely in terms of the opportunities which a largely undeveloped site in a key town centre/conservation area location offers. The only constraints are around competing aspirations/ requirements for use of the site including: Waitrose own a lease on the portion of car parking to the south of their store and they require to retain all the at grade/storefront walk-in parking which forms part of their offer. That the loss of any of the existing 170 storefront spaces as part of reorganisation of the site layout should be on a like-for-like basis.</p> <p>That meeting the around 100 homes requirement of Policy BISH8 II at appropriate height and density standards means that most of the built space will be for housing crowding out the key objectives of delivering the sensitive development of a new town centre destination with a mix of commercial and community and high-quality public spaces. I would support the Land Use opportunities identified but note that opportunities (b) on mixed use</p>	<p>Noted.</p> <p>Noted.</p>	

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
			Constraints and Opportunities		
			<p>development and (f) on promoting sustainability simply repeat the development objectives.</p> <p>The list would benefit from more clearly identified existing and new use opportunities including: Recognising that The United Reformed Church Hall is a valued community asset is clearly an opportunity not a constraint for a development with a stated objective to provide and improve community assets and having extended the red line boundary to include the hall.</p> <p>As well as constraining use of part of the site, the Waitrose store located in a sympathetically designed building at the northern entrance to the site - should be acknowledged as the principal existing and future anchor opportunity for retail and related development at ORL. Waitrose is a recognised destination brand with a wide, dedicated catchment across East Herts and surrounding districts. The closest Waitrose stores are at Saffron Walden and Buckhurst Hill - 14 and 20 miles away respectively - in neighbouring counties. There is a locally unique opportunity for</p>	<p>The benefits of including the United Reformed Church Hall in proposals is recognised as an opportunity.</p> <p>Agreed. Opportunity added within the land use section of the Constraints and Opportunities Chapter.</p>	<p>Add new d) to Opportunity: Land Use section of Chapter 4:</p> <p><u>e)d) To capitalise on the location of Waitrose as an anchor store in Bishop's Stortford</u></p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
5.			Constraints and Opportunities		
			<p>complementary F&B, retail and business service, markets, events and similar destination uses to locate at ORL.</p> <p>Coopers of Stortford (the town's only nationally eponymous business) is a prominent anchor business/retail occupier at the key southern entrance to the site. Coopers have successfully transitioned from a physical to an online retail business by repurposing their existing listed building space. Their parent company, Damart UK, are headquartered in Bowling Green Mills, Bingley, one of West Yorkshire's leading listed mill conversions and should be encouraged to participate in heritage management at ORL.</p> <p>Charringtons House provides existing office business accommodation including managed workspace meeting identified office use needs (see section 3.3) and adaptable for other retail, service and community needs sustainably by reusing carbon locked up in existing buildings.</p>	<p>Noted.</p> <p>Noted – however the SPD doesn't specifically include proposals for the demolition of Charringtons House.</p>	<p>-</p> <p>No amendment in response to this issue.</p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
			Constraints and Opportunities		
			<p>Uniquely, the ORL site provides the opportunity to reuse the historic centre's only open but continuously actively used space the former cattle market and large enough to accommodate a growing range of destination activities, markets and events. Open space at the heart of ORL provides flexible capacity for a mix of built, covered, pop-up and open spaces which complements the destinations established and new retail, hospitality, local arts and community space. With the support of the Town Council, to extend the use and exploit the brand of Bishop's Stortford's historic Market Charter - delivering on the Vision of the uniqueness of this historic market town.</p> <p>Heritage/Landscape - There is a particular problem in this topic with Opportunities being described as Constraints including for example: The importance of heritage assets and the contribution they make to the town centre and The site has a very attractive historic edge to the west are clearly opportunities for ORL not constraints (unless the overriding objective is to redevelop</p>	<p>Noted. The SPD includes proposals for a public space. New sentence has been added to paragraph 7.7.1 to strengthen the Council's expectations.</p> <p>Heritage Assets are a potential constraint on development. The opportunity for proposals to preserve and enhance the conservation area has been included in the table.</p>	<p>Add new sentence to paragraph 7.7.1:</p> <p>7.7.1 Policy BISH8 requires the creation of new streets and public spaces and as such having a high-quality public realm will be key to the successful implementation of these public spaces and streets at Old River Lane. <u>The public space should have a welcoming character and be an adaptable space, suitable for public events, and with high quality hard and soft landscaping and public art in order to make it memorable, thus benefiting townscape legibility.</u></p> <p>Update the constraints and opportunities table, now in section 6, as follows:</p> <p>a) <u>To preserve and enhance the character and appearance of the Conservation Area, and</u> To protect and enhance the setting of Listed Buildings, the Conservation Area and other important heritage assets, including <u>the</u> Coopers building and</p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
5.			Constraints and Opportunities		
			<p>the whole area in an unsympathetic way).</p> <p>The unsuitability of Charringtons House to meet modern day needs would be a constraint if it was clearly demonstrated but, until it is, its current office business use is an opportunity to meet identified future requirements and reuse carbon locked up in the building.</p> <p>The number of mature trees including Category A (significant value) and the protection of the triangle of trees and green space towards the northern edge of the site are also clearly important natural assets and therefore an opportunity to retain. Similar assets such as the setting of Listed Buildings, the Conservation Area and other important heritage assets (Coopers, St Michaels, the URC) are described as opportunities.</p>	<p>Reference to the unsuitability of Charringtons House to meet modern day needs has been deleted.</p> <p>The SPD requires the retention of existing mature trees where possible. As such their inclusion as a constraint is appropriate.</p>	<p>views to the Church of St Michael and <u>of</u> the motte mound of Waytemore Castle</p> <p>Delete the following text from the table following paragraph 5.1.1 (now 6.1.1).</p> <p>c) The unsuitability of Charringtons House to meet modern day needs.</p> <p>No amendment in response to this issue.</p>
Mrs Susan Swan (67)	5.1 Identification of Constraints and Opportunities	Support	Vital to maintain the parking at Waitrose for those who have limited mobility. Similarly, URC needs to be retained.	<p>Parking for Waitrose will continue to be provided on site.</p> <p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which</p>	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
			Constraints and Opportunities		
				proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).	
Mr John Rhodes (191) Stewart Marshall (383)	5.1 Identification of Constraints and Opportunities		The constraints listed in section 5 identify this as a valued community asset. Far from being a constraint, it should be treated as an opportunity, and a building which should also be retained for sustainability reasons. Although policy BISH8 makes no reference to arts and culture, this is now included as the third objective in section 6 of the SPD. The main arts and culture offer is provided at the southern end of the town with the Southmill arts centre and the Empire Cinema. Any arts offer on ORL should complement and not duplicate the provision which exists already and should be focussed on the URC church hall, refurbished if necessary. Any additional provision, if not adjacent to the hall, should be as close as possible to the car park to minimise disturbance to any residential development on the site.	Noted. Objective 3 sets out that proposals should deliver a mix of town centre uses, including arts and culture, to create a vibrant place that supports and complements the wider town centre offer.	No amendment in response to this issue.
Cllr Calvin Horner (165)	5.1 Identification of Constraints and Opportunities	Object	5.1.1. (Table) With regard to Charringtons House the 'unsuitability' of the building to 'meet modern day needs' is asserted	Reference to the unsuitability of Charringtons House to meet modern day needs has been deleted.	Delete the following text from the table following paragraph 5.1.1 (now 6.1.1).

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
5.			Constraints and Opportunities		
			<p>without any discussion of the reasons why this view is held or of the current use of the building.</p> <p>Similarly, the inclusion of the URC Hall is assumed without a full discussion here or elsewhere of the merit of doing so. The inclusion of both as 'constraints', rather than 'opportunities' indicates that the document is being drawn up on the basis of decisions or assumptions having been made by the Council as the developers of the site. For neither of these buildings has the issue of sustainability and mitigation for the release of embedded carbon been referenced or considered.</p>	<p>Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House or the URC Hall, if demolition is proposed through the submission of a planning application, applicants will be required to explain and evidence how their proposals comply with relevant District Plan policies that seek to improve the environmental sustainability of new development.</p>	<p>e) The unsuitability of Charringtons House to meet modern day needs.</p>
Bishop's Stortford Civic Federation (442)	5.1 Identification of Constraints and Opportunities		<p>The constraints listed in Chapter 5 identify the URC Church hall as a valued community asset. It's much-used for many performing arts purposes as well as other community uses – though SPD does not acknowledge any of them. Therefore, rather than being a constraint, the building should be seen as a potential opportunity for retention and repurposing, if only for sustainability reasons.</p>	<p>Reference now made to URC Hall in paragraph 2.2.10, and 2.4.1 has been expanded to include reference to the history of the hall.</p>	<p>Add detail to paragraphs 2.2.10 and 2.4.1.</p> <p>2.2.10 ...<u>In 1860 on Water Lane to the west of the site the Congregational Church was built, which was later renamed the United Reformed Church. In 1915 a Sunday School was built within the Old River Lane site for the Congregational Church, a building now known as the United Reformed Church Hall.</u></p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
			Constraints and Opportunities		
			<p>Therefore, in developing the site's performing arts and other arts and leisure offer the SPD should</p> <p>i) In addition to the other assessments specified in the letter, require an architectural and structural feasibility and cost-benefit assessment for retaining and repurposing the hall, versus providing the required facilities via a total new build.</p> <p>ii) Compare the scope and type of the 'offer' that can be provided with that offered by the town's main arts and culture venues of the Southmill Arts Centre and the Empire Cinema, so they are mutually beneficial to each other and not in competition. Also, generally, BSCF considers the leisure and arts 'offer' should be as close as possible to the north of the site, close to Northgate car park, to minimise disturbance to any residences built on the site.</p>	<p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).</p> <p>Objective 3 sets out that proposals should deliver a mix of town centre uses, including arts and culture, to create a vibrant place that supports and complements the wider town centre offer.</p>	<p>2.4.1 ... <u>The URC Hall was built in 1915 as a Sunday School for the Congregational Church, now known as the United Reformed Church on Water Lane. It was extensively altered and extended in the 1930s, 1960s, and 1990s.</u></p> <p>No amendments in response to these issues.</p>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
5.			Constraints and Opportunities		
Mrs Helen Lednor (235)	5.1 Identification of Constraints and Opportunities		We all recognise that in many towns and cities it is the vibrant arts quarter of a town that people most want to live alongside because it gets a buzz going or want to visit and see if anything's happening; it becomes financially very active because of its thriving local economy. Why isn't there more vision about the contribution and opportunities of The Arts within this ORL SDP?	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.	Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.
Cityheart Homes Ltd (338)	5.1 Identification of Constraints and Opportunities		5.5.1 (Table): Public Realm / Environment Constraint bullet point c) Recent flood investigation/ modelling work that has been undertaken indicates a better and improved (lesser) classification of the site. Need to caveat the content of the SPD accordingly to qualify that based on current evidence only. 5.5.1 (Table): Land Use Constraint bullet point c) It should be noted that Planning Permission and Conservation Area Consent has previously been granted for the demolition of this facility (as part of the approval of the earlier outline	Noted. A Flood Risk Assessment will need to be submitted with any planning application. Planning permission was previously granted on the 14 January 2013 for the demolition of Charringtons House. This permission was never implemented. Any new proposals will be considered on their merits.	No amendment in response to these issues.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
			Constraints and Opportunities		
			<p>planning application for the comprehensive redevelopment of the site). Need as such to clarify that it is the 'use' of this facility that needs to be assessed for loss / compensation, as opposed to its physical presence and merit per se (not listed / not considered suitable for listing / planning permission and conservation area consent previously approved for its demolition).</p> <p>5.5.1 (Table): Traffic & Transportation bullet point f) A dotted line and annotation refers to "lost views of church". This is neutral i.e., not implying that one exists (and accordingly should be retained / protected), nor necessarily that one should be created. Indeed, reference to the term "lost" confirms that it does not exist. Any scheme will however see to be responsive to this factor.</p>	Noted.	No amendment in response to these issues.
Mr Colin Woodward (363)	5.1 Identification of Constraints and Opportunities		<p>5.1 Water features perhaps consider what exists in Letchworth town centre.</p> <p>Waitrose re-provision of 170 spaces: are these to move or not? Recent Press comment from EHC seems to</p>	<p>Noted.</p> <p>Parking for Waitrose will continue to be provided on site.</p>	No amendment in response to these issues.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
5.			Constraints and Opportunities		
			indicate that the SPD has already been over-ridden and the 170 are not moving. Therefore, undermining EHC case to demolish the URC Hall as necessary and unavoidable.		
Bishop's Stortford Civic Federation (423)	5.1 Identification of Constraints and Opportunities		5.1.1 - Constraints and Opportunities table. Where relevant, references to preceding sections and paras should be added, to help masterplanning. The table could also summarise relevant information from sections 2-4, such as parts of the BISH8 policies, relevant NP policies (see Annex 2); thereby introducing Section 7 - Design Principles Examples of items to include are the position of the new Bridge St entrance into Jackson Square as both a constraint, and an opportunity evidence that Charringtons House does not meet modern-day needs, including assessment of the embedded carbon implications of demolishing it vs repurposing it (Heritage constraint (c)) Traffic and Transportation: If lack of cycle parking and pedestrian/cycling/vehicular conflict are constraints, it is not clear why prioritising walking and cycling is an opportunity. High pollution levels in the nearby Hockerill Air Quality	The SPD should be read as a whole and there is no need to repeat information from other sections. The opportunities and constraints as presented and updated are considered an appropriate approach.	No amendment in response to this issue.

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
			Constraints and Opportunities		
			<p>Management Area (AQMA) is an important constraint on open area activities and would be better included in a Climate Change and the Environment topic area. Public Realm/Environment - Securing long term stewardship of public spaces within the development is an important project delivery requirement but the current lack of stewardship mechanisms is a constraint. Land Use This topic is rightly presented almost entirely in terms of the opportunities which a largely undeveloped site in a key town centre/conservation area location offers. The only constraints are around competing aspirations/requirements for use of the site, including: Waitrose owns a lease on the portion of car parking to the south of its store and requires all parking spaces to be at grade/storefront walk-in as part of its offer. The loss of any of the existing 170 storefront spaces as part of reorganisation of the site layout should be on a like-for-like basis. (though with Northgate MSCP so close is this still non-negotiable? - parking for Sainsburys in Jackson Square is not at grade, it also has a</p>		

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
5.			Constraints and Opportunities		
			scheme to compensate shoppers for the cost of parking). Meeting the around 100 homes requirement of Policy BISH8.II at appropriate height and density standards means that most of the built space will be for housing crowding out the key objectives of delivering the sensitive development of a new town centre destination with a mix of commercial and community and high-quality public spaces.		
Environment Agency (444)	Section 5		River Stort - Main River We note that the document references the presence of a culverted stretch of the river Stort running through the site and the history as to why it was constructed. However, there is little reference as to what constraints this has on the site. Specifically, within Section 5.1, there is no mention of the culvert and how this may be a constraint when developing the site. Because this is a complex site constraint, we feel that the main river should be given its own section or sub-section within the SPD to allow for the inclusion of further guidance relative to this specific constraint. We firstly recommend that wording is included within the SPD which	An additional constraint has been added to the Public Realm/ Environment Constraint section in Chapter 6 which relates directly to the culverted watercourse. Reference to the 8m easement has been included throughout the document to reflect this comment, and the East Herts District Plan Policy WAT3. The option of de-culverting the river has been added to both the opportunity section as a separate point d); and a further reference has been made within Chapter 7 - section 7.4. Given that this SPD sets out a Strategic Masterplanning Framework much of the further detail regarding the culverting can't	Add an additional constraint under Public Realm/Environment as follows: <u>d) To explore the benefits that de-culverting the River could have on the Old River Lane development</u> Add an additional point under Section 7.4 as follows: <u>• The benefits of de-culverting the River could be explored;</u>

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
			Constraints and Opportunities		
			<p>requires any future planning application to include a thorough investigation into options to de-culvert the watercourse on this site, in line with Policy WAT3 of the East Herts District Plan. Please note that the River Stort is chalk stream, which is a globally rare species rich habitat. There is therefore the potential for huge gains on this site from re-naturalising this stretch of river. Some of these gains are as follows:</p> <ul style="list-style-type: none"> • Encourages the future enhancement of the channel. • Removes future culvert capacity. • Supports Water Framework Directive objectives and biodiversity net gain requirements, in line with the Thames River Basin Management Plan and the Stort Catchment Management Plan. • Less maintenance required (for the lifetime of the development). • Improved access to the channel for maintenance and emergency purposes. • Removes the risk of culvert failure or blockage. <p>Whether or not this can be achieved, we note that Section 2.3.5 calls for "a 5m easement as the culvert is classified as a watercourse" which is</p>	<p>be included at this stage, however it will form part of the discussion at the pre-application stage.</p>	

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5.			Constraints and Opportunities		
			<p>smaller than the standard area of exclusion for building adjacent to a main river. Please note Policy WAT3 (part II) of the East Herts District Plan which states: "Unless there is clear justification for not doing so, an undeveloped buffer strip at least 8 metres wide should be maintained alongside all main rivers". If sufficient justification is submitted to show that the river cannot be re-naturalised, we wish at the very least to see an 8-metre-wide buffer zone provided from the outer edge of each side of the culvert for both the design of the development and during the construction process. Detailed supporting evidence and justification would need to be provided in the event that this is not possible. We advise that the wording within the SPD is altered to reflect this.</p> <p>Other points of concern that should be considered and could be included within the SPD for further guidance prior to the submission of any planning application are as follows:</p> <ul style="list-style-type: none"> • Access to the culvert should be maintained or improved - considering access to manhole covers and access chambers. Access 		

Rep No.	Section/ Para number	Support or Object	Issue	Officer Response	Proposed Amendment
			Constraints and Opportunities		
			<p>for future replacement/upgrade of the culvert and also for maintenance/emergency purposes should also be considered.</p> <ul style="list-style-type: none"> • The condition of the culvert will be required to be investigated to show that it is currently in fair to good condition and will be maintained for the lifetime of the development. If the culvert is found to be below its required condition grade, repair works will be required before the proposal can be considered acceptable. The maintenance regime must ensure that the culvert will remain in acceptable condition for the lifetime of the development. • It must be demonstrated that there will be no adverse effects on the culvert. This can be demonstrated through loading calculations, vibration monitoring information and foundation/piles drawings. • Following the construction of the development, a post-works condition survey must be carried out on the culvert to ensure no damage has occurred. If damage has occurred, repairs must be carried out within a time frame set out by the Local 		

Rep No.	Section/ Para. number	Support or Object	Issue	Officer Response	Proposed Amendment
6.			Vision and Development Objectives		
Carolyn Matthews (96)	6. Vision and Development Objectives	Support		Support noted and welcomed.	-
Cllr Mione Goldspink (328)	6. Vision and Development Objectives		Section 6 – Vision and Objectives All 6 objectives are supported, but please strengthen Nos 1 and 3 by saying that nothing should be done which would be in competition with existing assets or activities.	Support noted and welcomed. Objectives 1 and 3 are already both clear that any development should complement local assets / the wider town centre offer.	No amendment in response to this issue.
Mr Colin Woodward (364)	6. Vision and Development Objectives		Vision - not as 'shared' as perhaps EHC implies	The Vision and Objectives were both discussed with the Old River Lane Steering Group.	No amendment in response to this issue.
Bishop's Stortford Civic Federation (424) Mr Colin Arnott (132)	6. Vision and Development Objectives		The SPD presents the Vision and Development Objectives for ORL in Section 6.0, following the Identification of Constraints and Opportunities in Section 5.0. It would be normal for the vision and objectives to precede them such that the constraints and opportunities are identified based on their potential to constrain or facilitate the delivery of the vision and objectives. To reverse these sections implies that the aspirations for the development have been set by these limitations. Recommendation that Sections 5 and 6 of the SPD are reversed.	Agreed.	Reverse Sections 5 and 6, with consequent amendments to the Table of Contents and paragraph 1.3.1.

Rep No.	Section/ Para. number	Support or Object	Issue	Officer Response	Proposed Amendment
			Vision and Development Objectives		
			<p>Also, although it is challenging to set a Vision for a complex mixed-use development in a short statement, BSCF believes that the most important aspirations for ORL are captured in the Vision statement proposed.</p> <p>We believe that the establishment of ORL as a town centre destination is a key objective and that the word destination should be highlighted.</p> <p>BSCF also believes the description of the ORL project as redevelopment is limiting and use of the broader term development implies broader objectives of economic and social as well as physical development of the town centre and would not preclude retaining some areas and/or buildings.</p>	<p>Support noted and welcomed.</p> <p>Agreed.</p> <p>Redevelopment is appropriately used, meaning the action or process of developing something again or differently.</p>	<p>-</p> <p>Highlight the word 'destination' in the Vision:</p> <p>"Old River Lane will be a high-quality, accessible, and sustainable redevelopment of a town centre destination that incorporates a mixture of uses that contribute to the vibrancy of Bishop's Stortford and complements the uniqueness of this historic market town."</p>
Mr John Darley (7)	6.1 Vision	Object	There has been mention of cinema screens, but now the use is termed as 'mixed'. What are the intended or hoped for leisure activities? Is education being included in this? If more specific uses are not given, this leaves the detailed plan open to including inappropriate or unwanted occupants.	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any	Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.

Rep No.	Section/ Para. number	Support or Object	Issue	Officer Response	Proposed Amendment
6.			Vision and Development Objectives		
				<p>subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p> <p>The SPD does not include proposals for educational use.</p>	
Cllr Chris Wilson (151)	6.1 Vision		This is a very vague statement. As with my previous comments, I feel that given the number of hours dedicated to meetings with respect to the future of ORL, there should be more detail as to what should be at the site.	This is intended to be a short statement which captures the aspirations for the site. Minor amendments have been made following comments from the Bishop's Stortford Civic Federation.	No amendment in response to this issue.
Mr Luke Hayes (3)	6.2 Development Objectives		Regarding the existing underground river, will there be any investigations into the possibility of re-opening this stretch of river? This could be a fantastic new natural/green leaning completely pedestrian area to complement the existing shopping areas. I understand that the town needs more accommodation and a proper market/public space area, this can all be done with a view to keeping the town as green as possible and re-imaging and bringing back to the life the existing water course. Look at the cinema	There are no plans to re-open this stretch of the river. However, the importance of green infrastructure is however embedded throughout the SPD as a key consideration. The SPD also sets out that proposals should consider the use of water features and public art in the design of the new spaces to reference the former route of the River Stort	No amendment in response to this issue.

Rep No.	Section/ Para. number	Support or Object	Issue	Officer Response	Proposed Amendment
			Vision and Development Objectives		
			development on Anchor St, the housing + Weatherspoon's on Riverside and Jackson's square as good examples of exactly what not to do when you have a watercourse at the centre of your town. Maybe this development could in some way be used to counteract those disastrous developments?		
Mr James Tatchell (36)	6.2 Development Objectives	Object	6.2 We do not need any more mixed housing types in this town. A few flats ("around 100"), including affordably priced units and units for senior living would be acceptable, but no more than that.	Noted. The SPD reflects the policy requirement	No amendment in response to this issue.
Mr Colin Arnott (133)	6.2 Development Objectives		Objective 1: Deliver a sensitive development which enhances Bishop's Stortford's historic setting and complements local assets. [replacing redevelopment with development]. Objective 4: Establish a new town centre destination where people can meet and enjoy spending time by creating new high quality public spaces and public realm that are accessible and inclusive to all. [Reversing the object of the statement to the establishing of a new destination by creating new	Redevelopment is appropriately used, meaning the action or process of developing something again or differently. Agreed. Objective 4 updated as suggested.	Amend Objective 4 as follows: Create new high quality public spaces and public realm that are accessible and inclusive to all and establish a civic destination where people can meet and enjoy spending time.

Rep No.	Section/ Para. number	Support or Object	Issue	Officer Response	Proposed Amendment
6.			<p align="center">Vision and Development Objectives</p>		
			<p>high quality public spaces which I believe is as important as the mix of uses.]</p> <p>Also, while the ordering of objectives should not imply any prioritisation of them, it is usual with strategic objectives such as these to order the what before the how as far as possible. I would recommend that the first 5 objectives be reordered as follows: 3/4/1/5/2.</p> <p>Objective 6: Support a sustainable community by providing a mix of housing types, and a range of employment opportunities that meet the local need. appears somewhat out of place in terms of delivering the Vision. It is clear that the provision of housing at ORL is in response to DP Policy BISH8 II to provide round 100 new homes. This in turn derives from DP Policy DPS3 on Housing Supply specifically to provide around 1,100 houses in East Herts on brownfield sites, 850 of which are in 3 sites in Bishop's</p>	<p>The Objectives are not in order of priority. To bring forward the vision for ORL, all the objectives are equally relevant and so it doesn't matter which order they are presented in.</p> <p>Not agreed. This is a mixed-use development which will include new homes in accordance with District Plan Policy BISH8. Policy DPS3 sets out the minimum supply to meet projected housing need over the Plan-period. 850 is therefore not a target.</p>	<p><u>Establish a new town centre destination where people can meet and enjoy spending time by creating new high quality public spaces and public realm that are accessible and inclusive to all.</u></p> <p>No amendment in response to this issue.</p> <p>No amendment in response to this issue.</p>

Rep No.	Section/ Para. number	Support or Object	Issue	Officer Response	Proposed Amendment
			Vision and Development Objectives		
			<p>Stortford the smallest of which is ORL. In practice, approved masterplans and consents on the other two Bishop's Stortford sites already significantly exceeds 850 on housing development led sites. It is BISH III which makes clear that ORL is a mixed use led town centre site which will represent an extension of a historic market town with the creation of a high-quality mixed-use development of retail, leisure uses, along with a civic hub of other commercial and community uses such as GP surgery and B1 office floorspace. ORL has never provided town centre housing and any mix of homes on the site will detract rather than add to the site as destination. Objective 6 appears to justify providing a mix of housing types (unquantified) in order to create a sustainable community collocating homes and jobs in the town centre. If any objective is included to justify housing development, it should more specifically address a continuing need to meet the brownfield housing targets set for Bishop's Stortford in policy DPS3.</p>		

Rep No.	Section/ Para. number	Support or Object	Issue	Officer Response	Proposed Amendment
6.			Vision and Development Objectives		
Mrs Susan Swan (68)	6.2 Development Objectives	Support	This is the first mention of Arts and Culture in the whole document - it is vital for the soul of Bishop's Stortford that Arts - including theatre, live concerts etc are included in this development.	Support noted and welcomed.	-
Mark Doran (141)	6.2 Development Objectives	Object	<p>Objective 2: this should prioritise all sustainable modes including bus and cyclists (as well as pedestrians) over the car.</p> <p>Objective 3: this is the first mention of arts and culture, which is essential for a vibrant town centre and community, so should also be referenced throughout the document.</p> <p>Objective 5: should be strengthened to refer to minimising carbon emissions (achieving net zero in operation), improving biodiversity, not worsening water scarcity and not worsening surface water run-off.</p>	<p>The objective already refers to 'encouraging sustainable modes of travel' which would include travel by bus and cycling.</p> <p>A new section has been added to the SPD which provides further information on the Arts Centre.</p> <p>Agreed. Objective 5 has been strengthened.</p>	<p>No amendment in response to this issue.</p> <p>Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.</p> <p>Amend Objective 5 as follows:</p> <p>Deliver a place that is increasingly resilient to variable conditions resulting from climate change with environmental sustainability embedded throughout.</p> <p><u>Deliver an environmentally sustainable place that minimises carbon emissions, is resilient to the variable conditions resulting from climate change, reduces pressure on</u></p>

Rep No.	Section/ Para. number	Support or Object	Issue	Officer Response	Proposed Amendment
			Vision and Development Objectives		
					<u>resources such as water and, enhances biodiversity.</u>
Mrs Jill Wade (255)	6.2 Development Objectives		<p>I support the inclusion of Objective 5. However, the Checklist at 7.15 recommends the exploration of standards above and beyond the requirements of conversant Building Regulations where appropriate and achievable. This should not be diminished in response to developer claims of unviability, as has been seen with previous local developments. This is the opportunity to create a flagship development something which demonstrates the Council recognises this community's commitment to and desire for the most modern technology in response to our changing climate and the need to control global warming. I am confident that a large proportion of residents feel strongly about this. As stated above, all existing buildings should be retained, refurbished and/or re-purposed to reduce the carbon footprint of the development.</p> <p>I would support the requirement for use of renewable, zero and low-</p>	<p>Noted and welcomed.</p> <p>Whilst the SPD cannot introduce targets that exceed the policy requirements of the District Plan, Objective 5 has been strengthened.</p>	<p>Amend Objective 5 as follows:</p> <p>Deliver a place that is increasingly resilient to variable conditions resulting from climate change with environmental sustainability embedded throughout.</p> <p><u>Deliver an environmentally sustainable place that minimises carbon emissions, is resilient to the variable conditions resulting from climate change, reduces pressure on resources such as water and, enhances biodiversity.</u></p>

Rep No.	Section/ Para. number	Support or Object	Issue	Officer Response	Proposed Amendment
6.			Vision and Development Objectives		
			<p>carbon technology to fulfil the requirements of Policy DES4 (Design of Development) rather than mere encouragement. This section should therefore be strengthened.</p> <p>Proposals should utilise and incorporate existing green infrastructure, taking account of the large mature trees present across the site. Planting should be used to reinforce key routes and improve connections. I object strongly to the removal of any trees on the site. This Council has already been responsible for environmental vandalism on a huge scale to make way for the new MSCP.</p>	<p>As above, the SPD cannot introduce targets that exceed the policy requirements of the District Plan.</p> <p>The SPD notes that there are several important trees across the site, including Category A trees which are of significant value. The SPD requires the retention of existing mature trees where possible. Furthermore, the Strategic Masterplanning Framework set out in the SPD embeds green infrastructure as a key consideration.</p>	
Mr James Hook (236)	6.2 Development Objectives	Object	<p>The Objectives in para 6.2.1 do not emphasize sufficiently the need for some outstanding architectural design in Bishop's Stortford. New buildings constructed in the town over the last several decades have been of mediocre to poor design quality. Much of the development currently underway will be the same. Some of the existing buildings (the leisure centre on Anchor Street, for example, and the recently added car park opposite it) are a blight on the</p>	<p>Agreed. The vision for Old River Lane is to deliver a high quality, mixed-use scheme of exceptional design that contributes to the vibrancy of Bishop's Stortford and complements the uniqueness of our historic market town.</p>	<p>Amend Objective 1 to include reference to 'exceptional design':</p> <p>Objective 1 - Deliver a sensitive redevelopment of <u>exceptional design</u> which enhances Bishop's Stortford's historic setting and complements local assets.</p>

Rep No.	Section/ Para. number	Support or Object	Issue	Officer Response	Proposed Amendment
			Vision and Development Objectives		
			town. Bishop's Stortford's historic setting will not be enhanced by building more of this. Just the opposite. Objective 4 is to Create new high quality public spaces and public realm that are accessible and inclusive to all and establish a civic destination where people can meet and enjoy spending time. High quality is not strong enough for a brief for this site. It is such a ubiquitous term for design briefs these days that it has become meaningless. In the context of Objective 4 it could easily be limited in interpretation to accessibility and inclusivity. Whilst these aspects are important, the Objectives need to be rephrased so that it is clear that what is being sought is architectural excellence that will provide an exciting and inspiring built environment. This is probably the last sizable plot in the town centre that isn't overshadowed by a mish mash of poor-quality buildings. We must make the most of it.		
Hertfordshire County Council (348)	6.2 Development Objectives		HCC support the Objective 2 as it accords with LTP4 Policy 1. However, this should be extended to include travel by cycles and e-cycles. There	Support noted and welcomed. Noted. It is considered that 'sustainable travel' would cover	-

Rep No.	Section/ Para. number	Support or Object	Issue	Officer Response	Proposed Amendment
6.			Vision and Development Objectives		
			<p>are opportunities for active travel through the Grange Paddocks corridor that when completed, will enable cycle travel south to the town from BSN. This development should further enable this both through financial contributions but also through the provision of appropriate mass cycle permeability and parking at the location for retail (important given the reduction in private car parking) and also for the residential use (private cycle storage). This will also enable access to the leisure and cultural features located at Castle Park and also Grange Paddocks centre by residents of the new housing stock.</p> <p>Achievement of Objective 4 should be sensitive to existing and new facilities being developed in the Castle Park area so as not to detract or duplicate.</p>	<p>travel by cycles and e-cycles. Reference to e-bikes and other matters have been added/ strengthened in the Design Principles at Section 7.2 and 7.3.</p> <p>Agreed.</p>	-
Mr Colin Woodward (365)	6.2 Development Objectives		6.2 Public space - previous EHC planning aspirations demonstrably failed the town and so why would this be any different?	A key objective of the SPD is to create new high quality public spaces and public realm that are accessible and inclusive to all. This is supported by a series of design principles in Chapter 7.	No amendment in response to this issue.

Rep No.	Section/ Para. number	Support or Object	Issue	Officer Response	Proposed Amendment
			Vision and Development Objectives		
Bishop's Stortford Civic Federation (425)	6.2 Development Objectives		<p>Objective 1: replace redevelopment with development.</p> <p>Objective 4: Reverse the object of the statement to the establishing of a new destination by creating new high quality public spaces which we believe is as important as the mix of uses, i.e. Establish a new town centre destination where people can meet and enjoy spending time by creating new high quality public spaces and public realm that are accessible and inclusive to all. Also, while the ordering of objectives should not imply any prioritisation of them, it is usual with strategic objectives such as these to order the what before the how as far as possible.</p> <p>We would recommend that the first 5 objectives be reordered as follows: 3; 4; 1; 5; 2.</p> <p>We also consider Objective 6: Support a sustainable community by providing a mix of housing types,</p>	<p>Redevelopment is appropriately used, meaning the action or process of developing something again or differently.</p> <p>Agreed. Objective 4 updated as suggested.</p> <p>The Objectives are not in order of priority. To bring forward the vision for ORL, all the objectives are equally relevant and so it doesn't matter which order they are presented in.</p> <p>Not agreed. This is a mixed-use development which will include new homes in accordance with District</p>	<p>No amendment in response to this issue.</p> <p>Amend Objective 4 as follows:</p> <p>Create new high quality public spaces and public realm that are accessible and inclusive to all and establish a civic destination where people can meet and enjoy spending time.</p> <p><u>Establish a new town centre destination where people can meet and enjoy spending time by creating new high quality public spaces and public realm that are accessible and inclusive to all.</u></p> <p>No amendment in response to this issue.</p> <p>No amendment in response to this issue.</p>

Rep No.	Section/ Para. number	Support or Object	Issue	Officer Response	Proposed Amendment
6.			Vision and Development Objectives		
			<p>and a range of employment opportunities that meet the local need is out of place in terms of delivering the Vision. This is because, while DP Policy BISH8.II allocates 850 new homes on the town's brownfield sites, plus a share of 43 homes on SLAA sites across the whole District there are already about 350+ homes approved on brownfield sites. They include: 73 extra homes on BISH6, 24 homes at 1-5 Priors, London Rd, 15 associated with the Northgate MSCP; total 112; plus 118 committed in the South Street & Southmill Road area. In addition there are about 66 windfall homes approved in the vicinity of the town centre, i.e. walking distance, compared to a target of 73 for the town as a whole in the period 2017-22. They are all on brownfield sites. The town's brownfield target for the period 2011-2033 has therefore already been well exceeded BSCF also notes that while BISH8.III states that ORL is to be a mixed use-led site that will represent an extension of a historic market town, with the creation of a high quality mixed-use development of retail, leisure uses, along with a</p>	<p>Plan Policy BISH8. Policy DPS3 sets out the minimum supply to meet projected housing need over the Plan-period. 850 is therefore not a target.</p>	

Rep No.	Section/ Para. number	Support or Object	Issue	Officer Response	Proposed Amendment
			Vision and Development Objectives		
			<p>civic hub of other commercial and community uses such as GP surgery and B1 office floorspace; to date, the original ORL site, shown on Map 1, has never provided town centre housing. BSCF therefore considers any homes on the site, of whatever mix, will detract from it as a destination, rather than add to it. Objective 6 appears to justify providing a mix of unspecified housing types simply to create a sustainable community, by co-locating homes and jobs in the town centre. Therefore. if there is to be any objective to justify housing development it should more specifically address a continuing need to meet the town's brownfield housing targets in DP policy DPS3. (see 8.2) Criteria and timescales are also needed to objectively measure and monitor the extent to which effective/successful realisation of each objective is being achieved and sustained, and any changes needed in this respect.</p>		

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
Cross-party working group on ORL site (21)	7. Design Principles		<p>Comment: Within the whole of this section 7, there is no reference to the existing Charringtons House - the biggest existing asset on the site, an income generator for the Council, a purpose-built office building with large and small businesses. This is an extraordinary omission. There are options to retain or demolish, or to modify or to retain and update the building. Amazingly, none of this is discussed.</p> <p>Amendment requested: Within Design principles, describe the options for Charringtons House. Explicitly state that the LPA would accept retention of the building, and adaptation, or conversion, or extension, including possible replacement lift and stair towers, updated glazing, conversion of the ground level to undercroft parking (if office users insist), conversion of the ground floor to part of an arts centre, or retail, or library. State that it would be fine for Charringtons House to remain in office use. In addition, state all the acceptable uses for Charringtons House over the long term, including healthcare,</p>	Chapter 7 sets out high-level Design Principles to ensure that the redevelopment of the site can meet the objectives and vision set out in Chapter 6. Whether or not Charringtons is retained as part of this development, the Design Principles will inform the detailed proposals.	No amendment in response to this issue.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
			education, library, workspace, housing.		
Bishop's Stortford Civic Federation (426)	7. Design Principles		7.0 - Design Principles. Except for climate change (see 7.4) relevant design principles in the town's new NPs need to be included here. (see Annex 2 for a list of policies considered relevant or partly relevant)	The Neighbourhood Plan for Silverleys and Meads Wards (1 st Revision) now forms part of the Development Plan and as such would be considered in the determination of any planning application. There is no need to repeat the policies in the SPD.	No amendment in response to this issue.
Bishop's Stortford Civic Federation (428)	7.1 Introduction		7.1.2 - The development of the site should create high quality streets, spaces and buildings. New development will be required to demonstrate high standards of design and architectural quality that enhance the site, the setting of adjoining and nearby Listed Buildings and the Conservation Area. Criteria and timescales are needed to objectively measure and monitor the successful realisation of the objectives listed.	The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed.	No amendment in response to this issue.
Cllr Calvin Horner (169)	7.2 Movement		7.2.6 In the context of prioritising cycling the reference to Northgate End Car park is singularly inappropriate, as it is unlikely to be either a source or destination for journeys by bicycle even with cycle parking and charging for e-bikes installed there. Whilst a north-south cycling route across the ORL site	It is prudent to include cycling connections, wayfinding and legibility across the site towards Northgate End Car Park. Access to the link road and also to the cycling facilities and infrastructure contained within the Car Park allows cyclists to have clear connections rather than being diverted elsewhere	No amendment in response to this issue.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			<p>should be included any route needs to look beyond the car park to improving cycle links between the north/north-west of Bishop's Stortford and the Town Centre/Station.</p> <p>Cycling routes around Bishop's Stortford are still lamentably absent, despite previous studies, and ORL should be used as a catalyst for the development of routes beyond the ORL site. The wording of the second bullet point therefore requires re-wording.</p> <p>In the fourth bullet point, reference should be made to the provision for charging facilities for e-bikes as they constitute another 'non-standard bike type' that should be encouraged in order to promote active transport.</p>	<p>or on a less favourable path, therefore not prioritising cycling.</p> <p>The second bullet point is sound as it relates to the site itself. Chapter 4 sets out opportunities for how the wider-cycle network can be accommodated by development at ORL alongside identifying interventions which in some cases relate to the improvement of the wider-cycle connections.</p> <p>Partially agreed. E-bikes have been specifically referenced in bullet five of the cycling design principles.</p>	<p>No amendment in response to this issue.</p> <p>Addition at bullet point 5:</p> <ul style="list-style-type: none"> • Cycle-parking and infrastructure should seek to accommodate non-standard bike types (e.g., cargo bikes) <u>and e-bikes.</u>
Mr Graham Oxborrow (206)	7.2 Movement	Object	<p>Ensure that the ORL development contributes to the reworking of town centre streets to support active travel and keep private cars away from community space. Section 7.2 The draft SPD:</p>	Noted.	

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
			<ul style="list-style-type: none"> - Raises lots of possibilities in relation to North Street, Bridge Street and the ORL site, but does not set requirements. - Provides for permeability by pedestrians and cyclists but does not provide routes for them to the site from all directions. - Enables the provision of new public parking spaces on the site, despite having already replaced the car parking provision in the Northgate End Multi-Storey car park. Office, shop, arts use will require servicing and disabled access but should not require additional private parking. - Does not limit the parking provision for residential buildings on the site. 	<p>The SPD provides a strategic masterplanning framework against which more detailed proposals can be assessed. Chapter 4 sets out that there are specific interventions in place for these areas and for wider-routes as part of the Eastern Area Growth and Transport Plan.</p> <p>Policy BISH8 part (g) states that: <i>“on-site car parking will need to be sufficient to meet the needs of the uses proposed, without encouraging travel to the town centre in order to avoid worsening traffic congestion and further impact on the Hockerill Air Quality Management Area. Parking will need to be provided to serve the town centre as well as commuters.”</i></p> <p>As such the SPD notes the policy requirement to provide for car parking to meet the needs on the site, but also sets out the access to nearby car parks and the need to prioritise active travel. As such it takes a balanced view, but one that encourages opportunities to be sought to reduce car parking on ORL particularly where parking could be provided in existing facilities.</p>	<p>No amendment in response to this issue.</p> <p>No amendment in response to this issue.</p>

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			- Is silent on public transport users' access to the site	The 1st bullet point of the walking and cycling principles has been updated to include and recognise 'public transport infrastructure'.	Update 1 st Bullet point (also applies to cycling): <ul style="list-style-type: none"> Proposals should improve walking connections, wayfinding, and legibility from and to <u>the following</u>: <ul style="list-style-type: none"> Castle Gardens; Northgate End Car Park; Bishop's Stortford Town Centre; <u>Grange Paddocks Leisure Centre</u>; <u>Other green spaces</u>; <u>Public transport infrastructure</u>;
Mr Colin Woodward (366)	7.2 Movement		7.2.6 Prioritise Cycling, the new Grange Paddocks has three large and 95% unused empty cycle rack sites. BS town centre already has some 40, (as counted by BSTC), that have now been clearly marked. Why add space for what is demonstrably already over provided and in a town where a former committed cyclist and Chief Executive publicly stated to Chantry Residents AGM (and was Minuted) that Stortford was too dangerous for cycling? Any provision needs to be segregated from walkers/children/the elderly. (Three instances observed of serious i.e.,	Infrastructure improvement should aim to enhance the cycling experience for both cyclists and pedestrians. This will in turn encourage more active travel to and from key locations. An updated bullet point has also been added to Prioritising Cycling to recognise existing cycle infrastructure standards. These documents recognise, amongst other things, mixed streets and cycle friendly spaces.	Addition of bullet point in Prioritising Cycling: <ul style="list-style-type: none"> <u>Cycle infrastructure should consider the standards set out in Cycle Infrastructure Design (LTN1/20) and, Standards for Public Cycle Parking June 2021.</u>

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
			lycra/helmeted cyclists in one afternoon riding through the red light on new Northgate car park ped crossing as people attempted to cross. Not unusual unfortunately).		
Hertfordshire County Council (349)	7.2 Movement		<p>3.8 Movement 7.2.6: HCC recommend reference to the need for improved wayfinding to Grange Paddocks Leisure Centre and green spaces. The consultation document should also consider the need for safe storage and charging of e-cycles, which will also need to be integrated into the residential property to encourage take up. The likelihood of deliveries to residential in this setting by e-cargo bike should be part of the planned servicing strategy.</p> <p>3.9 When setting out requirements for cycle/e-cycle parking these facilities should be established at scale, closer to the retail than the car parking, considerate of the requirements to recharge, and using structures that demonstrate best practice.</p>	<p>Agreed – the first bullet point of the ‘Prioritising Walking’ and ‘Prioritising Cycling’ principles has been updated to include Grange Paddocks and ‘other green spaces’. Likewise, the addition of reference to e-bikes has now been included in the penultimate bullet point of the cycling principles.</p> <p>Addition of reference to e-bikes in the penultimate bullet point of Prioritising Cycling. Bullet point also added in Servicing and Vehicular Access section of the Design Principles Chapter.</p>	<p>Update 1st Bullet point (also applies to cycling):</p> <ul style="list-style-type: none"> • Proposals should improve walking connections, wayfinding, and legibility from and to <u>the following</u>: <ul style="list-style-type: none"> ○ Castle Gardens; ○ Northgate End Car Park; ○ Bishop’s Stortford Town Centre; ○ <u>Grange Paddocks Leisure Centre</u>; ○ <u>Other green spaces</u>; ○ <u>Public transport infrastructure</u>; <p>5th Bullet point addition in Prioritising Cycling:</p> <ul style="list-style-type: none"> • Cycle-parking and infrastructure should seek to accommodate non-standard bike types (e.g. cargo bikes) <u>and e-bikes</u> <p>Addition of bullet point in Servicing and Vehicular Access in section 7.3:</p>

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			3.10 This section should reference the standards set out LTN1/20 or Standards for Public Cycle Parking or subsequent.	Agreed – final bullet point added to include reference to standards suggested.	<ul style="list-style-type: none"> The <u>accommodation and location of e-cargo bike infrastructure should be considered at the design stage;</u> Addition of bullet point in Prioritising Cycling: <ul style="list-style-type: none"> <u>Cycle infrastructure should consider the standards set out in Cycle Infrastructure Design (LTN1/20) and, Standards for Public Cycle Parking June 2021.</u>
Bishop's Stortford Civic Federation (430)	7.2 Movement		<p>"7.2.1 - The location of the site on the edge of the town centre, with the Castle Gardens and the new multi-storey car park on the opposite side of the Link Road means that the approach to movement will have wider impacts across the town. Any new development should therefore contribute to creating active and pedestrian friendly streets and public spaces that help to form a legible and attractive pedestrian network in the town centre."</p> <p>The development of Sworders Field and Grange Paddocks needs to be acknowledged (also applies elsewhere in the document), along with the opportunities for active</p>	<p>Partially agreed. Reference to Grange Paddocks and other green spaces has been included in the first bullet point of the 'Prioritising Walking' and 'Prioritising Cycling' design principles.</p> <p>An additional bullet point has also been added to recognise existing cycle infrastructure standards. These documents recognise, amongst other things, mixed streets and cycle friendly spaces.</p>	<p>Update 1st Bullet point (also applies to cycling):</p> <ul style="list-style-type: none"> Proposals should improve walking connections, wayfinding, and legibility from and to <u>the following</u>: <ul style="list-style-type: none"> Castle Gardens; Northgate End Car Park; Bishop's Stortford Town Centre; <u>Grange Paddocks Leisure Centre;</u> <u>Other green spaces;</u> <u>Public transport infrastructure;</u>

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
			movement, recreation, etc., it is going to offer. This is also relevant to the way it will interact with ORL and vice versa. The SPD should provide for this. Cycle-friendly/mixed-use streets are not mentioned here and should be, with reference to section 7.2.6 Cycling		<p>Addition of bullet point in Prioritising Cycling:</p> <ul style="list-style-type: none"> • <u>Cycle infrastructure should consider the standards set out in Cycle Infrastructure Design (LTN1/20) and, Standards for Public Cycle Parking June 2021.</u>
Bishop's Stortford Civic Federation (429)	7.2 Movement		7.2 - Movement - This section has nothing about public transport and improving bus linkages. This is very important, not only for movement considerations, especially to the town's south and west, but also as contributing to its sustainability and energy efficiency	Reference to public transport has now been added to the first bullet point. This should be read together with the, more intervention-based, additions in Chapter 4 regarding Public Transport.	<p>Update 1st Bullet point (also applies to cycling):</p> <ul style="list-style-type: none"> • Proposals should improve walking connections, wayfinding, and legibility from and to <u>the following</u>: <ul style="list-style-type: none"> ○ Castle Gardens; ○ Northgate End Car Park; ○ Bishop's Stortford Town Centre; ○ <u>Grange Paddocks Leisure Centre</u>; ○ <u>Other green spaces</u>; ○ <u>Public transport infrastructure</u>;
Bishop's Stortford Civic Federation (431)	7.2 Movement		7.2.6 - Prioritising cycling - There is no reference to the towns cycling strategy by Sustrans (applies to earlier sections too).	The Bishop's Stortford Walking and Cycling Strategy is referenced as a source in the Hertfordshire Eastern Area Growth and Transport Plan	No amendment in response to these issues.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			E-bike requirements need to be included.	<p>references and as such is incorporated into the SPD.</p> <p>Addition of reference to e-bikes has now been included in the penultimate bullet point of the cycling principles.</p>	
Mrs Sarah Ashton (42)	7.3 Parking and Servicing	Object	<p>Earlier in the SPD it is stated: g) on-site car parking will need to be sufficient to meet the needs of the uses proposed, without encouraging travel to the town centre in order to avoid worsening traffic congestion and further impact on the Hockerill Air Quality Management Area. Parking will need to be provided to serve the town centre as well as commuters. How does this fit with incentivising car free travel? There needs to be residential parking as a minimum of 1 for 1. Public car parks may be available for evenings but there generating permit fees however there needs to be a balance for public car parking to support the local economy and therefore this needs to be available for visitors to the town centre. You need to get car clubs in the multi storey for use by anyone in town centre and not just new development residents. Developers providing less parking</p>	<p>Policy BISH8 part (g) states that: <i>“on-site car parking will need to be sufficient to meet the needs of the uses proposed, without encouraging travel to the town centre in order to avoid worsening traffic congestion and further impact on the Hockerill Air Quality Management Area. Parking will need to be provided to serve the town centre as well as commuters.”</i></p> <p>As such the SPD notes the policy requirement to provide for car parking to meet the needs on the site, but also sets out the access to nearby car parks and the need to prioritise active travel. As such it takes a balanced view, but one that encourages opportunities to be sought to reduce car parking on ORL particularly where parking could be provided in existing facilities.</p>	No amendment in response to these issues.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
			standards need to subsidise public transport for new residents (e.g., train season ticket/bus fares/car parking permits) for a minimum of 1 year to support a modal shift and encourage 1 car households. But there needs to be realism as people in Bishops Stortford will own a minimum of 1 car per household. Less than this is not feasible. Get prescriptive with what you want rather than travel plan which set targets which may/may not be achieved.		
Carolyn Matthews (97)	7.3 Parking and Servicing	Support	<p>7.7 Urban greening- opportunity to incorporate greening at different levels- roof gardens /balcony Consider plants that are drought resistant and attractive to wildlife. Materials - incorporate swift, bat boxes especially on East facing buildings towards Castle Gardens.</p> <p>Solar panels to reduce energy consumption as well as the carbon footprint.</p>	<p>The Council recognises the importance of integrating biodiversity into new development. District Plan Policy NE3 Species and Habitats requires development to enhance biodiversity and create opportunities for wildlife, including the integration of bird and bat boxes for sites adjacent to open space. As such the support for species will be considered as part of the planning application process.</p> <p>The guidance in the SPD encourages proposals to maximise sustainability and sets out several criteria in the green box following paragraph 7.4.5 that need to be considered, including</p>	No amendment in response to these issues.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			<p>There are a lot of dog owners in Bishop's Stortford - Dog waste bins that can generate energy for ambient lighting- where suitable.</p> <p>Waste collection - as there will be more eateries etc perhaps consider those operations take back litter (this scheme is encouraged in Mevagissy, Cornwall to reduce rubbish and associated problems with seagulls). Or at least facilitate separate bins for cans/paper etc.</p>	<p>improving current building standards and incorporating new technologies and low carbon design. It also refers to the validation requirements to submit a checklist and statement, and the need to take account of the guidance in the Council's Sustainability SPD.</p> <p>Noted.</p> <p>Noted.</p>	
Mark Doran (142)	7.3 Parking and Servicing	Support	Residential parking: car use should also be discouraged by the provision of less than one car parking space per dwelling (given proximity to town centre).	The SPD sets out that given the proximity of the site to public transport and facilities, there should be a significantly reduced amount of parking, including residential and other uses.	No amendment in response to this issue.
Ms Helen Miller (187)	7.3 Parking and Servicing	Object	We need more arts spaces not less. The proposed theatre has morphed into a cinema with the council blaming lack of funds (why didn't	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer	Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
			they make developers, who are raking it in all over Stortford, contribute?). In the absence of a purpose-built performance/concert hall, we need more multifunctional spaces that work for arts organisations, not less. If there is any doubt that the adaptable performance space in the new ORL arts centre will not be able to support local arts, then it is essential that the URC hall is kept. Meanwhile I understand that planning permission to create more community space at the actual URC church is still stuck in the system. When are councillors going to sort his out? Lack of foresight by the council is a missed opportunity. We are on the mainline from London to Cambridge and could easily have attracted major stars to Bishop's Stortford while providing for local theatre, orchestras and choirs. We could have had a venue to rival Saffron Hall. As it is, there is barely a venue big enough in this town to cater for a choir and orchestra.	could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.	
Hertfordshire County Council (350)	7.3 Parking and Servicing		Servicing 7.3.2: The Servicing and Vehicle Access section should consider the opportunity at the design stage to enable/	Agreed. New bullet point added in the Servicing and Vehicular Access section to reflect this comment and	Add new bullet point: <ul style="list-style-type: none"> <u>The accommodation and location of e-cargo bike infrastructure</u>

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			accommodate a retail e-cargo bike delivery service to the town's residential areas.	the consideration of e-cargo bike infrastructure.	<u>should be considered at the design stage;</u>
Mr Colin Woodward (367)	7.3 Parking and Servicing		<p>7.3.2 Allocating parking see above please i.e. the numbers that will remove public spaces should be evidenced now.</p> <p>Travel Planning - a much-touted EHC basis for the Stortford Fields development though neither TP nor Smarter Choices have been delivered and it was many months after occupations that the 311 bus was added, (usage??). That development also generates frequent complaints by new residents of lack of ability to park and allocated car spaces being occupied by others.</p>	<p>The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed.</p> <p>It is prudent to set out principles to guide the approach to parking and servicing on this site as well as sign posting the best opportunities to reduce the use and reliance on the car.</p>	No amendment in response to this issue.
Cityheart Homes Ltd (339)	7.3 Parking and Servicing		7.3.2 - Parking provision - expectations regarding (reduced) level. The level of provision (and the expectation that this will be significantly reduced) will need to be balanced against the commercial and operational needs of the development.	Noted.	No amendment in response to this issue.
Bishop's Stortford Civic Federation (432)	7.3 Parking and Servicing		7.3 - Parking and Servicing - If a care home is included in the site (which has been talked of), this would generate a lot of service traffic. The	Noted. The Servicing and Vehicular Access design principles would cover the expected servicing needs of any care home. As such, there is an	No amendment in response to this comment.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
			negatives of this are considered to significantly outweigh the positives of not only with respect to parking and serving, etc., but also ORL as a destination.	expectation that these principles are considered by all proposed uses and contribute towards the site as a whole.	
Cross-party working group on ORL site (23)	7.4 Sustainability and Energy Efficiency		<p>The Council (as a corporate whole) made a climate statement in 2019: 1.4.13 East Herts Council made a declaration on Climate Change in 2019 and is committed to putting environmental sustainability at the heart of everything it does. There is no articulation of how this statement can be realised on this Council-owned land, with the Council's direct power to insist on net-zero-carbon development.</p> <p>Amendment requested: The LPA must explicitly press the Council (as landowner) to do this, to go way beyond planning policy. It is not sufficient to defer to climate-change planning policy because it has been cut away by the government scrapping mandatory targets.</p> <p>Comment: Charringtons House and climate change - There is no reference at all to the embodied carbon in the existing buildings and foundations. We made the case for</p>	<p>Legally the SPD cannot introduce mandatory targets that exceed the policy requirements of Policies CC1 and CC2 of the District Plan. Therefore, the inclusion of specific energy targets is not appropriate in this document.</p> <p>The Council is committed to addressing climate change and the the SPD provides a framework for maximising the sustainability of the development but avoids being overly prescriptive. Specific details about how sustainability opportunities are maximised will be considered as part of the planning application process. The approach will need to be justified in the sustainability checklist and Sustainable Construction, Energy and Water Statement. The checklist and statement are a validation requirement and require the developer to demonstrate how the scheme's design, construction and operation are minimising carbon emissions from the site.</p>	No amendment in response to this comment.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			<p>retaining Charringtons House for environmental reasons in section 7 of our report. Building owners and architects now commonly prefer to retain and adapt buildings to save embodied carbon. The greenest building is the one that already exists (The Times June 2021). Embodied carbon emissions can't be reduced later they have already happened (Building Research Establishment / BRE). The Pritzker Prize the highest honour in the architecture world has been awarded to. whose most impressive projects are all refurbishments (Guardian March 2021). Kier Construction (Cityheart) retrofitted and refurbished Gloucestershire County Council's 1960s Shire Hall and won a BRE award. Glenn Howells Architects (Cityheart), are a one of the signatories of Architects Declare https://www.architectsdeclare.com/ This includes: Upgrade existing buildings for extended use as a more carbon efficient alternative to demolition and new build whenever there is a viable choice.</p> <p>Amendments requested: The SPD should strongly encourage retention</p>	<p>Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House, if demolition is proposed through the submission of a planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings of innovative design.</p>	

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
			and adaptation of Charringtons House. Make plain the carbon cost of demolition, as a planning policy consideration and site constraint. The demolition of any building should be justified against the carbon cost, the public interest of the proposed redevelopment and the Council's climate declaration. The SPD should require a life cycle assessment using existing tools - for example London Plan One-click, or FCBS Carbon. Add statements to the SPD from Kier Construction and Glenn Howells Architects on their commitment to carbon efficiency.		
Mr James Tatchell	7.4 Sustainability and Energy Efficiency	Object	7.15 This clause is not nearly strong enough and will result in the developer ignoring it completely, as was the case in the heating provision at the Goods Yard Development. An insistence on solar (PV) cells in sufficient quantities on all roofs should be a bare minimum, as well as sufficient electric charging points in any car parking to meet expected demand for electric vehicles over the next 20 years	<p>The SPD cannot introduce mandatory targets that exceed the policy requirements of Policies CC1 and CC2 of the District Plan. Therefore, the inclusion of specific energy targets is not appropriate in this document.</p> <p>The guidance in the SPD encourages the scheme to maximise sustainability and sets out a number of criteria in the green box on p57 that need to be considered, including improving current building standards and incorporating new technologies and low carbon design.</p>	<p>Amend the third bullet point in the box following paragraph 7.4.5 as follows:</p> <p>Carbon reduction on-site, <u>including the incorporation of renewable energy</u>, unless it can be demonstrated that this is not feasible or viable....</p>

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
				<p>It also refers to the validation requirements to submit a checklist and statement, and the need to take account of the guidance in the Sustainability SPD.</p> <p>The Sustainability SPD sets out guidance on improving the sustainable design and construction of new development, including fabric improvements and the incorporation of renewable energy. The Council is committed to addressing climate change and the SPD provides a framework for maximising the sustainability of the development.</p> <p>However, it is agreed that reference to renewable energy could be more explicit, so the text is amended to include a reference in the green box following paragraph 7.4.5.</p>	
Carolyn Matthews (98)	7.4 Sustainability and Energy Efficiency	Support		Support noted and welcomed.	-
Mrs Susan Swan (69)	7.4 Sustainability and Energy Efficiency		There is no mention of use of Alternative Energy in the form of heat pumps, solar panels etc. These are vital if we are to move towards reducing pollution and CO2 levels.	The guidance in the SPD encourages proposals to maximise sustainability and sets out several criteria in the following paragraph 7.4.5 that need to be considered, including improving current building	<p>Amend bullet point 3 in the box following paragraph 7.4.5 as follows:</p> <ul style="list-style-type: none"> Carbon reduction on-site, <u>including the incorporation of renewable energy</u>, unless it can be

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
				<p>standards and incorporating new technologies and low carbon design. It also refers to the validation requirements to submit a checklist and statement, and the need to take account of the guidance in the Council's Sustainability SPD.</p> <p>The Sustainability SPD sets out guidance on improving the sustainable design and construction of new development, including fabric improvements and the incorporation of renewable technologies. It also requires the submission of a checklist and statement that demonstrates how development minimises carbon emissions on site and to what extent.</p> <p>However, it is agreed that reference to renewable energy could be more explicit. Text has been added to the third bullet point in the box following paragraph 7.4.5.</p>	demonstrated that this is not feasible or viable....
Mark Doran (143)	7.4 Sustainability and Energy Efficiency	Support	Proposals should be required to go beyond existing building regulations to achieve net zero carbon emissions by 2030. They should not worsen water scarcity or increase surface water run-off.	<p>The SPD has to comply with the wording within the District Plan, so cannot exceed the water efficiency standard in Policy WAT4.</p> <p>However, the guidance in the SPD does encourage the developer to</p>	<p>Insert the following bullet point into paragraph 7.4.2, after the first bullet point:</p> <ul style="list-style-type: none"> • <u>Water Chapter - East Herts District Plan 2018 (Chapter 23)</u>

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			Use of sustainable drainage systems should be required.	<p>improve upon building standards, including water efficient design. This is set out in the green box following paragraph 7.4.5. It also refers to the validation requirements to submit a checklist and statement, and the need to take account of the guidance in the Sustainability SPD.</p> <p>The Council's Sustainability SPD sets out guidance on how to enhance water efficiency and requires developers to justify their approach to water recycling systems in the sustainability checklist and the Sustainable Construction, Energy and Water Statement. It is not necessary to repeat this information in the ORL SPD.</p> <p>For clarity and to emphasise the importance of addressing water efficiency paragraph 7.4.2 has been amended to include reference to the Water Chapter (23) in the District Plan.</p> <p>The SPD sets out that 'SUDS within the site should be carefully considered as part of a holistic design process so as to integrate</p>	

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
				with the surrounding public realm, including hard and soft landscaping.'	
Mr John Rhodes (189) Stewart Marshall (383)	7.4 Sustainability and Energy Efficiency		<p>We should say firstly that we welcome the fact that the Council is at last complying with the requirement in policy BISH8 to produce a SPD to inform the master planning of the site. Having said that, as general observations, we feel that the present draft is too generalised to provide the guidance that is needed to inform the master plan and is probably trying to incorporate too many potentially incompatible forms of development on the site. We would like to suggest some more specific requirements which could enable the SPD to become a more useful document.</p> <p>Para 7.4.1 says that the developer should maximise sustainability at every possible opportunity. We agree. However, to ensure that this laudable objective is achieved, it should be made explicit that the existing buildings on the site covered by the SPD should be retained – being repurposed if necessary, and that new development should be fitted around the existing structures. The reasons for this are that there is</p>	<p>Noted.</p> <p>The ORL SPD specifically requires a 'reduction in energy embodied in construction materials through re-use and recycling of existing materials, where feasible, and the use of sustainable materials and local sourcing.'</p> <p>The approach, including the need to minimise carbon emissions on site, will need to be further justified in the sustainability checklist and</p>	No amendment in response to this issue.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			a substantial amount of carbon embedded in those structures which will be lost if they are demolished, while the demolition process itself will add to the carbon footprint of the development.	Sustainable Construction, Energy and Water Statement.	
Bishop's Stortford Climate Group (310)	7.4 Sustainability and Energy Efficiency	Object	Water use provisions The SPD section 7.4 references the need for water use efficiency but provides no solid requirements the developer must meet. Developers must address water efficiency in their Sustainability Checklist and incorporate water efficient design methods. Given that Affinity Water is already showing that we are regularly experiencing conditions which mean our groundwater conditions are Drought Zone it is hugely important that new buildings, which add to water use, are more efficient than the norm. The old Code for Sustainable Homes had a Level 4 target of 105l/person/day and envisaged that it was possible to achieve 80l/person/day at Level 5 or 6, compared to the current Buildings Regulations figure of 110l/person/day. This target would drive significant design changes, rather than the limited changes required by the Buildings	<p>The SPD has to comply with the wording within the District Plan, so cannot exceed the water efficiency standard in Policy WAT4.</p> <p>However, the guidance in the SPD does encourage the developer to improve upon building standards, including water efficient design. This is set out in the green box following paragraph 7.4.5. It also refers to the validation requirements to submit a checklist and statement, and the need to take account of the guidance in the Sustainability SPD.</p> <p>The Council's Sustainability SPD sets out guidance on how to enhance water efficiency and requires developers to justify their approach to water recycling systems in the sustainability checklist and the Sustainable Construction, Energy and Water Statement. It is not necessary to repeat this information in the ORL SPD.</p>	<p>Insert the following bullet point into paragraph 7.4.2, after the first bullet point:</p> <ul style="list-style-type: none"> Water Chapter - East Herts District Plan 2018 (Chapter 23)

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
			Regulations. Actions requested The SPD should require the collection and use of rainwater and the use of grey water systems where that is possible; and reduce the target water use accordingly, to 105l/person/day or lower.	For clarity and to emphasise the importance of addressing water efficiency paragraph 7.4.2 has been amended to include reference to the Water Chapter (23) in the District Plan.	
Bishop's Stortford Climate Group (309)	7.4 Sustainability and Energy Efficiency	Object	<p>Section 7.4 covers energy and carbon emissions both in operational and construction terms.</p> <p>However, it essentially says nothing beyond signposting to existing documents which require nothing beyond current Building Regulations. Essentially these existing documents represent encouragement to minimise emissions but have historically resulted in little beyond current Building Regulations. So this section adds nothing to what already exists, which developers would already have to comply with in their application.</p> <p>For the ORL site the council is the developer, so we would expect the council to set itself the very highest standards and use the project to demonstrate to other developers what is achievable. As EHDC has committed to an area wide target of</p>	<p>The SPD cannot introduce mandatory targets that exceed the policy requirements of Policies CC1 and CC2 of the District Plan. Therefore, the inclusion of specific energy targets is not appropriate in this document.</p> <p>The Council is committed to addressing climate change and the the SPD provides a framework for maximising the sustainability of the development but avoids being overly prescriptive. Specific details about how sustainability opportunities are maximised will be considered as part of the planning application process. The approach will need to be justified in the sustainability checklist and Sustainable Construction, Energy and Water Statement.</p>	No amendment in response to this issue.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			<p align="center">Design Principles</p>		
			<p>net zero carbon by 2030 we would expect it to set an SPD for its own developer to meet the requirement of net zero carbon in operational terms and to set a specific target for construction emissions. The most specific additional requirements, in the box following 7.4.5 are again in terms of encouragement, minimisation and exploration of standards above the norm, so place no absolute standard to do better than minimum Building Regulations.</p> <p>The emerging Greater Cambridgeshire Local Plan sets the level of ambition we would expect to see in the SPD, with numeric Energy Use Intensity targets (p145). https://consultations.greatercambridgeplanning.org/sites/gcp/files/2021-10/First%20Proposals%20-%20FINAL%20FURTHER%20REVISED%2028.10.21-red.pdf. Best practice for urban development would suggest steady roll out of heat networks. Because of the higher densities that we see in urban centres, many European towns and cities have heat networks. This development represents an opportunity to initiate this and to</p>		

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
			<p>then join the dots, making connections to Waitrose and across towards the Goods Yard and the recent developments along the Stort, which with little foresight by EHDC and no interest from developers went ahead with gas combination boilers and will be hard to retrofit with individual air source heat pumps. The source of heat for a heat pump-based heat network would be the building and supermarket cooling demands plus the aquifer using an open loop system. This could be supplemented if required with air source heat pumps. This opportunity should at least be explored as part of the development.</p> <p>Solar PV in new schemes is key to achieving zero carbon in operational terms. We would expect the SPD to require the developer to deliver building designs which maximise the roof area for solar PV. The emerging Greater Cambridgeshire Local Plan, above (p146), shows an expectation that renewable energy generated on site should at least match the energy demand for the buildings in use.</p>		

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			<p>Request that the SPD must reflect EHDC's commitment to an area-wide target of net zero carbon by 2030. In particular it should:</p> <ul style="list-style-type: none"> - Set a requirement of net zero carbon in operational terms. - Set a specific target for construction emissions. - Require the developer to deliver building designs which maximise the roof area for solar PV. - Require the developer to examine fully a heat pump-based heat network, suitable to be extended over a wider area, engaging with other local businesses and examining the suitability of using the aquifer for an open loop system. 		
Bishop's Stortford Civic Federation (442)	7.4 Sustainability and Energy Efficiency		<p>BSCF agrees with Para 7.4.1, which says that the developer should maximise sustainability at every possible opportunity. It is therefore important that the SPD requires comparison of the carbon expended in the demolition of the site's existing buildings and their replacement, in whatever form, versus their retention and repurposing. We expect the carbon expended in the former will be far more than that in repurposing them but this needs to be carefully assessed, the aim being</p>	<p>The ORL SPD specifically requires a 'reduction in energy embodied in construction materials through re-use and recycling of existing materials, where feasible, and the use of sustainable materials and local sourcing.'</p> <p>The approach, including the need to minimise carbon emissions on site, will need to be further justified in the sustainability checklist and Sustainable Construction, Energy and Water Statement.</p>	No amendment in response to this issue

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
			to avoid increasing the development's carbon footprint.		
Cllr Mione Goldspink (329)	7.4 Sustainability and Energy Efficiency		Sustainability - I support this very strongly.	Support noted and welcomed.	-
Mrs Janet Reville (300)	7.4 Sustainability and Energy Efficiency		Paragraphs 3.23/3.6/7.15 Any new buildings should be insulated to the highest standards and have solar panels. Where possible any refurbishment of existing buildings should include insulation upgrading and solar panels.	<p>The guidance in the SPD encourages proposals to maximise sustainability and sets out several criteria in the green box following paragraph 7.4.5 that need to be considered, including improving current building standards and incorporating new technologies and low carbon design. It also refers to the validation requirements to submit a checklist and statement, and the need to take account of the guidance in the Council's Sustainability SPD.</p> <p>The Sustainability SPD sets out guidance on improving the sustainable design and construction of new development, including fabric improvements and the incorporation of renewable technologies. It also requires the submission of a checklist and statement that demonstrates how development minimises carbon emissions on site and to what extent. It is not</p>	No amendment in response to this issue

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
				necessary to repeat this information in this ORL SPD	
Mr Graham Oxborrow (207)	7.4 Sustainability and Energy Efficiency	Object	<p>Have exemplary sustainability requirements for the buildings, including energy requirements, water use facilities, drainage and planting. Development of the site will add to the local population size and hence their use of resources and impacts on the environment.</p> <p>Section 7.4 of draft SPD does not mitigate this impact:</p> <p>Requires nothing more than meeting Buildings Regulations on energy, so does nothing to further the Council's commitment to net zero carbon emissions by 2030. In so doing it also misses the opportunity to use the site to start to provide zero carbon heating using a heat network.</p> <p>Requires nothing better than bog standard water use facilities, i.e., there is no requirement to use rainwater or greywater to reduce demand for mains water.</p>	<p>The SPD cannot introduce mandatory targets that exceed the policy requirements of Policies CC1 and CC2 of the District Plan. Therefore, the inclusion of specific energy targets is not appropriate in this document.</p> <p>The Council is committed to addressing climate change and the the SPD provides a framework for maximising the sustainability of the development but avoids being overly prescriptive. Specific details about how sustainability opportunities are maximised will be considered as part of the planning application process. The approach, including the need to minimise carbon emissions on site, will need to be justified in the sustainability checklist and Sustainable Construction, Energy and Water Statement.</p>	No amendment in response to this issue
Angela Marshall (279)	7.4 Sustainability and Energy Efficiency		Sustainability Section 7.4 Charringtons Building - It seems a shame to demolish this building when it is only 50 years old, and very	Whilst the SPD itself doesn't specifically include proposals for the demolition of Charringtons House, if demolition is proposed through the	No amendment in response to this issue.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
			solid. Sure it could be re-purposed? I hope that solar panels will be used, and all buildings will be very well insulated.	submission of a planning application, applicants will be required to explain and evidence how their proposals comply with relevant District Plan policies that seek to improve the environmental sustainability of new development.	
Amanda Anderson (268)	7.4 Sustainability and Energy Efficiency		Once again at this day and age we should be including all possibilities for renewable energy - 3.6, 3.27, 7.15	<p>The guidance in the SPD encourages proposals to maximise sustainability and sets out several criteria in the green box following paragraph 7.4.5 that need to be considered, including improving current building standards and incorporating new technologies and low carbon design. It also refers to the validation requirements to submit a checklist and statement, and the need to take account of the guidance in the Council's Sustainability SPD.</p> <p>The Sustainability SPD sets out guidance on improving the sustainable design and construction of new development, including fabric improvements and the incorporation of renewable technologies. It also requires the submission of a checklist and statement that demonstrates how development minimises carbon emissions on site and to what extent.</p>	<p>Amend bullet point 3 in the box following paragraph 7.4.5 as follows:</p> <ul style="list-style-type: none"> Carbon reduction on-site, <u>including the incorporation of renewable energy</u>, unless it can be demonstrated that this is not feasible or viable....

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
				However, it is agreed that reference to renewable energy could be more explicit. Text has been added to the third bullet point in the box following paragraph 7.4.5.	
Cityheart Homes Ltd (340)	7.4 Sustainability and Energy Efficiency		Whilst it is the developer's intention to promote a highly sustainable scheme proposal, the term "maximises" might be unhelpful. It would be preferable to include the term "optimises" instead. This makes sure that there is a pro and con / cost benefit approach to provision as it might be the case that some provision might be detrimental in other respects (scheme viability/design etc).	The Council is committed to addressing climate change and delivering sustainable development. As such the term 'maximises' is considered appropriate.	No amendment in response to this issue.
Hertfordshire County Council (351)	7.4 Sustainability and Energy Efficiency		The consultation should consider the opportunities that development adjacent to green space (such as the castle) could support species recovery for species disadvantaged by modern construction methods. An example would be the integration of Swift nesting opportunities either in construction of non-residential, residential or standalone (Swift Castle) in public realm. The species would be finding food in the nearby greenspace.	The Council recognises the importance of integrating biodiversity into new development. District Plan Policy NE3 Species and Habitats requires development to enhance biodiversity and create opportunities for wildlife, including the integration of bird and bat boxes for sites adjacent to open space. As such the support for species will be considered as part of the planning application process. However, given its importance, reference to biodiversity	Amend bullet point 2 in the box following paragraph 7.4.5 as follows: <ul style="list-style-type: none"> Integration of green infrastructure, <u>biodiversity enhancement</u>, urban greening and water management

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
				enhancement should be included in the SPD.	
Bishop's Stortford Civic Federation (433)	7.4 Sustainability and Energy Efficiency		Sustainability and Energy Efficiency - Please refer to comments by Bishop's Stortford Climate Group for observations and ideas about this section.	Please see the Council's response to comments 309 and 310 above.	No amendment in response to this issue.
Mr Graham Oxborrow (204)	7.5 Layout and Edges	Object	Ensure that there is not overdevelopment of the site, by setting: specific height limits that ensure that views from Water Lane and from Castle Park are not completely blighted by high buildings; and layout requirements that will enable air to circulate and provide for surface level shade, which will be important in coming years as the town heats up from climate change.	Noted. Section 7.6 has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel. Similarly, final layout requirements will be the subject of an independent design review from the Hertfordshire Design Review Panel, which will take account of the design principles outlined in the SPD.	No amendment in response to this issue.
Bishop's Stortford Civic Federation (434)	7.5 Layout and Edges		The effect of any [eventual] number of homes on the layout and edges will have an impact on this. The layouts shown in Ch 8 need to be available for rethought, especially with respect to views across the site,	The Strategic Masterplanning Framework Diagram has been updated and as such is now illustratively presented and should be used together with the Design Principles set out in Chapter 7 to	Figure 21 (now Figure 20) updated in line with this and other comments.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			the public space and possible retention, etc., of the URC Hall. The buildings frontages need to be fine grained, both vertically and horizontally, especially around the development's edge, c.f. the Goods Yard development, which is extremely coarse grained. With traffic still on Bridge St, moving the public space proposed in the TCPF north should be another option, and part of any residential area moved south, to face Bridge St and Jackson Sq. A lot of the focus is on north-south movement. With increased emphasis on active travel east-west movement is more important than the TCPF suggests. Making Barrett Lane pedestrian and cycling only should be considered, along with cycle access through the present URC Hall site (to allow retention of the historic wall between the hall and the present Waitrose car park).	<p>inform emerging proposals. The updated Strategic Masterplanning Framework does not preclude alternative design solutions coming forward.</p> <p>The SPD is intended to provide a strategic masterplanning framework for the Old River Lane site, rather than provide detailed proposals.</p>	
The Gardens Trust/Hertfordshire Gardens Trust (2)	7.6 Heights, Massing and Grain	Support	We agree that the views and setting of the Castle Gardens and the motte should be retained and enhanced and that the design, height and massing of any development should respect these heritage assets and if possible, enhance them and their settings.	<p>Support noted and welcomed.</p> <p>Note: This section has been updated to provide greater clarity around the Council's expectations on heights, massing and grain.</p>	-

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
Cross-party working group on ORL site (16)	7.6 Heights, Massing and Grain		This section is far too vague about building heights and does not give guidance on the acceptable height of buildings. 7.6.3 says the above principles should inform the masterplan for the site. The principles are four bullet point - the view from Castle Gardens, the setting of the castle mound, setting of Water Lane listed buildings and the general townscape of Stortford. These four principle lead clearly to a 2-storey limit over the central part of the site, east to west. At the north side of the site, there is scope for buildings up to 4 storeys. Adjacent to Charringtons House facing Bridge Street, up to four storeys. Amendments requested: Introduce a diagrammatic plan showing the acceptable height ranges across the site.	This section has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	Update Section 7.6.
Mrs Sarah Ashton (45)	7.6 Heights, Massing and Grain	Object	What height do you want? This is vague and needs to be more specific otherwise you will get the tallest building repeated on this site. Require high quality design which uses architectural devices to break up scale and massing of the building and enhances the existing townscape. Also suggest varied building heights. Be more specific	This section has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design	Update Section 7.6.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			about what you want and require an architect retention clause to secure high quality design.	review from the Hertfordshire Design Review Panel.	
Mrs Marguerite Rapley (108)	7.6 Heights, Massing and Grain		The height of the buildings should not be above the 3-4 storeys that form the majority of the town centre as anything higher dwarfs the original buildings and does not fit with the town's heritage.	This section has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	Update Section 7.6.
Cllr Chris Wilson (152)	7.6 Heights, Massing and Grain	Object	The implication here is that as some buildings are up to 6 storeys high, that the buildings in the ORL can be. It is important to emphasise that the buildings would spoil the overall vista of the town if they are as high as those 6 storey buildings. 7.18 could make this specific.	This section has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	Update Section 7.6.
Mr John Rhodes (193) Stewart Marshall	7.6 Heights, Massing and Grain		Section 7.6 says that heights and massing of any development proposals should be sensitive to the areas adjacent to the site. This section needs to be more	This section has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In	Update Section 7.6.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
(383)			prescriptive. The new multi storey car park and the Jackson Square redevelopment are both excessive in massing and height and wholly unsympathetic to their surroundings. Charringtons House should be taken as the maximum height for any part of the development, with a view preserved from the castle mound to North Street and St Michael's Church requiring development significantly lower in height.	terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	
Mrs Jill Wade (258)	7.6 Heights, Massing and Grain		Building Height Section 7.6 states that heights and massing of any development proposals should be sensitive to the areas adjacent to the site. Jackson Square and the new MSCP are both wholly unsympathetic to the Conservation Area - particularly the new MSCP, which should never have been allowed to be constructed to that design or that height so close to a Scheduled Ancient Monument. Charringtons House should be retained and taken as the maximum height for any part of the development but, in order to preserve views from the castle area to North Street and St Michael's Church, new development should be	This section has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	Update Section 7.6.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			significantly lower in height. There should be no attempt to build to the height of the new MSCP.		
Bishop's Stortford Civic Federation (442)	7.6 Heights, Massing and Grain		<p>Building Heights and Grain Section 7.6 says that heights and massing of any development proposals should be sensitive to the areas adjacent to the site but it lacks any acceptable limits and parameters. This section should be more prescriptive.</p> <p>Both the new multi-storey car park and the Jackson Square redevelopment are excessive in their massing and height and wholly unsympathetic to their surroundings. However, the main body of the multi storey car park is set back some distance from the development and less visible from it, compared to, for example: Waytemore Castle, Castel Gardens, Sworders Field and buildings on Water Lane. Charringtons House should therefore be taken as the maximum height for the southern part of the development, reducing to two storeys in the central area to preserve views from the castle mound to North Street and St Michael's Church, and vice versa.</p>	This section has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	Update Section 7.6.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
			<p>Heights could then increase again to the north.</p> <p>Also, the site's external/edge grain needs to be fine, especially compared to that of the multi-storey car park. A development showing a variety of facades will be far more compatible with it being in the centre of the town's Conservation Area.</p>		
Cllr Calvin Horner (170)	7.6 Heights, Massing and Grain	Object	<p>7.6.2 This section in general and this paragraph do not give any indication of heights that would be acceptable on the ORL site and give the impression that 4-6 storeys would be acceptable in parts of the site. I believe that an indication of where heights above 3 storeys would be acceptable, in diagrammatic form, away from the heritage buildings and vistas should be included in the SPD. References to Jackson Square and the Northgate End car park are misleading examples to give with regard to the majority of the site.</p>	<p>This section has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.</p>	Update Section 7.6.
Cllr Mione Goldspink (330)	7.6 Heights, Massing and Grain		<p>7.6.2 Heights The guideline should be 3-4 storeys. Please remove all references to Jackson Square and the new Multi-storey carpark at Northgate End. These extra high buildings are aberrations and have been widely criticised for not being compatible with the conservation</p>	<p>This section has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced</p>	Update Section 7.6.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			area and the majority of buildings in the town centre.	design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	
Ms Jill Jones (225)	7.6 Heights, Massing and Grain	Object	7.6.1 Object. The massing and height of the new Northgate End MSCP is an abomination. Photos of BS in the consultation document focus on the low level largely historic buildings. ORL should reflect the historic low-level nature of North Street and the central conservation area and take this down to the park and river, opening up the greenery and visual aspect (covid has shown us how important this feeling of space is an element understood well in the 19th century as a foil for civil unrest!). The inappropriate massing of BS with 2x6 storey buildings hopefully now does not sit alongside the criteria for good design in the National Planning Policy Framework. It would be good to have this clarified so that height at a low level can be supported, not an open sesame to six storeys.	This section has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	Update Section 7.6.
Mrs Janet Reville (301)	7.6 Heights, Massing and Grain		Paragraphs 7.6/7.19 The new buildings should be no more than 2.5 stories high and leave views of St Michaels Church and the Castle mound for the pleasure of the residents and visitors.	This section has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design,	Update Section 7.6.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
				acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	
Amanda Anderson (267)	7.6 Heights, Massing and Grain		No over development please - we do not want high buildings - certainly less than the new Northgate End monstrosity that no one wanted re: 7.6, 7.19.	This section has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	Update Section 7.6.
Angela Marshall (283)	7.6 Heights, Massing and Grain		Building Heights Section 7.6 I would hope that the buildings would be no more than 3-4 storeys high. I would like to be able to see the Castle Park and gardens as a view, not a window at the end of a concrete tunnel. The area will not feel like part of the town if all you can see as you stand in it is the tall building that you are standing next to.	This section has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	Update Section 7.6.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
Mr Colin Woodward (368)	7.6 Heights, Massing and Grain		7.6.2 Heights – Bishop’s Stortford centre was low rise with the exception of the Mill but EHC have already conceded on height by several town centre developments thereby severely changing the built and historic environment to resemble that of any new town anywhere.	This section has been updated to provide greater clarity around the Council’s expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	Update Section 7.6.
Cityheart Homes Ltd (341)	7.6 Heights, Massing and Grain		7.6.2 - Presence of E-W view (lost) to / from Castle and Church, and retention / enhancement as 2.2.14 above. The current wording implies that there is a specific view: "the retention of the view from Castle Gardens to the Church of Saint Michaels". The text should be amended here to more accurately reflect the current position, and what can be achieved/is expected.	This section has been updated to provide greater clarity around the Council’s expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	Update Section 7.6.
Lynne Garner (377)	7.6 Heights, Massing and Grain		(7.6 - 7.19) Buildings should not be higher than the new car park. We don’t want another Goods Yard type development, which has left that end of town feeling unfriendly, depressing and claustrophobic, meaning many no longer want to use that end of town.	This section has been updated to provide greater clarity around the Council’s expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced	Update Section 7.6.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
				design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	
Bishop's Stortford Civic Federation (435)	7.6 Heights, Massing and Grain		The SPD needs to recognise that number of any homes, offices, leisure facilities, etc., especially if they have retail units at ground level affects their height, the width of the streets, and so on. The number of homes should therefore be none/limited as discussed in 8.2 and elsewhere. Also placing new residential accommodation in the centre of the site (as presented in Ch 8) intrudes upon the views referred to in 2.2.20 and 2.3.6. especially as a right of way/easement is needed for the sewer rising main (see 2.3.5 & Figure 7) The MSCP's height is not considered relevant to this development, as it is not readily visible from much of it. Except for Charringtons House, which is 4 storey, most of the relevant buildings 2 - 2.5 storeys. So, even though many of them are set back form the development, they do set a precedent for much of it, especially with respect to views across the site between Castle Gardens, Sworders Field and the approaches from the	This section has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	Update Section 7.6.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			east through to Water Lane, North Street and St Michael's Church.		
Cross-party working group on ORL site (17)	7.7 Public Realm		<p>Designing a public square into the development would be welcomed by this group. It needs to be a principal feature, with buildings shaped around it. The eight design principles however all relate to details - materials, street furniture, signs, SUDS etc, and none of these principles address the location, size, shape, and function of a public square. There are options relating to where a square could be placed, and what its use would be - options should be provided. Size comparators should be provided, to demonstrate whether a marker, live events, passive sitting, cafe tables and chairs would be practicable. The public space has been relegated to a rather nebulous area to the south of the site almost as an afterthought. Far from being uppermost in the design consideration it is subservient to almost everything else.</p> <p>Amendments requested: Clear guidance on location, size and function of a Town square and the frontages around it. A minimum area. Use Saffron Walden Market</p>	<p>This issue is expanded upon in paragraph 8.4.5, which states: "Any public square should provide a welcoming, legible, and adaptable public space at the confluence of pedestrian and cycle routes, with active edges presenting retail opportunities, generous levels of passive surveillance, benches to meet and rest on, and public art to reinforce a memorable character that enhances the character and appearance of the Bishop's Stortford Conservation Area." Paragraph 3.4.2 and paragraph 7.7.1 will be expanded to further set out expectations.</p>	<p>Expand paragraphs 3.4.2 and 7.7.1 as follows:</p> <p>3.4.2 ... The clustering of any of these uses should preferably be focussed around a key public space, <u>which should be a welcoming and adaptable space, suitable for public events, and with high quality hard and soft landscaping and public art in order to provide it with a memorable character.</u></p> <p>7.7.1 Policy BISH8 requires the creation of new streets and public spaces and as such having a high-quality public realm will be key to the successful implementation of these public spaces and streets at Old River Lane. <u>The public space should have a welcoming character and be an adaptable space, suitable for public events, and with high quality hard and soft landscaping and public art in order to make it memorable, thus benefiting townscape legibility</u></p>

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
			Square as a comparator for size, shape and frontages.		
Ms Yvonne Estop (52)	7.7 Public Realm		This barely mentions the aspiration for a public square that has been discussed a lot. Changes required: Add text about how to design a square - its possible location, size and functions, as well as protection from sun and rain. One approach is to create the sense of a large space that includes the private-owned Coopers garden centre. This is a good idea and should be enunciated. Another approach is to place a square more centrally at the confluence of north-south and east-west walking and cycling routes. Building blocks should be shaped to define the space. It should provide outward views - to trees in the park and existing buildings It should provide size comparators as guides: BS market Sq - Bury St Edmunds - the square in the old town, and the square in the retail extension development which included a comparable arts centre. Cambridge market square Saffron Walden Market square. etc	This issue is expanded upon in paragraph 8.4.5, which states: "Any public square should provide a welcoming, legible, and adaptable public space at the confluence of pedestrian and cycle routes, with active edges presenting retail opportunities, generous levels of passive surveillance, benches to meet and rest on, and public art to reinforce a memorable character that enhances the character and appearance of the Bishop's Stortford Conservation Area." Paragraph 3.4.2 and paragraph 7.7.1 will be expanded to further set out expectations.	Expand paragraphs 3.4.2 and 7.7.1 as follows: 3.4.2 ... The clustering of any of these uses should preferably be focussed around a key public space, <u>which should be a welcoming and adaptable space, suitable for public events, and with high quality hard and soft landscaping and public art in order to provide it with a memorable character.</u> 7.7.1 Policy BISH8 requires the creation of new streets and public spaces and as such having a high-quality public realm will be key to the successful implementation of these public spaces and streets at Old River Lane. <u>The public space should have a welcoming character and be an adaptable space, suitable for public events, and with high quality hard and soft landscaping and public art in order to make it memorable, thus benefiting townscape legibility</u>
Mrs Sarah Ashton (46)	7.7 Public Realm		New public spaces/pathways/ improved townscape needs to be adopted by parish/district/county.	Noted and agreed. Long term stewardship and governance will be critical to the effective management	No amendment in response to this issue.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			Stewardship in perpetuity doesn't work unless carefully considered as developers move on and bins don't get emptied so ask for maintenance contributions for a good period from the developer and plan to take these on.	of the development and encouraging a vibrant community.	
Carolyn Matthews (99)	7.7 Public Realm	Support	Height needs to be less than 5 levels to avoid the sense of an overbearing enclosure by a concrete environment.	Section 7.6 has been updated to provide greater clarity around the Council's expectations, with further guidance on anticipated building heights provided within the SPD. In terms of the final scheme design, acceptable building heights should be established through an evidenced design process that will be the subject of an independent design review from the Hertfordshire Design Review Panel.	-
Mark Doran (144)	7.7 Public Realm	Support	Accessibility of the public realm should be improved for those with disabilities, mobility issues etc.	Agreed.	-
Cllr Chris Wilson (153)	7.7 Public Realm		I believe there should be the addition of an insistence that there is to be a viable public square, as this was another aspect of ORL that has been much advertised and vaunted, as well as discussed in the meetings about this development over the last couple of years.	The SPD clearly sets out new public spaces will be created at Old River Lane. Figure 18 illustrates a new public space in front of Coopers and along Bridge Street, and this then forms an integral part of the Strategic Masterplanning Framework at Figure 21 (now Figure 20). Paragraph 8.4.5 sets out that 'any public square should provide a	No amendment in response to this issue.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Design Principles		
				welcoming, legible, and adaptable public space at the confluence of pedestrian and cycle routes, with active edges presenting retail opportunities, generous levels of passive surveillance, benches to meet and rest on, and public art to reinforce a memorable character that enhances the character and appearance of the Bishop's Stortford Conservation Area.'	
Ms Jill Jones (218)	7.7 Public Realm	Support	7.7.2 support. In addition to planning, the social engineering that the new ORL will bring needs to be taken into account. How will the MSCP at Northgate End be made an attractive, welcoming and safe environment? How will any new residential housing fit this specification? This needs to be called out - it appears the car park office was sacrificed due to cost issues as the project progressed, so what are the guarantees (not reassurances) that practical management and oversight will be of high-quality and available for the foreseeable future to secure the credibility of the ORL project? This is no longer just a planning matter as the introduction	Support noted and welcomed. Noted, however this is not relevant to the SPD.	No amendment in response to this issue.

Rep. No	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
7.			Design Principles		
			of the MSCP and the ORL changes the social fabric of BS.		
Deirdre Glasgow (274)	7.7 Public Realm		Town Centre Way Finding: For the cultural development and growth of the town centre, the Bishop's Stortford Museum and Theatre at South Mill Arts need to be part of the key routes signposted for residents and visitors, as part of the railway and South Street signage. South Mill Arts, is situated on South Road and linked to the Goods Yard. An opportunity not to be missed.	Noted. Proposals should include improved signage and way finding.	No amendment in response to this issue.
Bishop's Stortford Civic Federation (436)	7.7 Public Realm		7.7.2 - opportunities for public art. This is the only place where public art is mentioned. The SPD should be clear that art includes performing arts, not just installations.	Public art can be any media whose form, function and meaning are created for the general public. The opportunity to provide public art is referred to in Section 6. It is also included in the green box following paragraph 7.7.2, at paragraph 8.4.5 and in the planning obligations schedule.	No amendment in response to this issue.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Strategic Masterplanning Framework		
Cross-party working group on ORL site (385)	8. Strategic Masterplanning Framework	Object	<p>The SPD does not have any diagrams showing the existing Waitrose car park as a site constraint.</p> <p>There are options for the route of the north south footpath. The option shown in figures 17 and 21 is a straight-line route, which severs 50 car parking spaces from Waitrose. Relocating these spaces entails demolishing the URC hall, which we object to.</p> <p>There is another option, which we ask to be shown. This is a curved route going round the Waitrose carpark, and avoiding a significant relocation of spaces.</p> <p>We have reviewed the studies presented by Glenn Howells Architects showing alternative footpath routes. We would urge you to show the following two options in the SPD and to base the masterplan principles on option 1.</p> <p>None of these paragraphs and diagrams about layout show an option that retains Charringtons House. The SPD should have a</p>	<p>The Strategic Masterplanning Framework diagram has been updated and the illustrative pathway from north to south would not preclude a curved walkway if this was the preferred design solution.</p> <p>The Masterplanning Framework should be used with the Design Principles set out in Chapter 7 to inform emerging proposals.</p>	Figure 21 (now Figure 20) updated in line with this and other comments.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
8.			Strategic Masterplanning Framework		
			diagram showing a layout option with Charringtons House retained. Please include a diagram. The following diagram illustrates how an arts centre can be accommodated alongside the existing Charringtons House. Please also see the paper submitted by this group to the steering group.		
Bishop's Stortford Civic Federation (437)	8. Strategic Masterplanning Framework		8.0 - Strategic Masterplanning Framework. This section shows the drawings and suggestions contained in the Town Centre Planning Framework 2016. Things have moved on since then though, and even then they were only ideas and options. The SPD should allow for other layouts and features to be considered as part of the masterplanning. For example: changing the straight N-S pedestrian route to something more sinuous, especially considering the location for the new entrance to/from Jackson Square. If the URC Hall is retained and repurposed moving other parts of the leisure/arts offer to join with it	Figure 15 has been deleted as the level of detail shown is unhelpful. Consequently paragraph 8.2.4 has also been deleted and 8.2.5 amended. Figures 13 and 14 have been retained as they are part of the narrative that explains the evolution of the Masterplanning Framework.	Delete Figure 15 with consequential amendments to paragraphs 8.2.4 and 8.2.5. 8.2.4 Figure 15 above demonstrates a more detailed version of 'Option A'. Proposals at that time included the demolition of Charrington's House, the URC Hall and the three dwellings located to the south of the URC Hall. 8.2.5 8.2.4 Alongside the delivery of four new blocks of development, this proposal , as well as Option B, both <u>options</u> presented a significant change in the infrastructure and accessing arrangements for Old River Lane.
Mr Matthieu Milton	8.1 Introduction	Object	Both options are horrendous. We need the space to be much more	Noted. Options A and B are from the Town Centre Planning Framework	No amendment in response to this issue.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Strategic Masterplanning Framework		
(1)			open with a proper market place/plaza near a new theatre with less flats (maybe just blocks along the causeway with cafe opening on terraces), well connected to a semi pedestrianised or totally pedestrianised high street.	and have been refined. The Strategic Masterplanning Framework and the Design Principles set out in the SPD will ensure that proposals for Old River Lane create a well-designed development that responds to the character of the surrounding area.	
Mrs Helen Lednor (55)	8.1 Introduction		<p>The Arts are different to culture, community, civic society, leisure. The Arts are involved with creating and inspiring opportunities where awe and wonder happen. I see no vision to inspire awe and wonder in the ORL planning documents. Nor any understanding of how this has to be planned in, right from the start. The Arts are in danger of being excluded by omission because they are not specified within your strategic Masterplan.</p> <p>For example, the new Music Hub Government initiative which comes with its unusually generous amounts of new government funding available for Lead Organisations including money for building, redevelopment and strengthening economic, community and educational links; see Arts Council announcement of June 25th 2022 (but known it was</p>	The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information	Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
8.			<p align="center">Strategic Masterplanning Framework</p>		
			<p>happening within the profession for months). What an opportunity to bring The Arts right in to the heart, centre and building design of Bishop's Stortford. And when the money that is needed to achieve such a vision is actually on offer at the same time! There is a thriving music scene here which could be supported and developed with proper funding. The youth community doesn't want Music Hubs in schools; they want it external, somewhere that is alternative, urban, contemporary, slightly edgy, where they can meet and be mentored by other professional gigging musicians who are complementary to but alternative to what formal education offers. Artists want meeting rooms, practice and recording facilities to be promoted within the town. Why aren't you grabbing this opportunity to bring together the money and community and professional musicians and artists, all in one suitably designated area of the town centre? You appear to be about to miss the opportunity because you haven't fundamentally rooted The Arts within your vision or</p>		

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Strategic Masterplanning Framework		
			Strategic Masterplan. There is no depth of thought here or recognition of the daily importance of The Arts in improving our lives and well-being, let alone the benefits financially to the town.		
Mrs Helen Lednor (54)	8.1 Introduction	Object	<p>Your strategic masterplan bulks together The Arts (arts I think is used once in the entire report?) with a mish-mash of non-explained terms such as "Culture" "Leisure" and "Community." The Arts are different to culture, community, civic society, leisure. The Arts are involved with creating and inspiring opportunities to encourage experiences of awe and wonder. I see no vision which inspires awe and wonder in these ORL planning documents. Nor any understanding of how this has to be planned in, right from the very start.</p> <p>The Arts are in danger of being excluded by omission unless they are specified within the vision. It's most disappointing when such a fantastic opportunity presented itself. You are setting the future of Stortford; how could you possibly neglect to consider The Arts and their development in the town? It's</p>	<p>The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information.</p> <p>Objective 3 of the SPD is to deliver a mix of town centre uses, including arts and culture, to create a vibrant place that supports and complements the wider town centre offer.</p>	Add new paragraphs 3.4.5 – 3.4.8 to provide information on the Arts Centre.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
8.			Strategic Masterplanning Framework		
			like forgetting to mention houses, or shops, it's just crazy it's not thought through when so much of our well-being depends on the quality of them.		
Ms Yvonne Estop (48)	8.2 Town Centre Planning Framework 2016	Object	<p>Town Centre Planning Framework 2016 Comments - reference to diagrams in the 2016 study is misleading and unhelpful, as the diagrams do not take account of the constraints and later access studies. The diagrams are more detailed than anything else in the SPD and thoroughly distracting. This refers explicitly to Charringtons House and URC hall options, when the current guidance does not.</p> <p>Changes needed: Delete the whole section. Add an appendix with commentary on the TC Planning Framework alongside other items of evidence and representations used in preparing the SPD.</p>	<p>Figure 15 has been deleted as the level of detail shown is unhelpful. Consequently paragraph 8.2.4 has also been deleted and 8.2.5 amended.</p> <p>Figures 13 and 14 have been retained as they are part of the narrative that explains the evolution of the Masterplanning Framework.</p>	<p>Delete Figure 15 with consequential amendments to paragraphs 8.2.4 and 8.2.5.</p> <p>8.2.4 Figure 15 above demonstrates a more detailed version of 'Option A'. Proposals at that time included the demolition of Charrington's House, the URC Hall and the three dwellings located to the south of the URC Hall.</p> <p>8.2.5 8.2.4 Alongside the delivery of four new blocks of development, this proposal, as well as Option B, both options presented a significant change in the infrastructure and accessing arrangements for Old River Lane.</p>
Mrs Susan Swan (70)	8.2 Town Centre Planning Framework 2016		URC demolition will remove a Christina Place of worship - is this what the council really want?	The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address	No amendment in response to this issue.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Strategic Masterplanning Framework		
				the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).	
Mr Colin Arnott (134)	8.2 Town Centre Planning Framework 2016		8.2 Town Centre Planning Framework 2016 Although DP Policy BISH8 I says that The Bishop's Stortford Town Centre Planning Framework will form the basis of a Supplementary Planning Document I believe the presentation of the TCPF options for ORL, including a detailed version of Option A, as the starting point for the SPD Framework is misleading. The TCPF provided only a very limited functional analysis of the Town Centre's retailing, business, cultural or community roles and focused on identifying potential brownfield redevelopment sites for housing purposes. Option A is a dense redevelopment of the whole available site for residential development apart from two short frontages for new shops with homes above and new office space and new community space in the exact locations already providing such space. The DP Policy DPS3 on Housing Supply to identify brownfield housing sites in Bishop's Stortford town centre including	<p>Figure 15 has been deleted as the level of detail shown is unhelpful. Consequently paragraph 8.2.4 has also been deleted and 8.2.5 amended.</p> <p>Figures 13 and 14 have been retained as they are part of the narrative that explains the evolution of the Masterplanning Framework</p>	<p>Delete Figure 15 with consequential amendments to paragraphs 8.2.4 and 8.2.5.</p> <p>8.2.4 Figure 15 above demonstrates a more detailed version of 'Option A'. Proposals at that time included the demolition of Charrington's House, the URC Hall and the three dwellings located to the south of the URC Hall.</p> <p>8.2.5 8.2.4 Alongside the delivery of four new blocks of development, this proposal, as well as Option B, both <u>options</u> presented a significant change in the infrastructure and accessing arrangements for Old River Lane.</p>

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
8.			Strategic Masterplanning Framework		
			around 100 at ORL - should be recognised as the main driver of the TCPF options for ORL and set aside as a starting point for the further SPD analysis in Sections 8.3 and 8.4.		
Cityheart Homes Ltd (342)	8.2 Town Centre Planning Framework 2016		8.2.4 (and Fig 15) - Ordering of text / images. Suggest this paragraph is better positioned above Figure 15 on the preceding page. Figure 15 is currently read as though it illustrates the point made in para. 8.2.3 immediately preceding it (i.e., relates to Option B), whereas it relates to Option A.	Figure 15 has been deleted as the level of detail shown is unhelpful. Consequently paragraph 8.2.4 has also been deleted and 8.2.5 amended.	No amendment in response to this issue.
Mr Colin Woodward (369)	8.2 Town Centre Planning Framework 2016		8.2.3 URC Hall - there is a need to retain and enhance its performance space and address the maintenance issues or, it might be thought that EHC has a policy to make it undesirable for users seeking to book (?). No comparable replacement performing arts space has been indicated for ORL.	The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities).	No amendment in response to this issue.
Bishop's Stortford Civic Federation (438)	8.2 Town Centre Planning Framework 2016		8.2 - The Bishop's Stortford Town Centre Planning Framework 2016 DP Policy BISH8.1 says the TCPF will form the basis of a Supplementary Planning Document. However, BSCF believes the sole presentation of the TCPF options for ORL, including a detailed version of Option A, as the	Figure 15 has been deleted as the level of detail shown is unhelpful. Consequently paragraph 8.2.4 has also been deleted and 8.2.5 amended. Figures 13 and 14 have been retained as they are part of the	Delete Figure 15 with consequential amendments to paragraphs 8.2.4 and 8.2.5. 8.2.4 Figure 15 above demonstrates a more detailed version of 'Option A'. Proposals at that time included the demolition of Charrington's House, the

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Strategic Masterplanning Framework		
			starting point for the SPD Framework is misleading. Moreover, there have been some substantial changes to the town centre since the framework was prepared The TCPF provided only a very limited functional analysis of the Town Centre's retailing, business, cultural or community roles and focused on identifying potential brownfield redevelopment sites for housing purposes. Option A is a dense redevelopment of the whole available site for residential development apart from two short frontages for new shops with homes above and new office space and new community space in the exact locations already providing such space. As argued in 6.2. above BSCF believes that DP Policy DPS3 on Housing Supply to identify brownfield housing sites in Bishop's Stortford town centre including around 100 at ORL - should be recognised as the main driver of the TCPFs options for ORL and should be set aside as a starting point for the analysis presented 8.3 and 8.4.	narrative that explains the evolution of the Masterplanning Framework. The SPD clearly notes that further work has been undertaken to refine these options, including the adoption of the District Plan 2018 which sets out criteria for the redevelopment of the Old River Lane site.	URC Hall and the three dwellings located to the south of the URC Hall. 8.2.5 8.2.4 Alongside the delivery of four new blocks of development, this proposal , as well as Option B, both <u>options</u> presented a significant change in the infrastructure and accessing arrangements for Old River Lane.
Ms Yvonne Estop	8.3 Refining Options		Comments: Figure 20 Extend the commercial heart of Bishop's	Block shapes are indicative only. Overall, the SPD supports a degree	No amendment in response to these issues.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
8.			Strategic Masterplanning Framework		
(47)			<p>Stortford This diagram is very unhelpful in relation to land uses. It is also prescriptive in terms of block shapes. Leisure is meaningless for a planning guidance document. Changes to be made: Please delete figure 20. Create a new diagram showing where retail frontages would make sense, locations where civic uses would work, and where residential could overlay.</p> <p>Change the existing text to: 8.4.7 A mix of residential, business and civic uses is necessary to create a vibrant new area of the town centre. Active retail and restaurant frontages on the north-south path and around public spaces relating to Waitrose will be encouraged. Residential accommodation, including affordable housing, should create an inclusive community by providing homes for all ages.</p> <p>Comments: Figures 17, 18 The diagrams showing masterplanning principles should remain but need clarifying. Changes to be made: I would suggest amending the text as follows: Figure 17: Reinforce existing</p>	<p>of flexibility around the precise mix of land uses on Old River Lane.</p> <p>It is considered that paragraph 8.4.7 as currently drafted already captures these points and is consistent with the objectives of the SPD.</p> <p>It is considered that paragraph 8.4.3 as currently drafted already captures these points.</p>	

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Strategic Masterplanning Framework		
			<p>connections 8.4.3 Walking and cycling routes into and through the site should be created to connect surrounding places: Castle Gardens; Jackson Square and Bridge Street; North Street; Rye Street; the Northgate End multi-storey car park. The north-south route between Northgate End and Jackson Square should be pedestrian and cycle only.</p> <p>Figure 18: Create new public spaces 8.4.4 and 8.4.5 All new streets and public spaces will be required to be safe, legible, attractive, with generous levels of passive surveillance, benches to meet and rest on, and public art to reinforce a memorable character that enhances the character and appearance of the Bishop's Stortford Conservation Area. A new public square should form the focus of the development, shaped by key frontages and buildings and animated by pedestrian routes through it. Any public square should provide a welcoming, legible, and adaptable public space at the confluence of pedestrian and cycle routes, with</p>	<p>It is considered that paragraph 8.4.4 and 8.4.5 as currently drafted already captures these points alongside the Design Principles set out in Chapter 7.</p>	

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
8.			Strategic Masterplanning Framework		
			<p>active edges presenting retail opportunities</p> <p>I suggest further masterplanning principles diagrams are added to address critical land use and layout matters. as follows: Vehicle access Building height distribution principles Path from Northgate End options over or around Waitrose car park Alternative layout approaches for the southern end of the site, with and without Charringtons House Location and form of arts centre / civic uses Active frontages Alternative locations for a public square Block depths and perimeter blocks (diagrams all assume 18m corridor blocks. The SPD should say 9-10m blocks are also acceptable.</p>	The SPD provides a strategic masterplanning framework against which more detailed proposals can be assessed.	
Ms Yvonne Estop (51)	8.3 Refining Options		<p>Comments: A new road access is a very significant part of the SPD, but this is very hidden here with virtually no explanation. The commentary should say the primary use of the access road is the existing Waitrose parking and deliveries. After the new development, additional service and residential vehicle movements will be added to the existing Waitrose traffic. The capacity of the junctions</p>	Section 8.3 clearly sets out the discussion around accessing arrangements. The eastern access has been identified as the preferred option following extensive discussions with Hertfordshire County Council following the feasibility of a northern and western access being ruled-out.	No amendment in response to this issue.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Strategic Masterplanning Framework		
			and road has to allow for the total movements. Retaining a road from Bridge Street is an option for vehicle access - this should be shown. However, access from Bridge Street is untenable if a public square is located there, as the amount of vehicle movements would exceed that reasonable for shared space (this learned from Cityheart architect presentation). It should say that a key reason for proposing an access road from Link Road is that it is above the ring main sewer, thereby it is a practicable way of approaching a site constraint. This sewer is shown in figure 7 and needs to be shown as a constraint in the constraints and opportunities tables.	<p>The eastern access was preferred to the southern access on the basis that it would allow Bridge Street to reach its objective of being more pedestrian friendly. Therefore, a balance will need to be struck between the best accessing option to the ORL site (including Waitrose) and the impact on the surrounding area.</p> <p>Reference to the sewer rising main has been added to the constraints table in Chapter 6.</p>	<p>Add the following constraint to the table in Section 6.1:</p> <p><u>d) A 3m easement is needed for a Thames Water sewer rising main, and an 8m easement is needed for the culverted watercourse</u></p>
Cross-party working group on ORL site (27)	8.3 Refining Options		Comment: On page 65, in para 8.3.3 is the fundamental layout issue: Further discussion has also been held with Waitrose, specifically around re-providing around 170 spaces to service their demand. This requirement and how this provision is configured will have implications for the proposals. Actually about 40 of Waitrose spaces would be	The strategic masterplanning framework does not preclude alternative options being considered. The final route of any pathway will take into account not only the needs of Waitrose, but also wider-design considerations informed by the principles set out in Chapter 7.	No amendment in response to this issue.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
8.			Strategic Masterplanning Framework		
			relocated. Moving Waitrose parking would require a land swap agreement between a developer and Waitrose. This land swap turns on the route of the footpath from Northgate End. At present, we all walk through Waitrose car park to get to Bridge Street. There are options for the line of this path, taking larger or smaller numbers of parking spaces. Layout options relating to Waitrose car park are absent from the SPD. Relocating Waitrose parking is the reason why the URC hall might be demolished. Amendment requested: The SPD should show alternative, possible lines of a footpath. And the different implications for Waitrose car parking. Please show the options. Diagrams were given to the steering group on this subject.		
Cross-party working group on ORL site (29)	8.3 Refining Options		Comment; Para 8.10 - This group would vigorously object to demolition of the URC hall to accommodate Waitrose parking spaces. After clearing the surface car parks for development, to demolish a historic / well-used building for surface car parking would be shockingly ironic.	Noted. Whilst the SPD doesn't specifically include proposals to demolish the URC Hall, if demolition is proposed through the submission of a planning application, then this could facilitate the opportunity for the redevelopment of the wider site to provide high quality, sustainable new buildings of innovative design	No amendment in response to this issue.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Strategic Masterplanning Framework		
			<p>Amendment requested: 'Layout' - from 8.11 to 8.14 needs to start with options for the layout next to Waitrose car park - where the footpath runs, where displaced parking will go, the extent of the development area. This is fundamental and needs diagrams. Comment: 'Layout' - In papers provided during the steering group, this group demonstrated that an arts centre could be built alongside Charringtons House. There is no reference to this layout option. Amendment requested: The SPD to say that it would be acceptable to build in the sizeable area alongside the retained Charringtons House, up the Old River Lane.</p>	<p>which contribute positively to the character of the Conservation Area.</p> <p>The Strategic Masterplanning Framework does not preclude alternative options being considered.</p>	
Carolyn Matthews (100)	8.3 Refining Options		<p>Option B retaining the hall as a public facility and reduce waste of resources in demolition, and environmental cost of new construction. It could provide a shared public space other than a restaurant/cafe as the Citizens advice has now gone perhaps a place where face to face contact for advice</p>	<p>The SPD does not specifically include proposals to demolish the URC Hall. If a planning application is subsequently submitted which proposes the demolition of the URC Hall, then this will need to address the requirements of District Plan Policy CFLR8 (Loss of Community Facilities). Applicants will also be</p>	<p>No amendment in response to this issue.</p>

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
8.			Strategic Masterplanning Framework		
			(legal, educational...) could be provided alongside emotional support, free art / yoga/ classes run by volunteers, but backed by East Herts Council? Ask residents of the town for ideas.	required to explain and evidence how their proposals comply with relevant District Plan policies that seek to improve the environmental sustainability of new development.	
Cross-party working group on ORL site (18)	8.4 Strategic Masterplan		<p>Comments: Figure 18 - the public square is an afterthought. This does not indicate a square giving life to the whole place. 'Semi-private amenity' is not public realm. If private gardens are semi-private, they are not safe and secure. Amendment requested: A separate diagram showing options for how a square should form the heart of a development, relating to movement, business and civic activity. Delete 'semi-private amenity'.</p> <p>Comments: Figure 20 - extend the commercial heart - this masterplanning principles diagram shows an amorphous blob representing leisure with no accompanying guidance at all on location, size and access, or operation of any kind of leisure activity. It is seriously appalling guidance, on land use and masterplanning.</p>	<p>The vision for the public space is set out in paragraphs 3.4.2, 7.7.1, and 8.4.5.</p> <p>Figure 18 has been updated to remove reference to semi-private amenity.</p> <p>Figure 20 (now Figure 19) has been updated to reference civic, community and leisure use. Further guidance has been added to Section 3.4, including a new section on the Arts Centre.</p>	<p>Figure 18 updated in line with this comment.</p> <p>Update Figure 20 (now Figure 19) to reference civic, community and leisure use.</p>

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Strategic Masterplanning Framework		
			Amendment required: At appropriate places throughout the SPD, provide actual land use guidance about suitable land uses for ORL, and public uses that will be meaningful for this town. Delete the ambiguous 'leisure'. Delete the leisure blob from this diagram.		
Ms Yvonne Estop (43)	8.4 Strategic Masterplan	Object	Comments: Figure 21 The Strategic Masterplanning Framework. The requirement that The Strategic Masterplanning Framework should be used to inform the emerging proposals for Old River Lane is quite firm and therefore the diagram is too prescriptive. The diagram shows one option only for access, the north-south path, leisure, and block forms. It does not resolve the critical masterplanning issues. It denies other layout options. The most critical thing it denies is Waitrose car parking. With the masterplan principles as shown, around 50 spaces are cut off. Waitrose would not accept a loss of spaces, but the replacement parking area is not shown on the masterplanning principles diagram. The URC is left as existing, so it implies the relocated parking will be in the development	The Strategic Masterplanning Framework Diagram has been updated. It is agreed that the draft framework was too prescriptive and as such is now illustratively presented and should be used together with the Design Principles set out in Chapter 7 to inform emerging proposals. The updated Strategic Masterplanning Framework does not preclude alternative design solutions coming forward.	Figure 21 (now Figure 20) updated in line with this and other comments.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
8.			Strategic Masterplanning Framework		
			area. In fact all the studies made over the last two years and all the presentations to the steering group show the parking replaced on the site of the URC hall. So the diagram is seriously misleading as well as denying practicable options. Changes to be made: The masterplanning principles diagram should be deleted. The foregoing masterplanning principles diagrams should be left in, and new ones added, as each of them usefully sets parameters for masterplanning.		
Mrs Susan Swan (71)	8.4 Strategic Masterplan		Public space is very poorly explained - just a pink blob on the map. What exactly are you envisaging?	This issue is expanded upon in paragraph 8.4.5, which states: "Any public square should provide a welcoming, legible, and adaptable public space at the confluence of pedestrian and cycle routes, with active edges presenting retail opportunities, generous levels of passive surveillance, benches to meet and rest on, and public art to reinforce a memorable character that enhances the character and appearance of the Bishop's Stortford Conservation Area." Paragraph 3.4.2 and paragraph 7.7.1 will be expanded to further set out expectations.	Expand paragraphs 3.4.2 and 7.7.1 as follows: 3.4.2 ... The clustering of any of these uses should preferably be focussed around a key public space, <u>which should be a welcoming and adaptable space, suitable for public events, and with high quality hard and soft landscaping and public art in order to provide it with a memorable character.</u> 7.7.1 Policy BISH8 requires the creation of new streets and public spaces and as such having a high-quality public realm will be key to the successful implementation of these

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Strategic Masterplanning Framework		
					public spaces and streets at Old River Lane. <u>The public space should have a welcoming character and be an adaptable space, suitable for public events, and with high quality hard and soft landscaping and public art in order to make it memorable, thus benefiting townscape legibility.</u>
Carolyn Matthews (101)	8.4 Strategic Masterplan		8.12 Eastern access - how will this affect traffic flow around Link Road.	The eastern access point has been identified as the preferred access point during discussions with HCC. All options for access will be tested in detail during any pre-application and planning application processes.	No amendment in response to this issue.
Mark Doran (145)	8.4 Strategic Masterplan	Support	Existing trees should only be felled by exception, the aim should be to preserve all mature trees.	The SPD notes that there are several important trees across the site, including Category A trees which are of significant value. The SPD requires the retention of existing mature trees where possible.	No amendment in response to this issue.
Mr John Rhodes (195) Stewart Marshall (383)	8.4 Strategic Masterplan		We suggest that the illustrative layouts in the SPD will need to be revised in the light of these comments. It may well be that before the SPD can be finalised, some transport modelling will be needed of the implications of various use types, building densities access arrangements and pedestrian movements so that the master planning of the site can be informed	Whilst detailed transport assessments and modelling will be required to define detailed matters, the SPD only seeks to ensure that the right package of measures and opportunities are signposted so that any development can integrate these into the scheme from an early stage. The Strategic Masterplanning Framework, together with the Design	No amendment in response to this issue.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
8.			Strategic Masterplanning Framework		
			by more precise and specific guidance than this document contains.	Principles set out in Chapter 7, should be used to inform the emerging proposals for Old River Lane.	
Gary Jones (293)	8.4 Strategic Masterplan		8.4.5 There is no requirement for or detailed guidance on the creation of the public square. Bishop's Stortford has been offered a public square in previous developments, but the outturn has been pathetically small and subsumed into adjacent hospitality uses. The SPD must specify a requirement for a public square and an indicative or minimum size.	The SPD sets out that 'high quality new streets will be created, and public spaces will be provided in strategic locations alongside key frontages and buildings, including Coopers and along Bridge Street.' More specifically the SPD sets out that proposals for a public square should provide a welcoming, legible, and adaptable public space at the confluence of pedestrian and cycle routes, with active edges presenting retail opportunities, generous levels of passive surveillance, benches to meet and rest on, and public art to reinforce a memorable character that enhances the character and appearance of the Bishop's Stortford Conservation Area.	No amendment in response to this issue.
Jan Mccarthy (284)	8.4 Strategic Masterplan	Object	The SPD consultation draft which is looking at the strategic environmental assessment of the development has a supporting statement "the development is not expected to give rise to any environmental effects". I do not	The SPD notes that there are several important trees across the site, including Category A trees which are of significant value. The SPD requires the retention of existing mature trees where possible.	No amendment in response to these issues.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Strategic Masterplanning Framework		
			agree with the Figure 19 diagram shows that a number of large trees will be affected. These include the ancient oak in the Waitrose car park, which EHDC confirmed to me last year has a Tree Protection Order. Also, the large trees that border the United Reformed Church are showing on Figure 19 as remaining as is the ancient tree adjacent to Charringtons House. If the URC trees are remaining, why not keep the building + not build a Leisure Centre (which hardly features in the SPD).	The SPD does not specifically include proposals to demolish the URC Hall.	
Cityheart Homes Ltd (343)	8.4 Strategic Masterplan		8.4.8 (Fig 21) - The indicative position and alignment of the vehicular access point is consistent and compatible with dialogue held with key stakeholders (including the County Council Highways Authority).	Noted.	-
Cross-party working group on ORL site (30)	8.5 Delivery and Phasing		<p>Planning obligations: Comment: Affordable Housing on-site provision of up to 40% subject to viability Amendment requested: Delete subject to viability. Ensure full compliance with policy (even though 80% is barely affordable). Add provide homes for local key workers.</p> <p>Comment: All types of development The first 7 bullets, 13th and 14th are</p>	<p>Affordable Housing will be required in accordance with District Plan Policy HOU3. This sets out that lower provision may be permitted if it cannot be achieved due to viability reasons or where it would prejudice the need to secure other infrastructure priorities.</p> <p>Section 8.5 contains an indicative list of planning obligations. The full list</p>	No amendments in response to these issues.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
8.			Strategic Masterplanning Framework		
			<p>not planning obligations, they are all what the developer has to do anyway. Amendment requested: Delete first seven, 13th, 14th bullet points starting 'public realm'.</p> <p>Comment: Car clubs - this is a critical part of the strategy for less on-site parking. Amendment requested: State a minimum number of vehicles (3), dedicated parking space for them, commitment to a 10-year operating contract, who manages after that period, automatic free membership for all residents.</p> <p>Comment: Other site-specific requirements Amendment requested: Please add to this section: Cover the full cost of refurbishment of URC hall and hand over to a trust or a public owner. Provide a design scheme and cover the cost of pedestrian streetscene improvements in Bridge Street.</p>	<p>and scope of individual planning obligations requirements will be defined in detail through the consideration of the planning application/s.</p> <p>The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed. This level of information would be discussed and negotiated at the planning application stage.</p> <p>The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed. Matters such as these would be discussed and negotiated at the planning applications stage.</p>	
Mr Colin Arnott (135)	8.5 Delivery and Phasing		8.5 Delivery and Phasing DP Policy BISH8 I says that a Supplementary Planning Document will be used to inform the masterplanning of this site. Section 8 has started to provide a framework for the Masterplan and,	The SPD sets out a Strategic Masterplanning Framework which has been prepared in consultation with key stakeholders and the public.	No amendment in response to these issues.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Strategic Masterplanning Framework		
			<p>although masterplanning for ORL has commenced in advance of the adoption of the SPD, it is assumed that it will be completed in accordance with DP Policy DES1 II and be collaboratively prepared, involving site promoters, landowners, East Herts Council, town and parish councils and other relevant key stakeholders and further informed by public participation. It is assumed that, as for all other significant developments the Masterplan would then be adopted by EHDC before any application is submitted as a basis for considering it. It would be helpful if this continuing policy process was made clear at the beginning of section 8.5. It would also be helpful if key development needs and impact assessments which have not been covered in the SPD including EIAs, retail and other economic assessments and, in particular, transport assessments which will be required for the masterplan are also set out in this section.</p> <p>Although para 8.5.1 says that the full list and scope of individual planning</p>	<p>There is a requirement for a Masterplan to be submitted with any planning application, which will be subject to further consultation.</p>	

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
8.			Strategic Masterplanning Framework		
			obligations requirements will be defined in detail through the consideration of the planning application/s, in view of the above I believe that any discussion of S106 obligations and financial contributions beyond the principles are likely to be premature. The Indicative Planning Obligations Schedule on page 73 is therefore too prescriptive at this stage until impact and other mitigation requirements are assessed and should be reserved until the masterplan.	The schedule is intended to helpful and as set out in the SPD is indicative.	
Carolyn Matthews (102)	8.5 Delivery and Phasing		8.26 - additional infrastructure such as school and nursery places cannot be provided in this development if the overall concept is to enhance the area and reduce car use. A daytime crèche /nursery might be feasible for those employees working in town to avoid extra car use. The current town library is adequate and within walking distance of new proposed homes. Grange Paddocks leisure facilities will be accessible via the river footpath/ eastern access onto link Road as is Nuffields and the gym opposite Wetherspoons.	Contributions towards education, open space, community and library facilities will still be required relative to the number of units being proposed.	No amendment in response to this issue.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Strategic Masterplanning Framework		
Mark Doran (146)	8.5 Delivery and Phasing	Support	Priority should be given to sustainable transport facilities and to maximising recycling.	Agreed.	-
Cityheart Homes Ltd (344)	8.5 Delivery and Phasing		8.5.5 - Indicative planning obligations / Section 106 Heads of Terms. The list set out will need to be reviewed in detail, to ensure all is necessary / reasonable / expected etc. The document does however make it clear that the precise S.106 provisions will be defined as part of any planning application.	As set out in the SPD this is an indicative schedule of planning obligations.	No amendment in response this issue.
Bishop's Stortford Civic Federation (439)	8.5 Delivery and Phasing		8.5 - Delivery and Phasing DP Policy BISH8.I says a Supplementary Planning Document will be used to inform the masterplanning of this site. Section 8 has started to provide a framework for the Masterplan therefore masterplanning has to some extent commenced in advance of the adoption of the SPD. This was further built on by the proposals Cityheart prepared and presented as part of its bid. BSCF, however considers that these proposals are not binding and that the masterplanning, etc. should be completed in accordance with DP Policy DES1.II and will be: collaboratively prepared, involving site promoters, landowners, EHDC,	The SPD sets out a Strategic Masterplanning Framework which has been prepared in consultation with key stakeholders and the public. There is a requirement for a Masterplan to be submitted with any planning application, which will be subject to further consultation.	No amendment in response to these issues.

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
8.			<p align="center">Strategic Masterplanning Framework</p>		
			<p>town and parish councils and other relevant key stakeholders, and, further informed by public participation. It is assumed that, as for all other significant developments the Masterplan would then be adopted by EHDC before any planning application is submitted as a basis for considering it. It would also be helpful if: this continuing policy process was made clear at the beginning of section 8.5; the key development needs and impact assessments which have not been covered in the SPD including EIAs, retail and other economic assessments and, in particular, transport assessments all of which will be required for the masterplanning they are set out in this section. (see also 9.0)</p> <p>Also, although para 8.5.1 says that: the full list and scope of individual planning obligations requirements will be defined in detail through the consideration of the planning application/s, in view of the above, BSCF believes that any discussion of S106 obligations and financial contributions here, beyond their</p>	<p>The schedule is intended to helpful and as set out in the SPD is indicative.</p>	

Rep No.	Section / para	Support or Object	Issue	Officer Response	Proposed Amendment
			Strategic Masterplanning Framework		
			principles, is premature. The Indicative Planning Obligations Schedule on page 73 is therefore too prescriptive at this stage, until impact and other mitigation requirements are assessed, rather they should be reserved until the masterplan. (see also 9.0)		

Rep. No	Section/ para number	Support or Object	Issue	Officer response	Proposed amendment
9.			Planning Application Requirements		
Bishop's Stortford Civic Federation (44)	9. Planning Application Requirements		Discussion of planning application requirements in Section 9, which acknowledges that these will be subject to planning conditions and pre-app discussions with the local authority, is premature. The list of Planning Requirements on the final page of the SPD is completely misleading and includes many items that must form part of the masterplan assessments to be adopted first including: Transport Assessment, Economic and Business Development, Flood, Drainage, Sewerage etc assessments Retail Demand and Impact; and the	A planning application/s will be submitted on this site and so Section 9 is considered helpful in setting out what supporting information will be required.	No amendment in response to this issue.

Rep. No	Section/ para number	Support or Object	Issue	Officer response	Proposed amendment
9.			Planning Application Requirements		
			Masterplan itself! This section should be deleted and, insofar as anything is relevant at this stage, incorporated into section 8.5.		
Mr Trevor Steggles (5)	9.1 Requirements	Object	How can I have confidence in the competence of the team working on this project when the document has several English errors and indeed uses the word Fowl when describing wastewater!	Spelling mistake has been corrected.	Correction to be made the Planning Requirements box following paragraph 9.1.2: <ul style="list-style-type: none"> • Fowl <u>Foul</u> Sewerage and Utilities Assessment
Mr James Tatchell (38)	9.1 Requirements	Object	Included in these requirements should be a proper multi-use performance space, definitely NOT A CINEMA, which is not needed or wanted by anyone.	Noted. The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space. Proposals are however indicative at this stage and any subsequent planning application will be required to explain and evidence how the proposals comply with relevant District Plan policies. A new section has been added to the SPD which provides further information. There has been mixed feedback on whether a cinema should form part of the proposals for Old River Lane.	No amendment in response to these issues.

Rep. No	Section/ para number	Support or Object	Issue	Officer response	Proposed amendment
			Planning Application Requirements		
			Any previous consultations on this subject have been poorly worded and biased to achieving the result desired by EHDC.	Comments regarding previous consultations are noted.	
Mrs Susan Swan (72)	9.1 Requirements		It seems to me that this development is a long way from being anything more than a dream. So many details are missing from this plan relating to the Arts and Culture areas, sustainable building and energy supply, retention or not of the URC and Hall, improved transport links to encourage use of public transport which is expensive and sporadic.	The purpose of the SPD is to provide a Strategic Masterplanning Framework against which more detailed development proposals can be assessed.	No amendment in response to this issue.
Bishops Stortford Civic Fed (136)	9.1 Requirements		Discussion of planning application requirements in Section 9, which acknowledges that these will be subject to planning conditions and pre-app discussions with the local authority, is premature. The list of Planning Requirements on the final page of the SPD is completely misleading and includes many items that must form part of the masterplan assessments to be adopted first including: Transport Assessment, Economic and Business Development, Flood, Drainage, Sewerage etc assessments Retail Demand and Impact; and the	A planning application/s will be submitted on this site and so Section 9 is considered helpful in setting out what supporting information will be required.	No amendment in response to this issue.

Rep. No	Section/ para number	Support or Object	Issue	Officer response	Proposed amendment
9.			Planning Application Requirements		
			Masterplan itself! This section should be deleted and, insofar as anything is relevant at this stage, incorporated into section 8.5.		
Carolyn Matthews (103)	9.1 Requirements	Support		Support noted and welcomed.	-
Mark Doran (147)	9.1 Requirements	Support	<p>The ambitions in the SPD are good but do not go far enough in terms of sustainability. The Council has a great opportunity here to lead the way in a net zero development (which would help achieve its own climate policies), air quality and the incentivisation of sustainable transport, improving biodiversity and ensuring the development does not worsen water scarcity or local flooding. The SPD should therefore set unambiguous aims in these areas, going well beyond existing buildings regulations to meet net zero.</p> <p>I have also read and support the comments of the Bishop's Stortford Climate Group in relation to this SPD, particularly: Section 3 also needs amending to take into account the</p>	<p>Noted. However, the SPD cannot introduce targets that exceed the policy requirements of the District Plan.</p> <p>The Council is committed to addressing climate change and the the SPD provides a framework for maximising the sustainability of the development but avoids being overly prescriptive. Specific details about how sustainability opportunities are maximised will be considered as part of the planning application process. The approach will need to be justified in the sustainability checklist and Sustainable Construction, Energy and Water Statement.</p> <p>It is agreed that climate change and environmental sustainability are a key consideration. However, to avoid repetition, it is not necessary for this section to repeat all the</p>	<p>No amendment in response to these issues.</p> <p>Amend the heading 3.6 as follows: 3.6 Other Policy Requirements <u>Air Quality</u></p>

Rep. No	Section/ para number	Support or Object	Issue	Officer response	Proposed amendment
			Planning Application Requirements		
			<p>key importance of specific policies on sustainability and Climate Change (mitigation and adaptation). We would expect as a minimum statements of the importance of design securing space and buildings adapted to future climate change; and the commitment to zero carbon on the development, in line with the Council's Climate Change motion.</p> <p>To make unambiguous requirements to disincentivise car/freight traffic and promote sustainable travel, including more radical options such as pedestrianising Bridge St and also South St / North St, making the town centre a more attractive retail/hospitality destination and enabling easy movement between the town centre and ORL. The need for sustainable transport to be prioritised should be reflected in clearer and firmer wording that removes potential caveats ('where possible', explore etc).</p>	<p>sustainability requirements. The SPD should be viewed in its entirety and sustainability is addressed in Section 7.4. Likewise, other policy considerations relevant to the site, such as heritage, design and transport are outlined in other sections of the SPD.</p> <p>However, the 'Other Policy Considerations' heading is misleading as it implies all other policy considerations for the site will be listed. It should be replaced with 'Air Quality'.</p> <p>Chapter 4, alongside the Design Principles set out in Chapter 7 aim to promote modal shift by supporting and encouraging sustainable transport modes of travel, as well as addressing the current movement constraints on the site.</p> <p>The SPD seeks to ensure that the right package of measures and opportunities are signposted so that any development can integrate these into the scheme from an early stage.</p>	<p>Delete the sub-heading Air Quality.</p>

Rep. No	Section/ para number	Support or Object	Issue	Officer response	Proposed amendment
9.			Planning Application Requirements		
			<p>Section 5 of rationalise and reduce car parking and improve servicing arrangements/facilities should not be opaque but should be spelled out.</p> <p>Section 7.3 the policies are framed in enabling terms. Likewise, it is unacceptable for the SPD to provide for any public car parking. It is wrong to say some level of on-site parking, sufficient to meet the needs of the uses proposed when the new Multi Storey Car Park was designed and built to meet public parking needs, fully replacing the parking provided for shoppers and workers. The statement alongside that there should be a significantly reduced amount of parking (7.3.2) does not prevent the site attracting and providing for additional parking in this town centre site.</p>	<p>The SPD takes a balanced view, but one that encourages opportunities to be sought to reduce carparking on Old River Lane, particularly where parking could be provided in existing facilities.</p> <p>Policy BISH8 part (g) states that: <i>“on-site car parking will need to be sufficient to meet the needs of the uses proposed, without encouraging travel to the town centre in order to avoid worsening traffic congestion and further impact on the Hockerill Air Quality Management Area. Parking will need to be provided to serve the town centre as well as commuters.”</i></p> <p>As such the SPD notes the policy requirement to provide for car parking to meet the needs on the site, but also sets out the access to nearby car parks and the need to prioritise active travel. As such it takes a balanced view, but one that encourages opportunities to be sought to reduce car parking on ORL particularly where parking could be provided in existing facilities.</p>	

Rep. No	Section/ para number	Support or Object	Issue	Officer response	Proposed amendment
			Planning Application Requirements		
			<p>There should be clear requirements for bus stops adjacent to ORL.</p> <p>The Sustainability and energy use section addresses the carbon embedded in construction, but this misses the point that to reduce carbon from construction the best approach is to refurbish existing buildings, unless compelling evidence can be provided that it is simply incompatible with the new use cases.</p> <p>For the ORL site the council is the developer, so we would expect the council to set itself the very highest standards and use the project to demonstrate to other developers what is achievable. As EHDC has committed to an area wide target of net zero carbon by 2030 we would expect it to set an SPD for its own developer to meet the requirement</p>	<p>A new Section 4.3 on Public Transport has been added to the SPD. Old River Lane is adjacent to 3 bus stops and therefore any development must ensure that it supports the retention and function of these bus stops and also any future upgrades to them.</p> <p>As above, the SPD cannot introduce mandatory targets that exceed the policy requirements of Polices CC1 and CC2 of the District Plan. Therefore, the inclusion of specific energy targets is not appropriate in this document.</p> <p>As above. The SPD cannot introduce mandatory targets that exceed the policy requirements of Polices CC1 and CC2 of the District Plan. Therefore, the inclusion of specific energy targets is not appropriate in this document.</p> <p>The Council is committed to addressing climate change and the</p>	

Rep. No	Section/ para number	Support or Object	Issue	Officer response	Proposed amendment
9.			<p align="center">Planning Application Requirements</p>		
			<p>of net zero carbon in operational terms and to set a specific target for construction emissions. The most specific additional requirements, in the box following 7.4.5 are again in terms of encouragement, minimisation and exploration of standards above the norm, so place no absolute standard to do better than minimum Building Regulations. The emerging Greater Cambridgeshire Local Plan sets the level of ambition we would expect to see in the SPD, with numeric Energy Use Intensity targets (p145): https://consultations.greatercambridgeplanning.org/sites/gcp/files/2021-10/First%20Proposals%20-%20FINAL%20FURTHER%20REVISED%2028.10.21-red.pdf. Best practice for urban development would suggest steady roll out of heat networks. Because of the higher densities that we see in urban centres, many European towns and cities have heat networks. This development represents an opportunity to initiate this and to then join the dots, making connections to Waitrose and across towards the Goods Yard and the</p>	<p>the SPD provides a framework for maximising the sustainability of the development but avoids being overly prescriptive. Specific details about how sustainability opportunities are maximised will be considered as part of the planning application process. The approach will need to be justified in the sustainability checklist and Sustainable Construction, Energy and Water Statement.</p>	

Rep. No	Section/ para number	Support or Object	Issue	Officer response	Proposed amendment
			Planning Application Requirements		
			<p>recent developments along the Stort, which with little foresight by EHDC and no interest from developers went ahead with gas combination boilers and will be hard to retrofit with individual air source heat pumps. The source of heat for a heat pump-based heat network would be the building and supermarket cooling demands plus the aquifer using an open loop system. This could be supplemented if required with air source heat pumps. This opportunity should at least be explored as part of the development.</p> <p>- The SPD should require the collection and use of rainwater and the use of grey water systems where that is possible; and reduce the target water use accordingly, to 105l/person/day or lower.</p>		
Cityheart Homes Ltd (345)	9.1 Requirements		<p>9.1.1 - Planning application requirements / supporting evidence</p> <p>This list of submission requirements is the subject of separate dialogue. The finalised list of requirements once this dialogue has been completed ought to be pulled through into this document.</p>	<p>Noted. The case officer has been consulted and additional requirements have been added to the list.</p> <p>Noted and welcomed.</p>	<p>Add the following requirement to the Table following paragraph 9.1.2:</p> <ul style="list-style-type: none"> • Drainage Strategy • Energy and Sustainability Strategy • Land Contamination Assessment • Open Space, Landscape and Public Realm Strategy • Waste Strategy

Rep. No	Section/ para number	Support or Object	Issue	Officer response	Proposed amendment
9.			Planning Application Requirements		
			9.1.2 - The developer is undertaking considerable, detailed, and extensive pre-application dialogue with both the local planning authority and many other interested parties, including the County Highway Authority, other statutory consultees, and the Design Review Panel etc.		
Hertfordshire County Council (353)	9.1 Requirements		<p>In accordance with the requirements set out in Chapter 9 of the consultation document the applicant or applicants will be required to complete a Flood Risk and Surface Water Drainage Assessment.</p> <p>From a Flood Risk point of view, HCC would advise the following with regards to any Flood Risk and Surface Water Drainage Assessments being submitted:</p> <ul style="list-style-type: none"> All plans to follow the SuDS hierarchy of drainage options as reasonably practical: 1) Into the ground (infiltration) 2) To a surface water body 3) To a surface water sewer, highway drain, or another drainage system 4) To a combined sewer. 	Requirements noted for the Flood Risk and Surface Water Drainage Assessment.	No amendment in response to this issue.

Rep. No	Section/ para number	Support or Object	Issue	Officer response	Proposed amendment
			Planning Application Requirements		
			<ul style="list-style-type: none"> • All plans to incorporate SuDS design, taking into account Water Quality, Water Quantity, Amenity and Biodiversity. • Potential to incorporate tree pits / raingardens to enhance the sites amenity value, promote biodiversity and reduce flood risk. • Potential to incorporate permeable paving where possible across the site to aid volume management and treatment of water. • Potential to incorporate green roofs to aid volume management and biodiversity across the site. <p>Thank you again for engagement HCC services have had to date and for the opportunity to provide comment. HCC welcome the Old River Lane SPD and broadly endorse the policies that underpin the document. Furthermore, HCCs relevant services look forward to the opportunity to continue working with EHDC and other stakeholders in creating a more sustainable East Hertfordshire.</p>	Support noted and welcomed.	

APPENDIX C: CONSULTEES

The following organisations were directly notified of the draft Old River Lane SPD in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). It should be noted that individuals on the planning policy consultation database were also consulted but are not listed.

Specific Consultation Bodies and/or Duty to Cooperate Bodies

- Affinity Water
- Anglian Water
- The Civil Aviation Authority
- Communication Operators
- EDF Energy Networks
- Environment Agency
- Essex County Council
- Great Anglia
- Hertfordshire Constabulary
- Hertfordshire County Council
- Highways England
- Hertfordshire Local Enterprise Partnership
- Historic England
- Homes and Communities Agency
- Lee Valley Regional Park Authority
- National Grid
- Natural England
- Network Rail
- NHS East and North Hertfordshire CCG
- NHS West Essex
- Neighbouring Authorities: Broxbourne Borough Council, Epping Forest District Council, Harlow District Council, North Hertfordshire District Council, Stevenage Borough Council, Uttlesford District Council
- Police and Crime Commissioner
- Stansted Airport
- Thames Water
- The Coal Authority
- The Princess Alexandra Hospital NHS Trust
- Veolia Water

East Herts Town and Parish Councils	
Bishop's Stortford Town Council	Hertford Heath Parish Council
Buntingford Town Council	Hertingfordbury Parish Council
Hertford Town Council	High Wych Parish Council
Sawbridgeworth Town Council	Hormead Parish Council
Ware Town Council	Hunsdon Parish Council
Albury Parish Council	Little Berkhamsted Parish Council
Anstey Parish Council	Little Hadham Parish Council
Ardeley Parish Council	Little Munden Parish Council
Aspenden Parish Council	Much Hadham Parish Council
Aston Parish Council	Sacombe Parish Meeting
Bayford Parish Council	Standon Parish Council
Bengeo Rural Parish Council	Stanstead Abbots Parish Council
Benington Parish Council	Stanstead St Margarets Parish Council
Bramfield Parish Council	Stapleford Parish Council
Braughing Parish Council	Stocking Pelham Parish Council
Brent Pelham and Meesden Parish Council	Tewin Parish Council
Brickendon Liberty Parish Council	Thorley Parish Council
Buckland and Chipping Parish Council	Thundridge Parish Council
Cottered Parish Council	Walkern Parish Council
Datchworth Parish Council	Wareside Parish Council
Eastwick and Gilston Parish Council	Watton-at-Stone Parish Council
Furneux Pelham Parish Council	Westmill Parish Council
Great Amwell Parish Council	Widford Parish Council
Great Munden Parish Council	Wyddial Parish Meeting
28 Other Parish Councils outside of East Herts	

General Consultation Bodies and Other Organisations	
Aldwyck Housing Group Ltd	Hertfordshire Community Health Services
Bat Conservation Trust	Hertfordshire Gardens Trust
Bellway homes	Hunsdon Eastwick and Gilston Neighbourhood Plan Group
Beds and Herts Local Medical Committee	Hutchinson 3G UK Limited
Bishops Stortford Methodist Church	Ian Baseley Associates
Bishop's Stortford District Footpath Association	Jarvis Homes Ltd
Bishop's Stortford Chamber Of Commerce	Labour Party
Bishop's Stortford Liberal Democrats	Layston Pre-School and Nursery
Bishop's Stortford Mencap	Leach Homes
Bishop's Stortford Town Centre Management Partnership	Leaside Church
British Horse Society	Leaside Under 5's Kindergarten
British Telecommunications plc	Lee Valley Regional Park Authority
British Waterways	Linden Homes


General Consultation Bodies and Other Organisations	
Building Research Establishment	Linden Homes Eastern
Buntingford Chamber of Commerce	McMullen & Sons Ltd
Buntingford Civic Society	Mobile Operators Association
Buntingford Town Partnership	Molewood Residents Association
CABE	National Express East Anglia
Canal & River Trust	National Farmers Union
Carers in Hertfordshire	National Federation of Gypsy Liaison Groups
CBI East of England	Network Homes
CDA for Herts	North East Herts Labour Party
Chaldean Estate	North Hertfordshire Homes
Christ Church C of E (VA) Primary & Nursery School	Openreach Newsites
Church Commissioners	Orange Personal Communications Services
Circle Anglia	Origin Housing Association
Coke Gearing Consulting	PACE
Community Safety & Crime Reduction Department, Herts Constabulary	Paradigm Housing Group
Countryside Management Service	Paradise Wildlife Park
CPRE Hertfordshire	Parsonage Residents Association
Croudace Homes	Parsonage Surgery
Department for Transport Rail Group	Pelham Structures Ltd
Diocese of St Albans	Persimmon Homes
DPDS Consulting Group	Pigeon Investment Management Ltd
East Herts Ramblers	Plainview Planning Ltd
East of England Ambulance Service NHS Trust	Planning Potential
East of England Development Agency	RSPB
East of England Local Government Association	Salvation Army Bishop's Stortford Corps
Essex County Cricket Board	Sanctuary Carr-Gomm
Fairview New Homes	Sanctuary Hereward
Fields In Trust	Savills
First Capital Connect	Shelter
Forebury Estates Ltd	South Anglia Housing Association
Forewind Ltd	Sport England
Framptons	St Joseph's RC Primary School
Freight Transport Association	St Michaels Church
Friends, Families and Travellers and Traveller Law Reformed Project	Standon and Puckeridge Surgery
Garden History Society	STANDonA120 campaign
Gascoyne Cecil Estates	Stevenage Liberal Democrats
Gladman Developments	Stewart Ross Associates

General Consultation Bodies and Other Organisations	
Good Architecture/ Transition Hertford	STOP Harlow North
Grange Builders	Strategic Planning Research Unit, DLP Planning Ltd
Granta Housing Society Ltd	Strutt & Parker
Hanover Housing Association	Sustrans
Hastoe Housing Association Ltd (East)	Telefonica O2 UK Ltd
Hatfield Town Council	Tesni Properties Limited
Haymeads Residents' Association	Thakeham Homes
Hazel End Farm	The Bishop's Stortford High School
Hertford Disability Support Group	The Canal and River Trust
Hertford Heath Primary School	The Gallery at Parndon Mill
Hertfordshire Action on Disability	The Georgian Group
Hertfordshire Association of Parish and Town Councils	The Gypsy Council
Hertingfordbury Conservation Society	The Lawn Tennis Association
Herts & Middlesex Badger Group	The Princess Alexandra Hospital NHS Trust
Herts & Middlesex Wildlife Trust	The Theatres Trust
Hertfordshire Building Preservation Trust	The Traveller Law Reformed Project
Hertfordshire Chamber of Commerce & Industry	The Ware Society
Hertfordshire Community Health Services	The Woodland Trust
Hertfordshire Gardens Trust	Theatres Trust
Hertfordshire Police Authority	Wallace House Surgery
Herts & North Middlesex Area of the Ramblers	Ware Town Partnership
Herts Sports Partnership	Wareside C of E Primary School
Hightown Praetorian and Churches Housing Association	Watermill Estate Residents' Association
Hill Residential	Wates Developments
Hockerill Residents Association	Wattsdown Development Limited
Home Builders Federation	Welwyn Garden City Society
Home Farm Trust Herts & Essex	Wodson Park Sports Centre
Housing 21	Woodhall Estate
Hertfordshire Building Preservation Trust	Hertfordshire Football Association
Hertfordshire Chamber of Commerce & Industry	Hertfordshire Cricket
Hockey England	Rugby Football Union


Old River Lane

**Supplementary Planning Document
Consultation Draft - June 2022**



 @Eastherts

 EastHertsDC

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Table of Contents

1.0 Introduction	3
1.1 Background	3
1.2 Purpose and Scope	3
1.3 Structure of the Document	4
1.4 Planning Policy Context	5
1.5 Process of Preparation	15
2.0 Site Context and Analysis	17
2.1 Introduction	17
2.2 Historical Development of the Area	17
2.3 Site and surroundings today	2625
2.4 United Reformed Church Hall	2928
2.5 Other Developments in Bishop's Stortford	3129
3.0 Policy BISH8 Old River Lane	3533
3.1 Introduction	3533
3.2 Retail	3533
3.3 Office Floorspace	3634
3.4 Civic, Community and Leisure Uses	3735
3.5 Housing	3836
3.6 Other Policy Requirements	3936
4.0 Transport Options	4138
4.1 Introduction	4138
4.2 Old River Lane and Northgate End Multi-Storey Car Park	4239
4.3 Bridge Street	5044
4.4 Link Road and Castle Gardens	5044
5.0 Constraints and Opportunities	5347
5.1 Identification of Constraints and Opportunities	5547
6.0 Vision and Development Objectives	5850
6.1 Vision	5850

6.2	Development Objectives	5850	
7.0	Design Principles		5951
7.1	Introduction	5951	
7.2	Movement	5951	
7.3	Parking and Servicing	6354	
7.4	Sustainability and Energy Efficiency	6556	
7.5	Layout and Edges	6758	
7.6	Heights, Massing, and Grain	6858	
7.7	Public Realm	7060	
8.0	Strategic Masterplanning Framework		7262
8.1	Introduction	7262	
8.2	Town Centre Planning Framework 2016	7262	
8.3	Refining Options	7464	
8.4	Strategic Masterplanning Framework	7666	
8.5	Delivery and Phasing	8272	
9.0	Planning Application Requirements		8474
9.1	Requirements	8474	

1.0 Introduction

1.1 Background

- 1.1.1 Bishop's Stortford is the largest town in the district, with an important sub-regional role related to its retail, leisure and employment offer, which is underpinned by good transport links including the West Anglia Main Line railway, the M11, the A120, and Stansted Airport. The town retains a very attractive historic core and has a thriving town centre. It also benefits from numerous areas of green space along the Stort corridor and within the 'Green Wedges' which penetrate the town.
- 1.1.2 The town is unusual in East Herts in having several remaining brownfield redevelopment opportunities; one of these brownfield opportunities is **Old River Lane** – the subject of this Supplementary Planning Document (SPD) – a site which forms a key opportunity for sustainable redevelopment in the heart of Bishop's Stortford. Located between North Street, Bridge Street, and Link Road the site represents a major opportunity to reconfigure the retail, community, and leisure provision in the town centre.

1.2 Purpose and Scope

- 1.2.1 In line with national guidance, Supplementary Planning Documents (SPDs) build upon and provide more detailed advice or guidance on policies in adopted development plan documents. As they do not form part of the development plan, they cannot introduce new planning policies or allocate land for specific types of development or uses.
- 1.2.2 This SPD sets out the aspirations of the Council for the redevelopment of the Old River Lane site. The ambition is to create a well-designed development that responds to the character of the surrounding area. The SPD will:
- Set out the existing planning policy framework for bringing forward appropriate redevelopment of Old River Lane;

- Establish placemaking and design principles;
- Improve the quality of proposals;
- Ensure high quality design.

1.2.3 The SPD has been prepared in line with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012 and will be a key material consideration in determining the acceptability of development on the site and seeks to reduce uncertainty by creating a framework against which development proposals can be assessed.

1.2.4 As supplementary guidance, an SPD does not have the weight of adopted development plan policies in the East Herts District Plan or Neighbourhood Plans; however it does have weight as a material consideration in assessing the quality of proposals as they evolve and in decision making on planning applications.

1.3 Structure of the Document

1.3.1 The Old River Lane SPD is structured in nine chapters:

- **Chapter 1 (Introduction)** describes the background to the SPD including the planning policy context and the process for preparing the SPD.
- **Chapter 2 (Site Context and Analysis)** explores the history of the Old River Lane site and analyses the different features of the site.
- **Chapter 3 (Policy BISH8 Old River Lane)** provides more detailed guidance on Policy BISH8.
- **Chapter 4 (Transport Options)** considers broad transport issues and options.

- ~~Chapter 5 (Constraints and Opportunities)~~ sets out the constraints and opportunities that were identified following the appraisal of the site and its existing uses.
- **Chapter 6-5 (Vision and Development Objectives)** sets out the vision for the Old River Lane site and development objectives.
- Chapter 6 (Constraints and Opportunities) sets out the constraints and opportunities that were identified following the appraisal of the site and its existing uses.
- **Chapter 7 (Design Principles)** sets out the design principles that will guide development at Old River Lane.
- **Chapter 8 (Strategic Masterplanning Framework)** sets out the framework for development proposals at Old River Lane.
- **Chapter 9 (Planning Application Requirements)** outlines the documents required to accompany planning applications.

1.4 Planning Policy Context

1.4.1 The Old River Lane SPD sits within a wider planning framework of both national and local policy and guidance. This section provides a brief overview and summary of the key policy and guidance documents that this SPD will refer to.

1.4.2 The main planning policy considerations are set out in the:

- East Herts District Plan 2018
- Bishop's Stortford [Neighbourhood Plan for Silverleys and Meads Neighbourhood Plan 2015](#) [Wards \(1st Revision\) 2022](#)
- National Planning Policy Framework (NPPF)

1.4.3 Also relevant to this SPD are other guidance documents and topic-based SPDs, including the:

- Sustainability Supplementary Planning Document (SPD) 2021

- Affordable Housing Supplementary Planning Document (SPD) 2020
- Historic Parks and Gardens Supplementary Planning Document (SPD) 2007
- Bishop's Stortford Town Centre Planning Framework 2016
- ~~Bishop's Stortford Transport Options Report 2018~~
- Bishop's Stortford Parking Strategy 2019
- Hertfordshire Eastern Area Growth and Transport Plan 2022
- Bishop's Stortford Conservation Area Appraisal and Management Plan 2014
- National Design Guide

East Herts District Plan 2018¹

1.4.4 The East Herts District Plan was adopted in 2018 and sets out the framework for guiding development in East Herts. It describes the Council's spatial vision for the district and includes strategic policies to deliver the homes, jobs and infrastructure that is required. The District Plan also contains development management policies that address a number of topic areas. The key relevant policies include:

- Policy BISH1 – Development in Bishop's Stortford
- Policy BISH2 – Bishop's Stortford Town Centre Planning Framework
- Policy BISH8 – Old River Lane
- Policy BISH11 – Employment in Bishop's Stortford
- Policy BISH12 – Retail, Leisure and Recreation in Bishop's Stortford
- Policy HOU1 – Type and Mix of Housing
- Policy HOU3 – Affordable Housing
- Policy ED1 – Economic Development
- Policy EDE3 – Communications Infrastructure
- Policy RTC1 – Retail Development
- Policy DES1 – Masterplanning
- Policy DES3 – Landscaping
- Policy DES3 – Design of Development

¹ <https://www.eastherts.gov.uk/planning-building/planning-policy/east-herts-district-plan-2018>

- Policy TRA1 – Sustainable Development
- Policy TRA2 – Safe and Suitable Highway Access Arrangements and Mitigation
- Policy TRA3 – Vehicle Parking Provision
- Policy HA1 – Heritage Assets
- Policy HA3 – Archaeology
- Policy HA4 – Conservation Areas
- Policy HA7 – Listed Buildings
- Policy HA8 – Historic Parks and Gardens
- Policy CFLR7 – Community Facilities
- Policy CFLR8 – Loss of Community Facilities
- Policy CC1 – Climate Change Adaptation
- Policy CC2 – Climate Change Mitigation
- Policy CC3 – Renewable and Low Carbon Energy
- Policy WAT1 – Flood Risk Management
- Policy WAT6 – Wastewater Infrastructure
- Policy EQ4 – Air Quality

1.4.5 **Policy BISH8 – Old River Lane**, sets out that the site will provide for a mixed-use development and around 100 new homes. The policy includes a number of requirements that the masterplan and any subsequent planning application/s need to assess. Policy BISH8 is set out below (**Figure 1**).

Figure 1: Policy BISH8

Policy BISH8 Old River Lane

I. The Bishop’s Stortford Town Centre Planning Framework will form the basis of a Supplementary Planning Document, which will be used to inform the masterplanning of this site.

II. The site will provide for a mixed use development and around 100 homes between 2022 and 2027.

III. The site will represent an extension of a historic market town. Therefore the masterplan will address the following:

- a) the creation of a high quality mixed-use development of retail, leisure uses, along with a 'civic hub' of other commercial and community uses such as a GP surgery and B1 office floorspace;
- b) the creation of new streets and public spaces;
- c) connections between the site and the existing town centre, towards Castle Gardens and to parking areas off Link Road;
- d) a reduction in traffic speed along Link Road, with new or enhanced crossing points;
- e) a design and layout which respects the significance and relationship of the site with designated and un-designated heritage assets, within the Bishop's Stortford Town Centre Conservation Area;
- f) key frontages such as Coopers will be enhanced by new public realm and buildings that reflect locally distinctive materials and design;
- g) on-site car parking will need to be sufficient to meet the needs of the uses proposed, without encouraging travel to the town centre in order to avoid worsening traffic congestion and further impact on the Hockerill Air Quality Management Area. Parking will need to be provided to serve the town centre as well as commuters.

IV. In addition, the development is expected to address the following provisions and issues:

- a) a range of dwelling type and mix, in accordance with the provisions of Policy HOU1 (Type and Mix of Housing), including residential apartments on the upper floors of commercial uses;
- b) Affordable Housing in accordance with Policy HOU3 (Affordable Housing);
- c) new utilities infrastructure where necessary;
- d) planning obligations including on and off-site developer contributions where necessary and reasonable related to the development; and

e) other policy provisions of the District Plan, Bishop's Stortford Town Council's Neighbourhood Plan for Silverleys and Meads Wards and relevant matters, as appropriate.

1.4.6 The District Plan 2018 also contains a site location plan (**Map 1** below), which details the extent of the Old River Lane site allocation. It should be noted that this SPD looks beyond the site allocation in the District Plan 2018, taking in the edge of Castle Gardens and the car parks to the north of Link Road, together with Bridge Street to the south, in order to better consider wider connections across the site.

1.4.7 For the purpose of this SPD the United Reformed Church (URC) Hall on Water Lane to the west of the allocated site, along with the modern houses to the south of the URC Hall, are also included within the red line boundary (**Map 2** below).

Map 1: District Plan Old River Lane site allocation



Map 2: Old River Lane SPD Area



Bishop's Stortford Neighbourhood Plan for Silverleys and Meads Wards Neighbourhood Plan 2015 and emerging update(1st Revision) 2022²

1.4.8 Bishop's Stortford has two adopted Neighbourhood Plans; the Bishop's Stortford Neighbourhood Plan for Silverleys and Meads Wards Neighbourhood Plan (2015)(1st Revision) 2022; and the Bishop's Stortford Neighbourhood Plan for All Saints, Central, South and part of Thorley Neighbourhood Plan (2017)(1st Revision) 2022. Together both plans cover the entirety of the town, with the former covering the north-east and the latter the south-east of the town.

² <https://www.eastherts.gov.uk/planning-building/planning-policy/neighbourhood-planning-activity-east-herts/bishops-stortford-silverleys-and-meads>

1.4.9 For this SPD, the Silverleys and Meads Neighbourhood Plan is the relevant plan as it covers the Old River Lane area. ~~Of particular importance is Policy BP6 – Future development of the town centre and Policy BP7 – Prosperity and character of the existing town centre. The Neighbourhood Plan includes the following site-specific objective:~~

- ~~To provide a balanced mix of residential, cultural, leisure and business uses within the Old River Lane Site~~

1.4.10 ~~Both Neighbourhood Plans are currently being updated and the final Old River Lane SPD will reflect any relevant updates. The Silverleys and Meads Neighbourhood Plan (1st Revision) now forms part of the Development Plan for East Herts.~~

National Planning Policy Framework (NPPF)³

1.4.11 The NPPF provides a framework within which locally-prepared plans for development can be produced. Plans and development must comply with national policy guidance as set out in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG). The NPPF continues to place significant emphasis on the need to ensure the vitality of town centres known as the “town centres first” approach. Guidance indicates that plans should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

Sustainability SPD 2021⁴

1.4.12 The Sustainability SPD was adopted in 2021 and was prepared to provide guidance on the implementation of adopted District Plan policies relating to climate change and sustainable design and construction, in order to improve the environmental

³ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

⁴ <https://www.eastherts.gov.uk/planning-building/planning-policy/supplementary-planning-documents>

sustainability of new development. It is a material consideration in the determination of planning applications.

1.4.13 East Herts Council made a declaration on Climate Change in 2019 and is committed to putting environmental sustainability at the heart of everything it does. As such, the Sustainability SPD sets out a process for developers to follow whilst providing detail and technical guidance on how to mitigate and adapt to Climate Change. The Sustainability SPD has therefore been used to inform how this SPD looks at climate change regarding the Old River Lane development.

Affordable Housing SPD 2020⁵

1.4.14 The Affordable Housing SPD was adopted in 2020 and supports the effective implementation of the affordable housing policies in the District Plan. It is a material consideration in the determination of planning applications. The purpose of the Affordable Housing SPD is to aid the implementation of the affordable housing policies and also assist developers in understanding the Council's approach and requirements regarding viability.

Historic Parks and Gardens SPD 2007⁶

1.4.15 The Historic Parks and Gardens SPD was adopted in 2007 and seeks to ensure that development does not undermine the integrity of the district's Historic Parks and Gardens. Historic Parks and Gardens are important assets that add substantial value to both the landscape and environmental quality within the district.

⁵ <https://www.eastherts.gov.uk/planning-building/planning-policy/supplementary-planning-documents>

⁶ <https://www.eastherts.gov.uk/planning-building/planning-policy/supplementary-planning-documents>

Bishop's Stortford Town Centre Planning Framework 2016⁷

1.4.16 Allies and Morrison Urban Practitioners were commissioned in March 2016 to prepare the Bishop's Stortford Town Centre Planning Framework on behalf of East Herts Council. The purpose of the Study was to help set a vision and strategy for the development of Bishop's Stortford. The study was agreed in 2017 and takes account of the town's current and future economic role, and sets out proposals for movement and design projects that will improve the town centre.

1.4.17 The document was developed based on the results of extensive consultation, which helped to shape the identification of key objectives which are summarised below:

- Create a more attractive pedestrian environment.
- Promote a holistic parking and movement strategy.
- Define a framework for the managed growth of retail in the town centre.
- Identify opportunities for flexible and adaptable employment space and ensure that existing employment uses in the town make best use of their sites to best support the town's economy.
- Establish an integrated cultural offer for the town centre.
- Identify opportunities for residential development in the town centre to support the regeneration of key sites and promote a more sustainable living.

1.4.18 The Town Centre Planning Framework is material to this SPD as it sets Old River Lane in a wider-context and is also referred to in Policy BISH8 as forming the basis of this SPD. As such, this SPD will utilise the material and evidence contained in the Bishop's Stortford Town Centre Planning Framework and will ensure that Old River Lane is cognisant of the wider-strategy for the town centre.

⁷ <https://www.eastherts.gov.uk/planning-building/east-herts-district-plan/evidence-library/settlement-and-site-specific-studies-sss>

Transport and Parking

1.4.19 Two of the key issues in Bishop's Stortford relate to transport and parking. The town centre suffers from very congested roads and junctions. Some of the car parks are very busy whereas others are under-used. There is also a lack of facilities for pedestrians and cyclists. To address these issues, two studies have been undertaken to identify actions and interventions which aim to improve the transport network for different users in the town.

1.4.20 The Hertfordshire Eastern Area Growth and Transport Plan⁸ covers Bishop's Stortford, Sawbridgeworth and the surrounding rural areas. The GTP includes several transport improvements packages, aiming to improve the transport network which also includes better facilities for pedestrians and cyclists and bus services. It looks at the current period of the Local Plans, and will be subject to review periodically to reflect changes in growth and transport forecasts.

~~1.4.20 The **Bishop's Stortford Transport Options Report 2018**⁹ considers broad transport issues and opportunities. It puts forward a wide range of potential options for improving the transport network, including better facilities for pedestrians and cyclists, managing traffic congestion and improving access to bus services.~~

1.4.21 The **Bishop's Stortford Parking Study 2019**¹⁰ focuses upon on and off-street parking within the town with a particular focus on the town centre car parks. It considers how car parks are being used, the number of spaces, the layout of car parks including access routes and how much people need to pay, and recommends a series of actions to address issues.

⁸ <https://www.hertfordshire.gov.uk/media-library/documents/highways/east-area-gtp/eastern-area-gtp-interventions-paper-final-acc.-check.pdf>

⁹ <https://www.eastherts.gov.uk/about-east-herts-0/improvement-projects-east-herts/shaping-stortford>

¹⁰ <https://www.eastherts.gov.uk/about-east-herts-0/improvement-projects-east-herts/shaping-stortford>

Bishop's Stortford Conservation Area Appraisal and Management Plan 2014¹¹

1.4.2~~32~~ The Bishop's Stortford Conservation Area Appraisal identifies the special character of Bishop Stortford's Conservation Area; identifies elements that should be retained or enhanced; identifies detracting elements; reviews the existing boundaries; and puts forward practical enhancement proposals.

National Design Guide¹²

1.4.2~~43~~ The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It is based on national planning policy, practice guidance and objectives for good design as set out in the National Planning Policy Framework.

1.5 Process of Preparation

1.5.1 The potential for the future redevelopment of the Old River Lane site is set out in the East Herts District Plan 2018. This SPD will help define and add detail about the potential land uses, design and scale of development appropriate for the area.

1.5.2 The Council recognises the importance of stakeholder engagement and as part of the scoping of this SPD an **Old River Lane Steering Group** has been set up. Membership of the Steering Group includes: Officers from East Herts Council and Hertfordshire County Council; Councillors; representatives from the Cross-party Working Group on Old River Lane; landowner and developer representatives; as well as other representatives from the Town Council, the Neighbourhood Plan Group, the Bishop's Stortford Climate ~~Change~~ Group, the Bishop's Stortford Business Improvement District (BID) and Bishop's Stortford Civic Federation. A number of community representatives also attended the Steering Group meetings.

¹¹ <https://www.eastherts.gov.uk/planning-and-building/conservation-areas>

¹² <https://www.gov.uk/government/publications/national-design-guide>

1.5.3 The Steering Group has met on six occasions between November 2021 and May 2022. Meeting with stakeholders has ensured a better understanding of the key issues and aspirations that the community have for Old River Lane. Alongside this the Council has been able to get feedback on emerging proposals and principles as well as jointly setting a vision and objectives for the site. The discussions that have taken place at the Steering Group meetings have therefore influenced both the scope and content of this SPD.

1.5.4 The process of preparation is set out in **Figure 2** below.

Figure 2: Process of Preparation

Preparation of Old River Lane SPD	
- Analysis of site and background research	September - October 2021
- Steering Group Meetings	November 2021 - May 2022
- Preparation of draft SPD	April - June 2022
Future Stages	
- Approval for Consultation	23 June 2022
- Formal Consultation - 4 Weeks	5 July - 2 August 2022
- Consideration of Comments	August - September 2022
- Adoption of SPD	19 October 2022

2.0 Site Context and Analysis

2.1 Introduction

- 2.1.1 This chapter starts by examining the historical development of the area, looking back at the evolution of Bishop's Stortford, followed by a brief history of the Old River Lane site. The town's historic character is key to our understanding of the Old River Lane site and its surrounding area.
- 2.1.2 Further analysis of the Old River Lane site today and how it relates to the wider town centre is then presented. This work has been undertaken to inform the design principles and the strategic masterplanning framework as set out in later chapters.

2.2 Historical Development of the Area

Evolution of Bishop's Stortford

- 2.2.1 The origins of Bishop's Stortford can be traced back to the Roman occupation with evidence of a settlement next to a crossing in the River Stort, on the Roman road from St Albans (Verulamium) to Colchester (Camulodunum).
- 2.2.2 The site of the Waytemore Castle was the likely location of a Saxon fort that had been erected due to the strategically important river crossing on the frontier between the Kingdom of Wessex and the Viking controlled Danelaw.
- 2.2.3 The motte and bailey Waytemore Castle was originally built in the 11th century by William I to project power in the region. In 1086 it was granted to the Bishop of London, and was heavily rebuilt in both the 12th and 13th centuries. It was generally used as a Bishop's Court. It was no longer needed as a defensive structure by the 15th century, and fell into disrepair. It was mostly pulled down in the 16th century, but the gatehouse and dungeons were used as a prison until 1649, when the site was sold and the stone was re-used for building materials in the town.
- 2.2.4 A market was established in Bishop's Stortford by 1228 and parts of the street and plot patterns set out at this time survive today.

- 2.2.5 ~~By 1744 road improvements had resulted in many coaching inns and stables in the town centre as a stop off on the London to Cambridge road. By the 18th century regional road improvements had resulted in the erection of many coaching inns and stables in the town centre as a stop off on the London to Cambridge road.~~
- 2.2.6 In 1769 the Stort was canalised (the Stort Navigation) linking the town to the River Lea at Roydon, Essex. By now the town was a well-established Market Town.
- 2.2.7 The Great Eastern Railway opened in 1842, to the east of the town centre. Trade was growing rapidly and the town was exporting grain and malt by barge to the London breweries. The population of the town was growing fast and by 1901 exceeded 7,000.
- 2.2.8 By the mid-20th century the town was attracting London commuters, travelling by train. Stansted Airport opened as an RAF airfield in 1943 and was used during the war, opening for commercial operations in 1966.
- 2.2.9 The M11 opened in the 1970s improving the road links in the area and the A120 bypass was opened in the 1970s, influencing the shape of the development of the suburbs of the town.

Old River Lane – A brief history

- 2.2.10 ~~The Old River Lane site looks to have historically been open floodplain meadows crossed with drainage channels up until the mid-20th century onwards, despite Waytemore Castle being established adjacent to the site in the 11th century and the historic core of Bishop's Stortford lying to the south-west. Mapping from the late 19th and into the 20th century supports the idea that the area underwent very little change before that time, with most change reserved to those areas south and west of Old River Lane in particular a number of malthouses making use of the Stort River running to the west of the Old River Lane site. To the north-west of the site there was the Hawkes Brewery in buildings which dated from the 18th century and a cattle sale yard. The Old River Lane site is so named as it was the original route of the River Stort, and the former river channel ran roughly along the route of the existing Old River Lane. In the Roman period woodland in the vicinity of the site was cleared and from then on until the mid-20th century most of the Old River Lane site was open riverside floodplain meadows crossed with drainage channels. Although evidence of Prehistoric activity within the vicinity of the site is limited,~~

it is possible that evidence of activity within the site may survive, masked by alluvial deposits on the terrace of the former river channel. Similarly, there is potential for traces of Romano-British and Medieval activity to survive within the site. Waytemore Castle was erected adjacent to the site in the 11th century and over time the historic core of Bishop's Stortford evolved to the west and south-west of the site. In the late-18th century and early-19th century numerous malshouses were erected along the route of the River Stort, including adjacent to the site, making use of the direct access to the riverbank to transport their produce along the Stort Navigation. To the north-west of the site there was the Hawkes Brewery in buildings which dated from the 18th century, and a cattle sale yard. In 1860 on Water Lane to the west of the site the Congregational Church was built, which was later renamed the United Reformed Church. In 1915 a Sunday School was built within the Old River Lane site for the Congregational Church, a building now known as the United Reformed Church Hall.

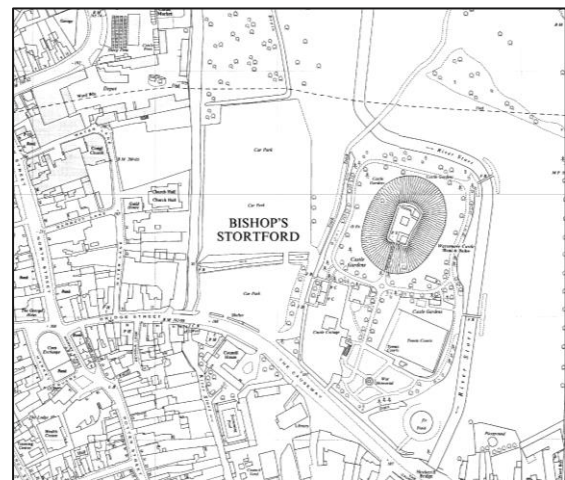


Figure 3 and 4: Historic mapping from 1870's (left) and 1960's (right) show Old River Lane remaining largely unchanged over a century

2.2.11 From the mid-20th century onwards however a number of changes came forward which would alter the landscape of Old River Lane. During the Second World War, in 1942 the American Red Cross built a temporary entertainment centre for the US forces based at the Stansted air base on the site of what is now Charringtons House, and in 1944 this was replaced by a much larger American Hostel that provided accommodation and a canteen. After the war this building was used by the Education Authority as a school and became the first coeducational secondary school in Bishop's Stortford for children aged 11-15, and it remained in this use until the mid-1960s, when the building was demolished and the entire site was used for car parking.

2.2.12 The Link Road was built between 1969 and 1970, which connected The Causeway to Northgate End, and necessitated the demolition of the cattle sale yard. The landscape of Old River Lane continued its significant transformation in the early 1970's when the original course of the River Stort ~~that ran to the west of~~ through the site was culverted. The culverting ~~is understood to have been~~ was part of wider plans, alongside creating a new course for the River Stort to the east (1968), to help reduce flooding in the town centre and create more land for development in the core of Bishop's Stortford town centre. A new road ~~was built then largely~~ that roughly followed the route of the culverted river as access to the car parks, the road now known as Old River Lane.

2.2.13 This period in time continued to be the main catalyst of change as the building that dominates Old River Lane to this day was also constructed in the 1970s, Charringtons House. The building project began in 1971 and at the time was the largest project (apart from the railway) that had taken place in Bishop's Stortford. It was so named Charringtons due to being developed to accommodate the head office for coal merchants Charrington Gardner Locket & Co Ltd who arrived in the offices in 1973.

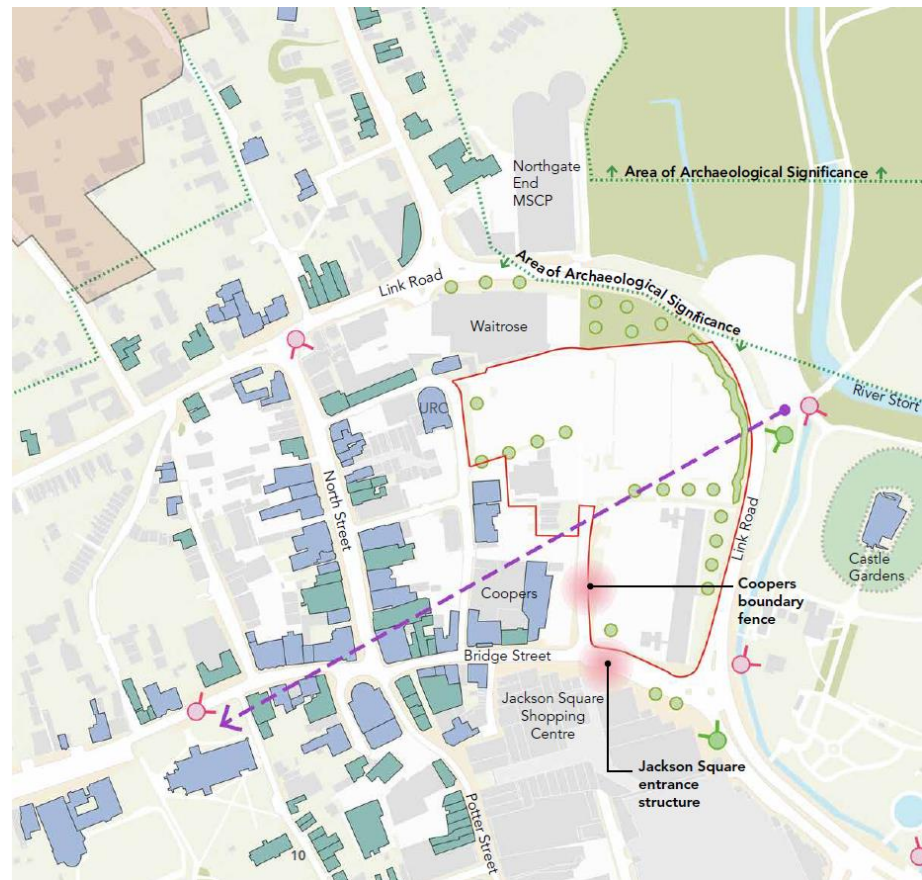
2.2.14 Charrington Gardner Locket & Co Ltd moved out of Charringtons House and relocated in 1999 and East Herts Council began to occupy much of the building and have continued to have a presence there to this day. Alongside this, Waitrose was developed to the north-west of the site in 1994 on the former Hawkes Brewery site which had long been used as a distribution depot. Waitrose is still present today, alongside Charringtons House and their associated surface car parks, with the only major change in the last 30 years being the demolition of 1 Causeway building in 2017.

Heritage Assets identified in the Bishop's Stortford Conservation Area Appraisal

Heritage Assets

- Corn Exchange, St Michael's Church and Waytemore Castle are key heritage assets
- Heritage views from Castle Gardens, Park, North Street and from St Michaels Church
- Within the Bishops Stortford Conservation Area
- Mature trees positively contribute to the character of the area

- Key**
- Listed buildings
 - Important trees/hedgerows
 - Unlisted buildings to be protected from demolition
 - Scheduled Ancient Monument
 - Important views to be protected
 - Proposed enhancement areas (conservation area policies map)
 - Important views to be enhanced
 - Lost views of Church



2.2.15 The centre of Bishop's Stortford is defined by its historical evolution and distinctive setting in the rural countryside. These built and natural assets are a legacy the town has that must be protected and enhanced. As noted above, Old River Lane has long been adjacent to the historic core of Bishop's Stortford and so has a key role to play in maintaining this legacy. The river has also helped shaped the character in the town centre, with a notably different identity to the wharf and industrial heritage along the River Stort, to that of the market town aesthetic in the historic core along Market Street and North Street.

2.2.16 Most of the town centre is covered by the Conservation Area which includes a significant number of listed buildings and other heritage assets. Many buildings in the town centre

on streets such as North Street, Windhill and Potter Street contribute positively to an attractive landscape.



Image 1 and 2: Bishop's Stortford historic market town

2.2.17 There are also a number of important landmarks in the town centre including the Water Lane United Reformed Church, Waytemore Castle mound, the Corn Exchange, and most notably the Church of St Michael which is visible from many points both in and around the town centre.



Image 3 (left) Water Lane United Reformed Church and Image 4 (right) Waytemore Castle

2.2.18 Due to its location on the edge of the historic core of the town centre, the Old River Lane site interacts with a number of these heritage assets. To the west of the site, a number of listed buildings are situated, including the aforementioned Water Lane United Reformed Church and the Coopers malt house building. Alongside this, The Water House, Guild House and 14 Water Lane are all adjacent to the west of the site. To the east is the Grade 1 listed motte mound of Waytemore Castle which is also a Scheduled Monument, and the Castle Gardens which are identified as a Locally Important Park and Garden in the 2007 Historic Parks and Gardens SPD.

2.2.19 The Old River Lane site also falls firmly within the Bishop's Stortford Conservation Area and is an Area of Archaeological Significance. These policy designations are shown on the Heritage Assets diagram above. More information on the wider Conservation Area can be found in the Bishop's Stortford Conservation Area Appraisal and Management Plan 2014¹³.

2.2.20 In addition to the buildings themselves, there are other factors such as the relationships of the buildings with each other, the quality of the spaces between them and the vistas and views that unite or disrupt them. There are also a number of key views across Bishop's Stortford. The key views that impact on Old River Lane are shown in the following diagrams (below). The view from Castle Gardens towards the Church of St Michael is particularly valued.

ADD PHOTO

Built Form and Typology

2.2.21 As well as individual heritage assets, the overall palette of materials, textures, colours, and design characteristics all help contribute to the aesthetic and character that make Bishop's Stortford town centre distinctive and attractive. The palettes below highlight the variety of features and materials in the town centre and the dominance of the warm yellow and cream tones of some of the older brick work.

¹³ <https://www.eastherts.gov.uk/planning-and-building/conservation-areas>

Materials and Colours:



Materials and Colours:



2.3 Site and surroundings today

2.3.1 Today the Old River Lane site represents a major opportunity to extend and reconfigure the retail, community, and leisure provision in the town centre.

2.3.2 As set out above the site is on the edge of the historic town centre and has transformed a number of times during the course of the town's history. The site now includes Waitrose and its existing car parking, Charringtons House on Bridge Street and the United Reform Church Hall (see paragraphs 2.4.1 – 2.4.3 below). The existing vehicle access to Waitrose and Charringtons House is via Old River Lane. The rest of the site is a Council owned and managed surface car park.

2.3.3 The site itself is relatively flat, with an increase in topography towards North Street to the west. The majority of the site is in Flood Risk Zone 2, with a small part of the site in Flood Risk Zone 3.



Figure 5: Flooding constraints at Old River Lane

2.3.4 There are several large mature trees present across the site. A number of trees are identified in the Bishop's Stortford Conservation Area Appraisal as adding value, including the small attractive commemorative area of open space with mature trees and seating to the north of the site, planted in memorial to David Moore in recognition of his contribution to tree preservation in Bishop's Stortford.

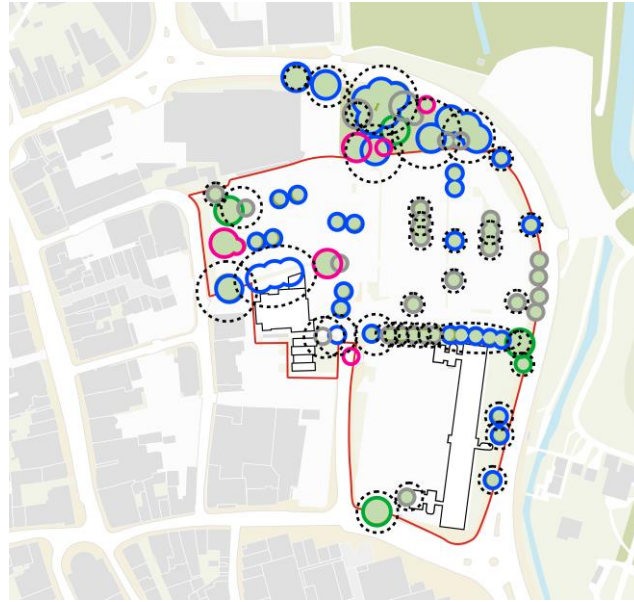


Figure 6: Location and type of trees currently situated on Old River Lane

2.3.5 ~~Below ground constraints include archaeology, a 3m easement for Thames Water rising main sewer and a 5m easement as the culvert is classified as a watercourse.~~ Below ground constraints include archaeology, and watercourse and sewer easements. A 3m easement is needed for a Thames Water sewer rising main, and a 85m easement is needed for the culvert as this is classified as a watercourse. In terms of archaeological constraints, known and potential non-designated archaeological remains identified within the Old River Lane site comprise potential paleoenvironmental remains, potential prehistoric and Romano-British remains, and potential medieval remains.

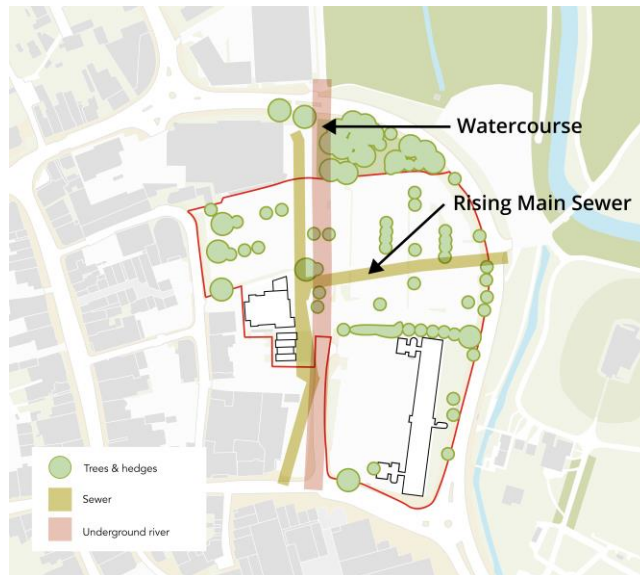


Figure 7: Below ground constraints on Old River Lane

2.3.6 It is important to note that this SPD looks beyond the site allocation in the District Plan 2018 and also takes in the edge of Castle Gardens and the car parks to the north of Link Road, as well as Bridge Street to the south, in order to better consider wider connections across the site. Link Road itself is currently a low quality part of the town centre, a dual carriageway that has limited built frontage which in turn encourages cars to travel faster. On the east side of Link Road sits Castle Gardens and views of the Waytemore Castle mound are visible from within the site. The western edge of the site needs to be carefully considered given the many listed buildings in the area.



Image 7 (left): view across Bridge Street with Charrington's House in the background; Image 8 (right): view south from the Link Road towards Jackson Square



Image 9 (left): Surface-level car parking is a familiar site around Old River Lane, firstly in the Causeway Car Park (left); Image 10 (right): view south across an empty Charrington's House car park

2.4 United Reformed Church Hall

2.4.1 The United Reformed Church (URC) Hall is located in Water Lane, to the west of North Street. The URC Hall was built in 1915 as a Sunday School for the Congregational Church, now known as the United Reformed Church on Water Lane. It was extensively altered and extended in the 1930s, 1960s, and 1990s. It falls within the Bishop's Stortford Conservation Area. The Hall was acquired by the Council, along with the houses to the south, in 2019.

2.4.2 The URC Hall was identified as an Asset of Community Value (ACV) on the 16 September 2022. The designation of the Hall as an ACV is a material consideration that will be taken into account when determining any planning application that would affect it.

2.4.23 Whilst the URC Hall lies outside of the BISH8 site allocation area, for the purposes of this SPD the URC Hall has been included within the red line boundary (see Chapter 1, Map 2).

2.4.34 The inclusion of the URC Hall within the SPD red line boundary presents an opportunity for proposals to consider the future use of this community facility alongside the BISH8 site allocation, ensuring a comprehensive approach to development in this location.

Proposals that will result in the loss of the URC Hall will need to address the requirements of Policy CFLR78 (Loss of Community Facilities):

Policy CFLR8 Loss of Community Facilities

I. Proposals that result in the loss of uses, buildings or land for public or community use will be refused unless:

- a) An assessment has been undertaken which has clearly shown that the facility is no longer needed in its current form; or
- b) The loss resulting from the proposed development would be replaced by enhanced provision in terms of quantity and/or quality in a suitable location; or
- c) The development is for an alternative community facility, the need for which clearly outweighs the loss.

2.5 Other Developments in Bishop's Stortford

2.5.1 Any development at Old River Lane also needs to be considered in the wider context of Bishop's Stortford, and particularly its town centre. As such Old River Lane should complement and contribute to the town-wide development framework which means not just relating with the existing town centre, but also with planned future developments.

2.5.2 Bishop's Stortford currently has a number of development sites either under construction or being considered through the planning process. Whilst Old River Lane will share some relationship with all of them, the key emerging developments relevant to Old River Lane are those within the town centre which include:

- Northgate End Car Park
- The Good's Yard
- The Mill Site

Northgate End Car Park

2.5.3 Northgate End is a multi-storey car park ~~that is due to~~ opened in June 2022 and has been included as part of plans to redevelop Old River Lane for a number of years. This development is in closest proximity to Old River Lane and not only has a link in terms of providing a wider-parking offer, but also has a strong physical link with the site.

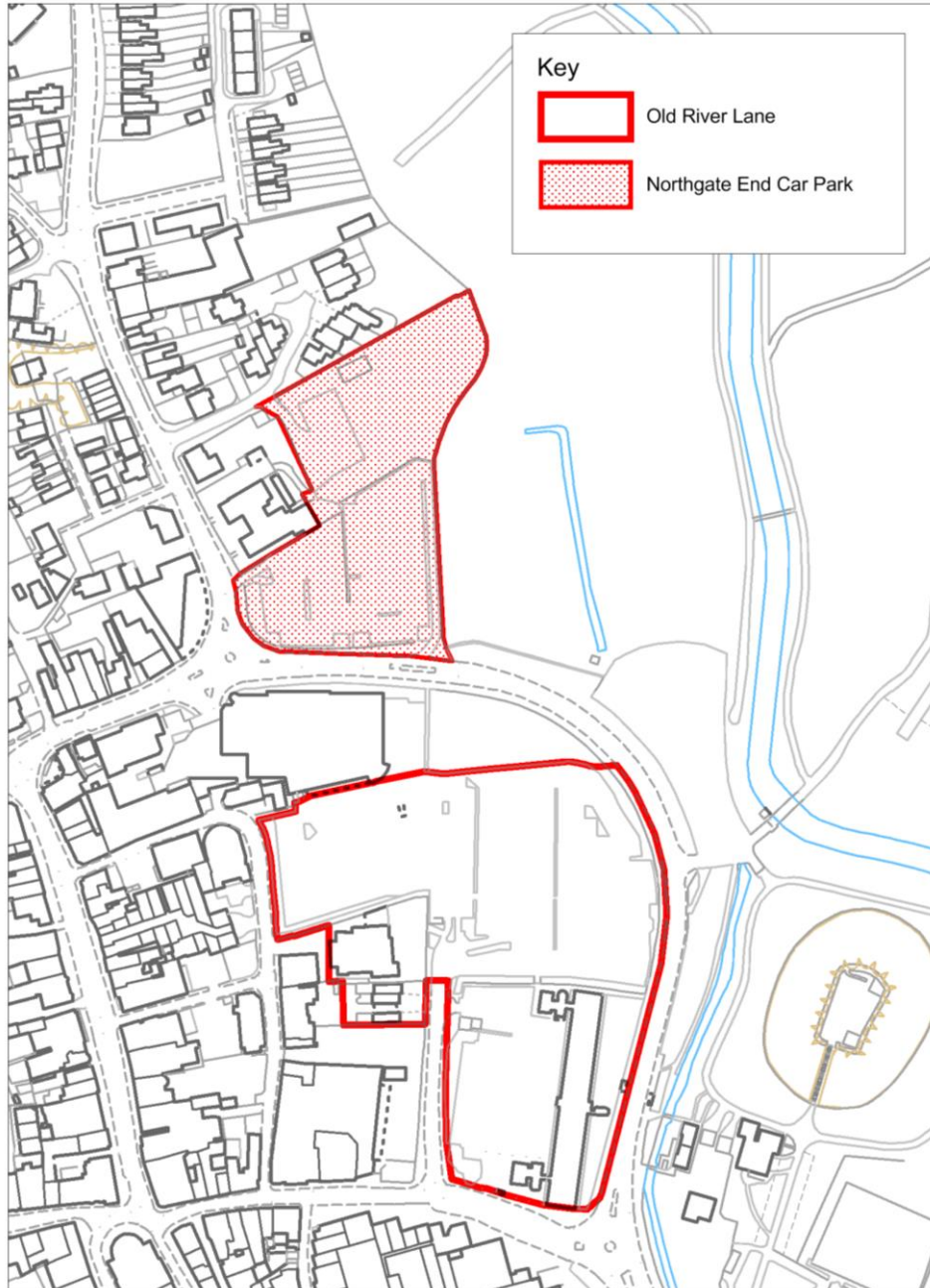


Figure 8: Northgate End Car Park shown adjacent to Old River Lane to the north

The Good's Yard

2.5.4 This site is allocated in the District Plan 2018 (Policy BISH7). The Goods Yard occupies a strategic position between the train station and the town centre and represents an excellent opportunity to substantially enhance the arrival experience to Bishop's Stortford by railway. The site presents a major opportunity to enhance a large portion of the riverside and bring vibrancy and activity to this important part of Bishop's Stortford. The northern part of the site lies within the town centre boundary and will accommodate a mix of retail and commercial development. Any development at Old River Lane should therefore complement the uses being provided.

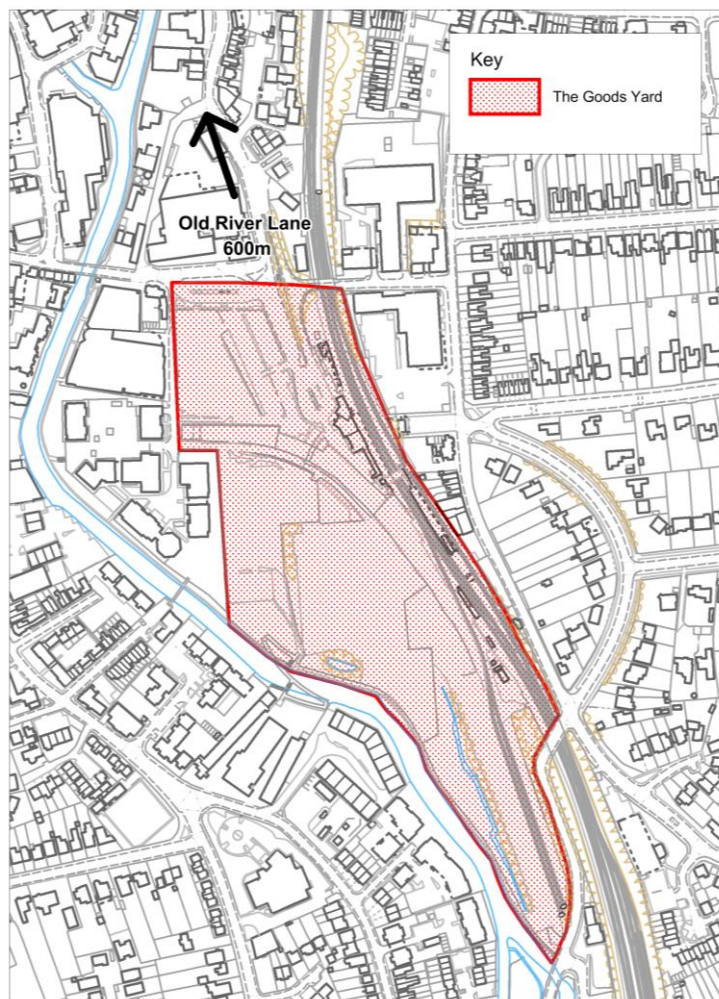


Figure 9: The Goods Yard site allocation to the south of Old River Lane

The Mill Site

2.5.5 This site is allocated in the District Plan 2018 (Policy BISH10) for a new mixed-use riverside hub. The Mill site offers the opportunity to transform the eastern side of the river. Unlike other site allocations however this site is not expected to deliver within a particular timeframe but has been allocated to ensure that if it does come forward for development a comprehensive approach is taken across the site.

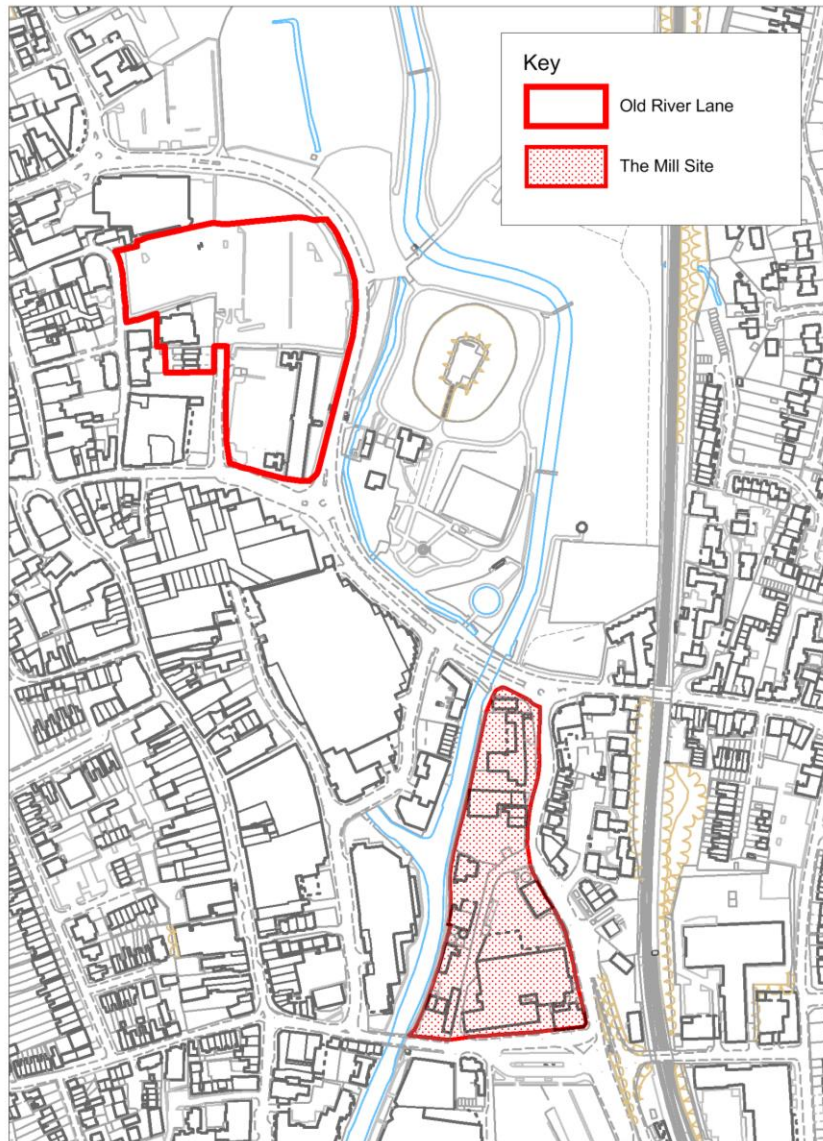


Figure 10: The Mill Site allocation to the south of Old River Lane

3.0 Policy BISH8 Old River Lane

3.1 Introduction

- 3.1.1 Policy BISH8 sets out that **'the site will provide for around 100 new homes'** and that the Old River Lane masterplan will address the **'creation of a high quality mixed-use development of retail, leisure uses, along with a 'civic hub' of other commercial and community uses such as GP surgery and B1 office floorspace'**.
- 3.1.2 This section provides further information on these policy requirements. Overall, this SPD supports a degree of flexibility around the precise mix of land uses on Old River Lane, but any proposal should seek to respond positively to the guidance below. The Council will require proposals to provide a clear narrative and justification for the proposed mix of uses in relation to property market demand and opportunities.

3.2 Retail

- 3.2.1 The NPPF sets out the need for a dynamic and diverse town centre that can respond to changes rapidly, and the importance of this has been emphasised in recent years through the various economic downturns alongside the Covid-19 pandemic. There is an opportunity at Old River Lane to ensure that the retail offer is flexible enough to sustain long-term vitality and viability.
- 3.2.2 It is expected that the continued growth of Bishop's Stortford will boost existing retail and support the case for new retailers in the town. The scale of the retail offer on Old River Lane should be proportionate and complementary to ensure the continued vitality of Bishop's Stortford town centre.

- 3.2.3 Proposals should contribute towards a thriving and sustainable town centre; applicants must therefore consider any new retail evidence and changes in economic circumstances and their associated impact on retail floorspace needs.
- 3.2.4 Proposals for new retail, commercial or leisure uses on Old River Lane should be responsive and demonstrate adaptability to shifting market trends and dynamics. Units should be capable of amalgamation and, sub-division, and the provision of mezzanine floors will be supported [where appropriate](#).

3.3 Office Floorspace

- 3.3.1 In 2020, there was around 160 office properties in the Bishop's Stortford market area providing 732,900sqft (c 68,100sqm) of office space. The overall stock of office space increased by 65,500sqft (6,100sqm) between 2010 and 2019, which represents a total increase of about 10% across the town. The increase in the stock of property would have been higher had it not been that some office space being lost through conversion of properties, some of which was through the use of Permitted Development Rights.
- 3.3.2 In 2020 there was a vacancy rate of around 2% which implies that there is currently very little choice for occupiers looking for office space in the local market; and existing occupiers who want to expand or contract are unlikely to be able to find space to move into, potentially leading to market stagnation.
- 3.3.3 In line with the policy, there is an opportunity to provide office space in the town. Proposals should seek to offer high quality office and commercial floorspace which includes a range of units from large operators to single tenants, to more flexible co-working spaces.

- 3.3.4 Proposals should be co-ordinated with the delivery of office space from other developments in Bishop's Stortford including at Bishop's Stortford North (BISH3), Bishop's Stortford South (BISH5) and the Goods Yard (Policy BISH7).
- 3.3.5 Proposals should also take into account the **Town Wide Employment Study for Bishop's Stortford 2013¹⁴** and any subsequent updates.

3.4 Civic, Community and Leisure Uses

- 3.4.1 There is a strong tradition of civic, community, and leisure activities in Bishop's Stortford which continue to have a positive impact on the town centre offer, creating diversity and bringing a different audience to a town centre location. Proposals for Old River Lane should seek to complement and extend that offer as part of the development.
- 3.4.2 Civic, community and leisure facilities should play a key role in the activation and animation of the ground floors and especially the public spaces. It is expected that a variety of new leisure and Food & Beverage (F&B) opportunities will create a new vibrant area of the town centre. The clustering of any of these uses should preferably be focussed around a key public space, which should be a welcoming and adaptable space, suitable for public events, and with high quality hard and soft landscaping and public art in order to provide it with a memorable character.
- 3.4.3 Health care facilities that complement the existing offer across the town will be looked on favourably at Old River Lane.
- 3.4.4 Chapter 2 (Section 2.4) discusses the inclusion of the United Reformed Church Hall within the SPD red line boundary. Proposals that will result in the loss of the URC Hall will need to address the requirements of Policy CFLR78 (Loss of Community Facilities).

¹⁴ <https://www.eastherts.gov.uk/planning-building/planning-policy/evidence-base>

Arts Centre

3.4.5 The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space.

3.4.6 The cinema spaces will be designed flexibly to enable the delivery of a live programme of events. The foyer space will be designed to allow for a live concept programme and will also be used as gallery space and there will be a focus on using the outdoor space to deliver an outdoor programme of live events.

3.4.7 It is anticipated that the live programme will consist of spoken word events, such as comedians, single person shows and small music performances, as well as live streaming of National Theatre and other events in the indoor spaces. The outdoor space will provide the opportunity for larger performance, be it music, comedy, theatre or live screening of theatre or sports events.

3.4.8 Proposals are indicative at this stage and any subsequent planning application will be required to explain and evidence how they comply with relevant District Plan policies, including BISH8 (Old River Lane) and CFLR7 (Community Facilities).

3.5 Housing

3.5.1 Housing on Old River Lane is expected to be delivered in accordance with policies HOU1 (Type and Mix of Housing) and HOU3 (Affordable Housing) of the District Plan 2018. A mix of residential accommodation should be provided to create an inclusive community by providing homes for all age groups.

3.5.2 Homes should be provided in accordance with Policy HOU7 (Accessible and Adaptable Homes) to ensure they are accessible and adaptable to meet the changing needs of occupants, and to support independent living.

3.5.3 Proposals across the site should be co-ordinated to ensure that they don't restrict the ability of the site to deliver a diverse spectrum of uses, including those associated with the night-time economy.

3.6 ~~Other Policy Requirements~~ Air Quality

Air Quality

3.6.1 Proposals at Old River Lane must not worsen the pollutant levels within the Hockerill Air Quality Management Area (AQMA). Proposals should therefore take account of the air quality measures set out in the Council's Sustainability SPD 2021¹⁵.

3.6.2 The impact of development on air quality is a material consideration and must be regarded at all stages in the planning process. The planning system plays an active role in managing local air quality when considering the impact of new development and finding sustainable solutions.

3.6.3 District Plan Policy EQ4 (Air Quality) requires that development should include measures to minimise air quality impact at the design stage and should incorporate best practice in the design, construction and operation of all developments. Where development (on its own or cumulatively) will have a negative impact on local air quality during either construction or operation, mitigation measures will be sought. Evidence of mitigation measures will be required upfront. [The Silverleys and Meads Neighbourhood Plan Policy TP2 \(Improving Air Quality\) expects developments to comply with the District Plan Policy](#)

¹⁵ <https://www.eastherts.gov.uk/planning-building/planning-policy/supplementary-planning-documents/sustainability-supplementary-planning-document>

EQ4, whilst taking into account policies 19 and 20 of the Local Transport Plan 4 and the guidance in the Sustainability SPD.

3.6.4 Prioritising sustainable transport such as cycling and walking improves local air quality and encourages healthy communities. Therefore, strong emphasis will be placed on seeking the provision of cycle and pedestrian routes and networks at Old River Lane.

3.6.5 Building design should prioritise energy efficiency in order to reduce the need and size of heating plants. This will overall minimise the buildings impact on air quality. The use of renewable, zero and low-carbon technology is encouraged to fulfil the requirements Policy DES4 (Design of Development).

3.6.6 At the planning application stage, the development will need to demonstrate how air quality impact has been addressed by submitting the Sustainability Checklist and an Air Quality Impact Assessment (which includes an Air Quality Neutral Assessment). More detailed advice is set out in section 6 of the Sustainability SPD (2021).

4.0 Transport Options

4.1 Introduction

- 4.1.1 Bishop's Stortford is undergoing significant levels of growth with ~~approaching at least~~ 4,426,500 new homes planned in the District Plan 2018 (including committed development) by 2033, which will substantially increase the town's population.
- 4.1.2 The town serves as a centre for jobs, retail, education, health and other important services for a large catchment area. Key to the ongoing success of Bishop's Stortford will be the ability to move in, out and around the town, and this will require an effective, reliable and sustainable transport network which can accommodate existing movements and additional movements which will be generated by the increased population.
- 4.1.3 Two studies have been undertaken; the ~~Hertfordshire Eastern Area Growth and Transport Plan 2022~~ **Bishop's Stortford Transport Options Report 2018** and the **Bishop's Stortford Parking Study 2019**. Of particular relevance to this SPD is the ~~Transport Options~~ **Growth and Transport Plan (GTP)** report which ~~aligns supports with~~ Hertfordshire County Council's Local Transport Plan 4 (LTP4) 2018¹⁶. ~~This focuses on delivering measures that promote and drive forward the uptake of sustainable transport modes and prioritises the needs of pedestrians, cyclists and public transport users over those private car users. The GTP is a strategic spatial transport plan developed by Hertfordshire County Council in partnership with key stakeholders, including East Herts District Council, and the Local Enterprise Partnership, for the purpose of applying LTP policies and objectives to a growth-focused sub-area within Hertfordshire.~~

¹⁶ <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/planning-in-hertfordshire/transport-planning/local-transport-plan.aspx>

4.1.4 The GTP looks ahead at transport improvements required at least over the period of the Local Plans and will be subject to review periodically to reflect changes in growth and transport forecasts. The Transport Options report seeks to recognise and balance the needs of residents and workers who travel to/from and park their private vehicles within Bishop's Stortford, with increased sustainable transport opportunities which improve accessibility and encourage modal shift, thereby aiding a reduction in traffic congestion.

Bishop's Stortford Transport Options

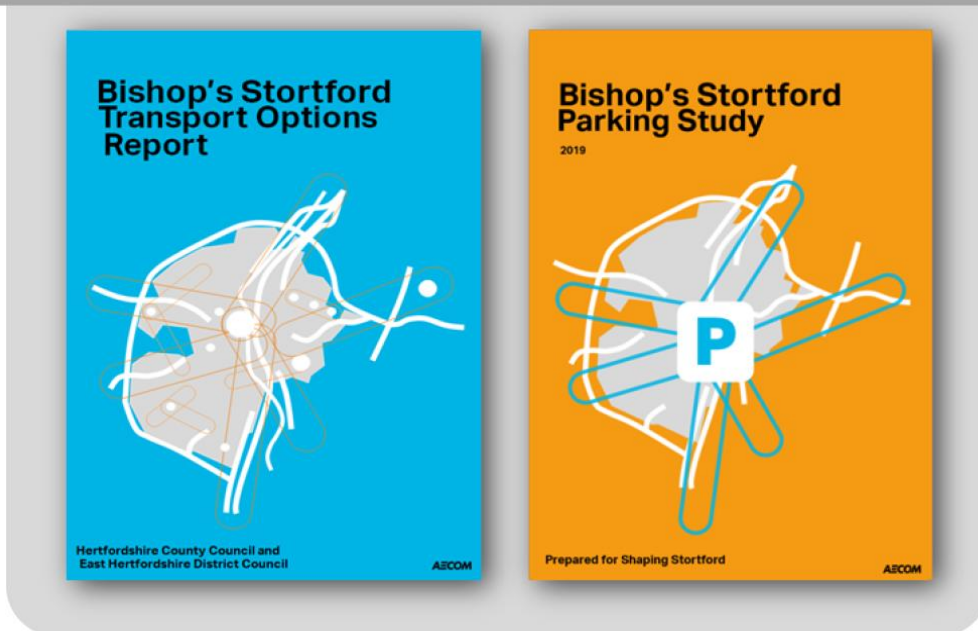


Figure 11: Two key studies undertaken shaping Bishop's Stortford's transport strategy

4.1.5 Any development that comes forward at Old River Lane will also be required to meet the policies set out in the Neighbourhood Plan for Bishop's Stortford Silverleys and Meads Neighbourhood Plan (1st Revision). Alongside other relevant policies, the Neighbourhood Plan sets out in Policy TP12 that financial contributions will be sought for improving town accessibility and connectivity, including sustainable transport projects and programmes in the Growth and Transport Plan amongst other strategies.

4.1.6 The following sections in the SPD, highlight those projects and programmes within the GTP that are most relevant to Old River Lane.

4.2 Old River Lane and Northgate End Multi-Storey Car Park

4.2.1 Proposals for Old River Lane will increase the demand for travel in Bishop's Stortford and place additional strain on the existing road network. The Old River Lane development will bring forward a notable substantial increase in retail floorspace which is anticipated to enhance the town's retail offer in addition to new leisure uses which could increase the town centre's attractiveness, not only in retaining trips within the town, but attracting trips in from surrounding areas that might otherwise travel to other towns.

4.2.2 The Transport Options Growth and Transport Plan report puts forward a wide range of interventions, a number of which relate to Old River Lane and its interaction with the wider town centre. It will also be important to consider the relationship of Old River Lane with Northgate End multi-storey carpark, including a specific package associated with development at Old River Lane: Package 13 – Northgate End Multi-Storey Car Park access and connectivity. This package has the following aims:

- ~~• To provide ease of access to / egress from the proposed multi-storey car park so that traffic does not disrupt movement along the A1250 Link Road.~~
- ~~• To ensure that pedestrians and cyclists are not adversely affected by the proposed car park and benefit from safe crossing on the A1250.~~
- ~~• To make moving traffic less intimidating to pedestrians and cyclists travelling along Northgate End.~~

4.2.3 Northgate End multi-storey car park was completed in summer 2022 and will replace and enhance the current parking capacity at Old River Lane, thus freeing-up the Old

River Lane site for redevelopment. With the growth of Bishop’s Stortford in terms of population and households, as well as an anticipated growth in the retail offer, it is expected that the Northgate End car park will form an essential part of the town’s parking infrastructure.

4.2.4 The multi-storey car park shares a relationship with Old River Lane both in its location and in its function. A suitable crossing point should be established to encourage pedestrians to and from Old River Lane and the Northgate End car park. Likewise, development proposals at Old River Lane should ensure that a clear connection is provided from the car park, through Old River Lane to the town centre.

4.2.5 The Old River Lane development also has a further opportunity to consider and explore the potential for utilising the town centre car parks, including Northgate End, to provide capacity for proposed uses on Old River Lane, particularly employees. Permitting arrangements with new residents should also be explored to help limited the number of spaces needed on the Old River Lane site itself.

4.2.6 ~~The Other interventions are also included in the Transport Options report and the Council will also require proposals for development at Old River Lane to consider the prioritised list of schemes set out below which are derived from the Growth and Transport Plan.~~ Further information on Bridge Street is set out at Section 4.34.

Interventions ¹⁷	Name	Description
PR17	Bridge Street (east) improvement	Reduce eastbound to a single lane from where it currently widens to two lanes east of Water Lane to the junction with A1250 Link Road. Retain provision of a bus layby. Widen footways. Increase walking mode

¹⁷ Intervention reference numbers taken from the ~~Bishop’s Stortford Transport Options Report 2018~~[Hertfordshire Eastern Area Growth and Transport Plan](#)

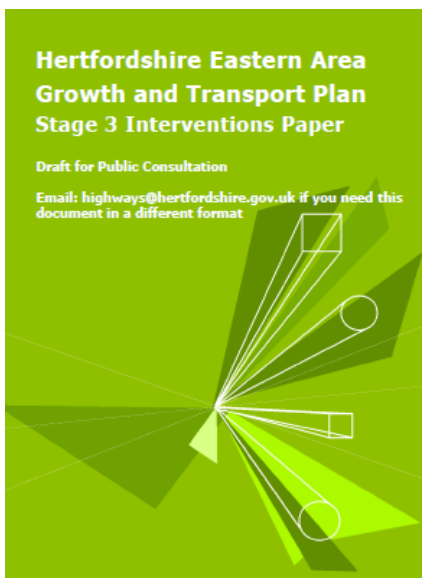
Interventions ¹⁷	Name	Description
		<u>share through improved pedestrian facilities on Bridge Street.</u>
PR48	B1004 Northgate End and A120 Link Road and Hadham Road 20mph zone	<p>20mph speed limit zone applied to Northgate End from just north (on Rye St) of junction with Barrells Down Road and A1250 between Half Acres and east of the proposed multi-storey car park access.</p> <p><u>To ensure that cyclists and pedestrians are not adversely affected by the proposed multi-storey car park, apply a 20mph speed limit in the area surrounding it. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel.</u></p>
PR49	B1004 Northgate End- A1250 Link Road off road shared use cycleway/ foot-way	<p>Off-road cycle link approximately 35m north of junction to the proposed signal-controlled crossing on the A1250 Link Road, on wards to the existing signal crossroads adjacent to the Link Road surface level car park.</p> <p><u>To ensure that cyclists and pedestrians are not adversely affected by the proposed multi-storey car park, implement a cycle link between B1004 Northgate End and A1250 Link Road.</u></p>
PR60	Towpath to Link Road cycleway	<p>Conversion of the existing footway between the river towpath, Link Road and Bridge Street to a shared-use footway/cycleway, including upgrade of the existing signal-controlled</p>

Interventions ¹⁷	Name	Description
		<p>crossing to a Toucan crossing. Promoting the River Stort's place function and increasing walking and cycling mode share through conversion of the existing footway into a shared-use footway/cycleway.</p>
PR61	North Street Streetscape enhancement	<p>Enhancement of the streetscape on North Street to mimic South Street/Potter Street, with widened footways, planting and seating. Plus 20mph speed limit. Increase walking mode share by applying a 20mph speed limit and enhancing the streetscape on North Street to mimic South Street/Potter Street. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel.</p>
SM2	B1004 Northgate End-A1250 Link Road/Hadham	<p>Highway improvements associated with proposed multi-storey car park. The following alternative approaches should be considered:</p> <ul style="list-style-type: none"> A. Existing provision with signal controlled entry/exit to proposed car park off Link Road B. Replace existing small roundabout with signal-controlled junction linked to signal-controlled car park entry/exit. C. As approach B but with a reduced speed limit. D. Reduced road space, 20mph speed limit, junctions on speed table,

Interventions ¹⁷	Name	Description
		widened footways/cycleways and mini roundabouts at Northgate End junction and at car park entry/exit. Potentially extend provision westwards along Hadham Road to North Street junction and south-eastwards along Link Road to Link Road car park access/egress.
SM3	Town Centre way finding	A coherent, attractive series of wayfinding and interpretation signs for the town centre area would help improve the legibility of key routes including railway station-South Street and at key pedestrian gateways to the town centre including Apton Road, Windhill, North Street, Bridge Street and Old River Lane. Well designed 'miniliths' will provide information on key routes, facilities, walk times and local history. Improve the place function of the town centre and increase active travel mode share by installing wayfinding and interpretation signs at key routes and gateways.
SM16	North-East Town Centre one-way system	Creation of a small one-way system on High Street, North Street and Bells Hill, complementing existing one-way operation on Bridge Street and Potter Street. The following alternative approaches should be considered: A. Convert High Street (from east of the junction with Church Street to the junction with North Street) to one-way operation eastbound only. Convert North Street (between the junction with High Street and A1250

Interventions ¹⁷	Name	Description
		Hadham Road) to one-way operation northbound only. Convert Bells Hill along entire length to one-way operation to southbound only. Creation of a small one-way system on High Street, North Street and Bells Hill, complementing existing one-way operation on Bridge Street and Potter Street to reduce the dominance of car travel.

4.2.7 It should also be noted that the emerging **Hertfordshire Eastern Area Growth and Transport Plan** includes a number of other improvement packages (consistent with the Bishop's Stortford Transport Options report). Package PK18 which deals with Town Centre Traffic Congestion Management is particularly relevant to any proposals at Old River Lane. The overarching aim of Package PK18 is to: *'Directly tackle traffic congestion levels within the town centre area through highway interventions which seek to reduce delays by re-prioritising movements at junctions and providing alternative routes away from areas of traffic congestion.'*



PK18 – Town Centre Traffic Congestion Management		
SM1	London Rd-Station Rd link road	Mitigate traffic congestion by implementing a new road linking the B1383 London Road and Station Road through the proposed Goods Yard development. (IC3)
PR16	Adderley Road lane allocation improvement	Revise turning movement allocations at the Adderley Road-the Causeway junction to manage traffic queues (IC7)
SM6	Hockerill Junction Improvement	Improvement to the Hockerill junction to reduce congestion (IC7)
SM131	Alleviate congestion on the A1250	Alleviate congestion on the A1250 through Bishop's Stortford (IC5)
SM132	Alleviate congestion on Windhill	Improve peak time traffic flows along Windhill (IC5)
SM133	Bells Hill/Hadham Road junction improvement	Alleviate congestion at the junction of B1004 Bells Hill and A1250 Hadham Road (IC7)
SM134	Alleviate congestion on routes into Bishop's Stortford	Improve the efficient flow of traffic on routes into Bishop's Stortford, particularly around the choke point at junction North Street/Market Street/Bridge Street/High Street (IC5)

4.3 Public Transport

4.3.1 Public transport is an essential part of a combined approach to sustainable transport and should be integrated into the overall transport and movement strategy at Old River Lane. The Growth and Transport Plan does not propose any public transport-based interventions linked directly to development at Old River Lane. It does however list a number of projects relating to bus service improvements across the town centre which includes Old River Lane, these have been extracted below.

4.3.2 Old River Lane is adjacent to 3 bus stops and therefore any development must ensure that it supports the retention and function of these bus stops and also any future upgrades to them. Alongside the projects listed below, developers should also be cognisant of improvements set out in Hertfordshire County Council's bus service improvement plan and how bus service facilities relate with the design principles in Chapter 7 of this SPD.

Interventions¹⁸	Name	Description
<u>PR123</u>	<u>Town centre bus priority</u>	<u>Install bus priority measures at key junctions in the centre of Bishop's Stortford to improve bus journey times and reliability.</u>
<u>PR124</u>	<u>Real time information at bus stops in the town centre</u>	<u>Provide real time information at bus stops in the town centre of Bishop's Stortford to facilitate better journey planning and reliability.</u>
<u>PR125</u>	<u>Bus stop improvements in the town centre</u>	<u>Upgrade bus stop facilities to improve safety and access to bus services in the centre of Bishop's Stortford.</u>

¹⁸ Intervention reference numbers taken from the Hertfordshire Eastern Area Growth and Transport Plan

4.43 Bridge Street

4.43.1 Bridge Street is situated directly adjacent to the south of the Old River Lane site. The current environment is dominated by vehicular traffic and a 3-lane highway. Proposals for Old River Lane should include intervention PR17 (above) in order to improve the pedestrian experience facilities to the south of the Old River Lane site.

4.43.2 ~~Reducing the number of vehicular carriageways on Bridge Street and widening the footways achieves two goals; firstly, the improvement of the poor pedestrian environment along Bridge Street by making best use of the opportunity to integrate Bridge Street directly with any public square or public building to the south of Old River Lane; and secondly, it will support the key objective to increase active travel to, and from, and through the Old River Lane site. Old River Lane provides a key opportunity for the site to interact with and enhance Bridge Street and maximise opportunities for pedestrians. PR17 is flexible in its approach to increasing walking mode share and improving pedestrian facilities on Bridge Street. Applicants should discuss with Hertfordshire County Council how their proposals meet the expectations of PR17.~~

4.54 Link Road and Castle Gardens

4.54.1 Similar to Bridge Street, the Link Road currently presents a very poor, car dominated environment that heightens the separation of the Old River Lane site from the Castle Gardens. Its character and the pedestrian experience should be substantially improved alongside the redevelopment of the Old River Lane site.

4.54.2 Castle Gardens are on the opposite side of the Link Road to Old River Lane. Plans to upgrade and improve the Castle Gardens, as well as the wider Castle Park are currently on-going with some schemes being implemented and other being formulated. One of the key upgrades to the gardens is the improvement of the main pathway and entrance. In terms of location there is likely to be no difference in the two main access points

(shown below in **Figure 12**), but there are subtle differences to their function and potential.

4.54.3 Old River Lane presents an opportunity to transform the current environment of the Link Road as well as the town centre's relationship with Castle Gardens. Therefore the location of these access points into the Castle Gardens should be used to inform crossing points between the Castle Gardens and Old River Lane. The layout of Old River Lane should reflect these crossings and access points to ensure the most legible and direct route.

4.54.4 The type of crossing and access point should also be considered. The 'southern' access into Castle Gardens is for pedestrians and likely to be the main entrance point, whereas the 'northern' access has potential for a cycle path and crossing.

4.54.5 Currently plans exist to extend and enhance the cycle route that runs north to south through the Green Wedge along the river (**Figure 12** below). [This forms part of project PR60 in the Growth and Transport Plan and the wider package of measures PK5 designed to make the River Stort more accessible and connected.](#) This would allow cycling access along the river for residents to the north, including the new development being delivered at Bishop's Stortford North. Once the cycle route is completed, access points into the town centre would still be challenging, but Old River Lane presents an opportunity to provide the infrastructure and connections necessary to encourage cycling access into the town.

4.54.6 Section 106 contributions towards the rearrangement of the current access point in Castle Gardens could include the following:

- Removing the gate and providing bollards (or another suitable alternative);
- Rearranging the footpath and vehicular access to ensure bikes have enough space to operate alongside pedestrians and vehicles;

- Any necessary surface upgrades needed between the bridge and the river to ensure connection of the cycleway.

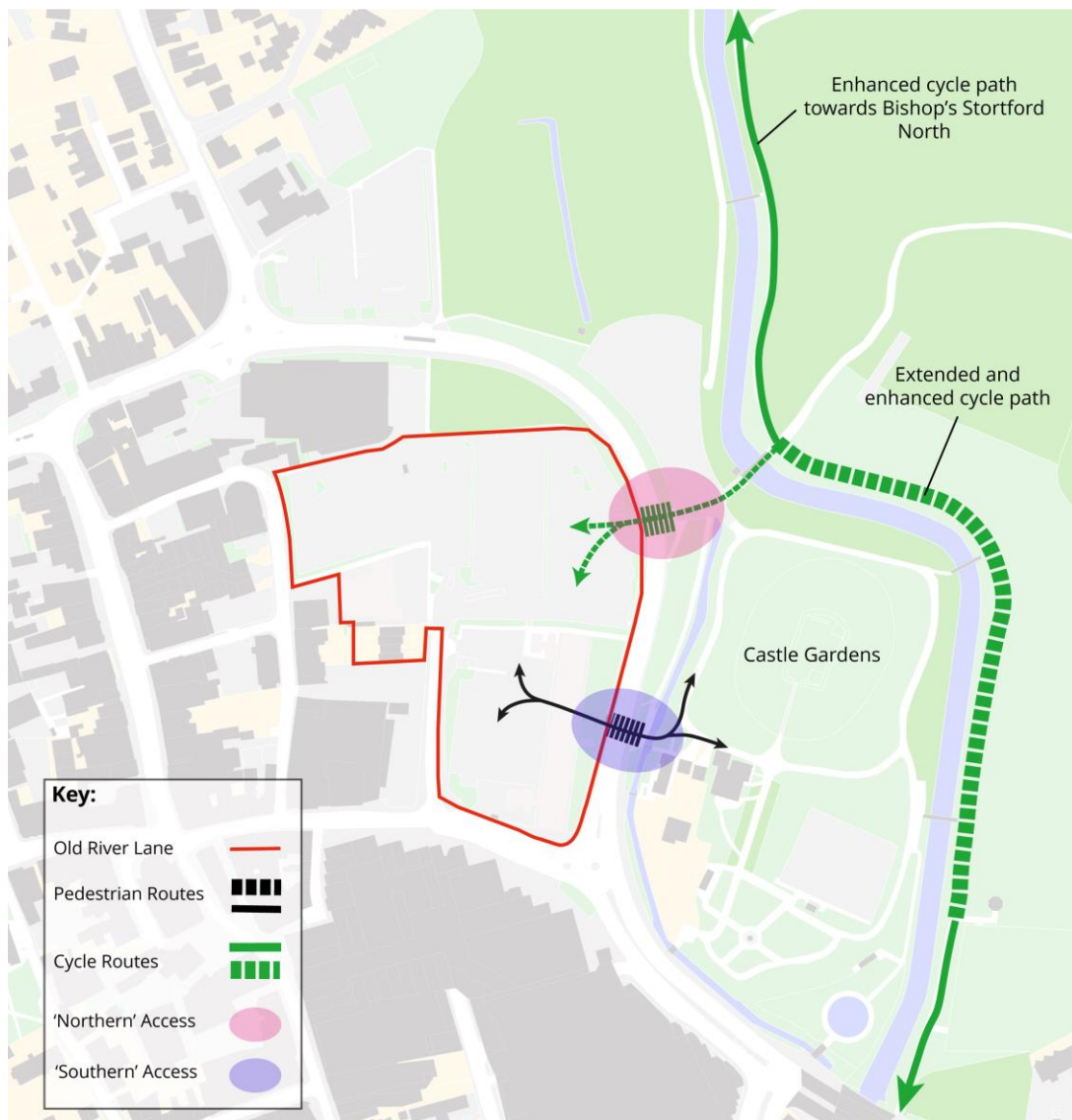


Figure 12: Shows access points to Castle Gardens with potential crossing points and functions

5.0 Vision and Development Objectives

5.1 Vision

5.1.1 As a result of discussions with the Old River Lane Steering Group the following vision for the site has been developed:

“Old River Lane will be a **high-quality, accessible, and sustainable** redevelopment of a town centre **destination** that incorporates a **mixture of uses** that contribute to the **vibrancy** of Bishop’s Stortford and **complements the uniqueness** of this historic market town.”

5.2 Development Objectives

5.2.1 In bringing forward the vision, the future development of the site should seek to:

<u>Objective 1</u>	<u>Deliver a sensitive redevelopment of exceptional design which enhances Bishop's Stortford's historic setting and complements local assets.</u>
<u>Objective 2</u>	<u>Deliver a place which enables active and healthy lifestyles by encouraging sustainable modes of travel that prioritise pedestrian movement over the private car.</u>
<u>Objective 3</u>	<u>Deliver a mix of town centre uses, including arts and culture, to create a vibrant place that supports and complements the wider town centre offer.</u>
<u>Objective 4</u>	<p><u>Create new high quality public spaces and public realm that are accessible and inclusive to all and establish a civic destination where people can meet and enjoy spending time.</u></p> <p><u>Establish a new town centre destination where people can meet and enjoy spending time by creating new high quality public spaces and public realm that are accessible and inclusive to all.</u></p>
<u>Objective 5</u>	<p><u>Deliver a place that is increasingly resilient to variable conditions resulting from climate change with environmental sustainability embedded throughout.</u></p> <p><u>Deliver an environmentally sustainable place that minimises carbon emissions, is resilient to the variable conditions resulting from climate change, reduces pressure on resources such as water and, enhances biodiversity.</u></p>
<u>Objective 6</u>	<u>Support a sustainable community by providing a mix of housing types, and a range of employment opportunities that meet the local need.</u>

65.0 Constraints and Opportunities

65.1 Identification of Constraints and Opportunities

65.1.1 In carrying out the background research for production of this SPD and undertaking consultation with stakeholders through the Old River Lane Steering Group, a number of opportunities and constraints have emerged. These can be summarised as follows:

Constraint: Traffic and Transportation	Opportunity: Traffic and Transportation
<ul style="list-style-type: none"> a) Pedestrian/cycling/vehicular conflict both within and on streets surrounding the site b) Lack of permeability and connectivity within the site c) Inadequacy of existing servicing arrangements d) Lack of cycle parking e) Poor quality of access for those with disabilities f) The sweeping shape of Link Road presents a low quality environment g) High pollution levels in the nearby Hockerill Air Quality Management Area (AQMA) 	<ul style="list-style-type: none"> a) To prioritise walking and cycling as modes of transport within the site and improve permeability for pedestrians and cyclists b) To rationalise and reduce car parking and improve servicing arrangements/ facilities c) To improve external junctions/crossings for pedestrians, cyclists and motor vehicles d) To strengthen pedestrian connections from the town centre to Castle Gardens de) <u>To improve the environment of Link Road</u>
Constraint: Public Realm/Environment	Opportunity: Public Realm/Environment
<ul style="list-style-type: none"> a) Lack of legibility b) Lack of public space within the site c) A small part of the north-eastern edge of the site is within flood zone 3, most of the 	<ul style="list-style-type: none"> a) To deliver new high quality public spaces within the development b) To secure the long term stewardship of public spaces within the development

<p>site is within flood zone 2 <u>and the whole site is within Source Protection Zone 1</u></p> <p>d) <u>A 3m easement is needed for a Thames Water sewer rising main, and an 8m easement is needed for the culverted watercourse</u></p> <p>e) <u>There is an existing electricity sub-station next to Old River Lane.</u></p>	<p>c) <u>To consider the use of water features and public art in the design of the new spaces to reference the former route of the River Stort</u></p> <p>e)d) <u>To explore the benefits that de-culverting the River could have on the Old River Lane development</u></p>
<p>Constraint: Land Use</p>	<p>Opportunity: Land Use</p>
<p>a) Waitrose own a lease on the portion of car parking to the south of their store, limiting the development potential of this part of the site</p> <p>b) Need to re-provide displaced Waitrose <u>parking spaces</u>, totalling around 170 spaces</p> <p>c) The United Reform<u>ed</u> Church Hall is a valued community asset</p>	<p>a) To introduce more 'active' uses to create vibrancy during day/evening and at all times of year, including active frontages along Link Road</p> <p>b) To create a high quality mixed use <u>development of destination including</u> retail, leisure uses, along with a civic hub of other commercial and community uses, <u>and new housing</u></p> <p>c) <u>To centre new development along a pedestrian-focused north/south route from Bridge Street to the new multi-storey car park to the north of Waitrose</u></p> <p>e)d) <u>To capitalise on the location of Waitrose as an anchor store in Bishop's Stortford</u></p> <p>e)d) <u>To extend the retail heart of the town centre and connect the site to North Street via a series of links that reflect the historic character of the existing lanes</u></p>

	<p>e)f) To consider the benefits of including the United Reformed Church Hall in proposals to ensure a comprehensive redevelopment of the area</p> <p>f)g) To promote sustainability in its widest sense</p>
Constraint: Heritage/Landscape	Opportunities: Heritage/Landscape
<p>a) The importance of heritage assets and the contribution they make to the town centre</p> <p>b) The site has a very attractive historic edge to the west with a prevailing height of one to three storeys</p> <p>The unsuitability of Charringtons House to meet modern day needs</p> <p>c) A number of mature trees exist, including Category A (significant value)</p> <p>d) The triangle of trees and green space towards the northern edge of the site should be protected</p> <p>e) Views from within the site to the Church of St Michael and the motte mound of Waytemore Castle and open green spaces should be retained and enhanced</p> <p>f) <u>There are known and potential non-designated archaeological remains within the Old River Lane site</u></p>	<p>a) <u>To preserve and enhance the character and appearance of the Conservation Area, and</u> To protect and enhance the setting of Listed Buildings, the Conservation Area and other important heritage assets, including the Coopers building and views to the Church of St Michael and of the motte mound of Waytemore Castle</p> <p>b) To create an identity, a sense of place that respects and enhances the historic grain, material palette and massing of the town centre and key assets such as the Water Lane United Reformed Church</p> <p>c) To create an environment of highest quality as part of any new development or redevelopment</p>

6.0 Vision and Development Objectives

6.1 Vision

6.1.1 As a result of discussions with the Old River Lane Steering Group the following vision for the site has been developed:

“Old River Lane will be a **high-quality, accessible, and sustainable** redevelopment of a town centre destination that incorporates a **mixture of uses** that contribute to the **vibrancy** of Bishop’s Stortford and **complements the uniqueness** of this historic market town.”

6.2 Development Objectives

6.2.1 In bringing forward the vision, the future development of the site should seek to:

Objective 1	Deliver a sensitive redevelopment which enhances Bishop’s Stortford’s historic setting and complements local assets.
Objective 2	Deliver a place which enables active and healthy lifestyles by encouraging sustainable modes of travel that prioritise pedestrian movement over the private car.
Objective 3	Deliver a mix of town centre uses, including arts and culture, to create a vibrant place that supports and complements the wider town centre offer.
Objective 4	Create new high quality public spaces and public realm that are accessible and inclusive to all and establish a civic destination where people can meet and enjoy spending time.
Objective 5	Deliver a place that is increasingly resilient to variable conditions resulting from climate change with environmental sustainability embedded throughout.
Objective 6	Support a sustainable community by providing a mix of housing types, and a range of employment opportunities that meet the local need.

7.0 Design Principles

7.1 Introduction

7.1.1 The design principles for Old River Lane are based on the constraints and opportunities set out in Chapter 5 and the analysis in the previous chapters.

7.1.2 The development of the site should create high quality streets, spaces and buildings. New development will be required to demonstrate high standards of design and architectural quality that enhance the site, the setting of adjoining and nearby Listed Buildings and the Conservation Area.

7.2 Movement

7.2.1 The location of Old River Lane has the potential to influence patterns of movement across Bishop's Stortford to adjacent areas. The location of the site on the edge of the town centre, with the Castle Gardens and the new multi-storey car park on the opposite side of the Link Road means that the approach to movement will have wider-impacts across the town. Any new development should therefore contribute to creating active and pedestrian friendly streets and public spaces that help to form a legible and attractive pedestrian network in the town centre.

7.2.2 It is important to recognise that Old River Lane performs a number of functions, it's a destination, a home, a retail/employment area and it's a route which people will pass through on a longer journey to somewhere else. As such the active travel routes through the site need to make sense in all these contexts and provide the most direct option for people, identifying the key destinations in the wider area and showing how the active travel routes provide the most direct route to those destinations.

7.2.3 The Bishop's Stortford Town Centre Planning Framework 2016 notes the potential of Old River Lane to create new, clear pedestrian and cycle connections between North Street and Castle Gardens (east-west) as well as providing a clear route from the multi-storey car park at Northgate End, through the development to Bridge Street (north-south).

7.2.4 This section sets out key design principles which will promote modal shift by supporting and encouraging sustainable transport modes of travel, and also address the current movement constraints on the site.

Prioritising Walking

7.2.5 The following design principles will enhance the experience of the pedestrian both within and through the Old River Lane site:

- Proposals should improve walking connections, wayfinding, and legibility from and to the following:
 - Castle Gardens;
 - Northgate End Car Park; ~~and~~
 - Bishop's Stortford Town Centre;
 - Grange Paddocks Leisure Centre;
 - Other green spaces;
 - Public transport infrastructure;
- Proposals should provide safe, secure conditions for walking, with good overlooking providing passive surveillance wherever possible;
- Surface-level crossings and dedicated footways should be provided as part of new streets where applicable;
- There should be better integration of walking routes from North Street, Bridge Street and across the Link Road;
- Opportunities for urban greening through tree planting and soft landscaping should be maximised where possible;

- Provision of seating in appropriate locations on pedestrian routes to support walking by all community groups; also in key spaces to encourage people to meet or dwell and enjoy the public space and the retail environment;
- Materials should be high-quality and accessible for all, with designs that reinforce the individuality of different streets;
- Street lighting should be used to ensure safety, a welcoming ambience after dark, and support for night-time economy activities.

Prioritising Cycling

7.2.6 The following design principles will send out a clear message that the private car is not the preferred mode of travel:

- Proposals should improve cycling connections, wayfinding, and legibility from and to [the following](#):
 - Castle Gardens;
 - Northgate End Car Park; and
 - Bishop's Stortford ~~T~~own ~~C~~entre;
 - Grange Paddocks Leisure Centre;
 - Other green spaces;
 - Public transport infrastructure;
- New cycling routes should be integrated with existing cycling routes beyond Old River Lane where possible;
- Proposals should explore opportunities for cycle parking;
 - This should be located in prominent locations with good surveillance to encourage all potential users;
 - Any medium to long-term cycle-parking should be secure and covered;
 - Provision of high levels of private cycle-parking for residential and non-residential uses, making positive use of ground floor and internal courtyard/podium spaces as appropriate.
- Consideration should be given to providing facilities that will encourage employees looking to travel to work by bike, such as showers, changing rooms, and space for lockers;
- Cycle-parking and infrastructure should seek to accommodate non-standard bike types (e.g. cargo bikes) and e-bikes.
- Cycle infrastructure should consider the standards set out in [Cycle Infrastructure Design \(LTN1/20\)](#)¹⁹ and, [Standards for Public Cycle Parking June 2021](#)²⁰.

¹⁹ [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](#)

²⁰ [Cycle Parking Standard - Bicycle Association](#)

7.3 Parking and Servicing

- 7.3.1 Some level of on-site parking, sufficient to meet the needs of the uses proposed, is expected to be accommodated within the new development at Old River Lane; likewise an access point for cars to continue to enter the Waitrose car park and to service the new buildings means that despite prioritising active travel, vehicular movement and any associated parking will still need to be considered.
- 7.3.2 The Council's 'Vehicle Parking Provision at New Development' Supplementary Planning Document sets out the amount of spaces that should be provided in association with any new development. However, on this site, given the high level of accessibility to public transport and facilities, there should be a significantly reduced amount of parking, including residential and other uses. All of the following matters should be explored in order to achieve this objective:

Residential Parking

- Travel planning arrangements should encourage and incentivise car free travel;
- Building design and management should facilitate car free living (especially in respect of servicing, deliveries, and cycle storage);
- Development proposals should include car club facilities and incentives;
- Car parking for disabled people should be provided in suitable locations to allow easy and level access to buildings and spaces;
- Permitting opportunities for residents in the adjacent multi-storey car parks at Jackson Square and Northgate End should be explored.

Commercial Parking

- Travel planning arrangements should encourage and incentivise car free travel;
- Consideration should be given to providing facilities that will encourage employees looking to travel to work by bike;
- Permitting opportunities for employees in the adjacent multi-storey car parks at Jackson Square and Northgate End should be explored.

Servicing and Vehicular Access

- Vehicular access into and within the site should be based on the prioritisation of walking and cycling as the preferred method of movement through the site;
- The accommodation and location of e-cargo bike infrastructure should be considered at the design stage;
- Servicing for retail units should be carefully considered to avoid a detrimental impact on the pedestrianised areas;
- Development proposals should seek to minimise conflict between servicing and vehicular access and pedestrian and cycle movement;
- Proposals should provide a clear summary of how future servicing arrangements will be managed;
- Proposals should demonstrate an integrated approach to the deliveries and collection points (including domestic residential deliveries), with potential to identify consolidated facilities where possible.

7.4 Sustainability and Energy Efficiency

7.4.1 Environmental sustainability and climate change have become central considerations in planning and development in recent years. As such, the redevelopment of Old River Lane should seek to provide a development that maximises sustainability at every possible opportunity.

7.4.2 Guidance and policy already exists in this area, and this section of the SPD does not seek to repeat this, but proposals should take into account the following key documents:

- [Climate Change Chapter – East Herts District Plan 2018 \(Chapter 22\)](#)
- [Water Chapter – East Herts District Plan 2018 \(Chapter 23\)](#)
- The East Herts Sustainability Supplementary Planning Document (SPD) 2021
- The [Neighbourhood Plan for Bishop’s Stortford Silverleys and Meads Neighbourhood Plan emerging update \(1st Revision\) 2022](#)

7.4.3 ~~It should be noted that the emerging Silverleys and Meads Neighbourhood Plan has specific policies that relate to climate change which any proposals will need to take account of.~~ Alongside ~~this~~[these key documents](#), the Council, as part of its validation requirements for submitting a planning application, requires all development to submit a **Sustainable Construction, Energy and Water Statement**.

7.4.4 Applicants are also required to submit a **Sustainability Checklist**, which addresses the following topics:

- Energy and carbon reduction
- Climate change adaptation
- Water efficiency
- Pollution: air quality and light pollution
- Biodiversity
- Sustainable transport
- Waste management

7.4.5 The checklist should demonstrate how the development complies with District Plan policies that seek to improve the environmental sustainability of new development and the sustainable design and construction guidance set out in the Sustainability SPD. As part of information provided, development at Old River Lane should also consider the following as part of the Sustainability Checklist:

- The application of opportunities for a fabric first approach to low energy buildings to ensure that the design, materials, construction, and operation of the development seek to minimise overheating in the summer and reduces the need for heating in the winter to reduce energy consumption;
- Integration of green infrastructure, [biodiversity enhancement](#), urban greening, and water management;
- ;[The benefits of de-culverting the River could be explored](#) ;
- Carbon reduction on-site, [including the incorporation of renewable energy](#), unless it can be demonstrated that this is not feasible or viable (in such cases effective off-setting measures to reduce on-site carbon emissions will be accepted as allowable solutions);
- Carbon dioxide emissions will be minimised in aspiring to work towards the Council's district-wide goal of net carbon zero by 2030;
- Reduction in energy embodied in construction materials through re-use and recycling of existing materials, where feasible, and the use of sustainable materials and local sourcing;
- Incorporation of high quality, innovative design, new technologies and construction techniques, including low carbon energy and water efficient design and sustainable construction methods;
- Exploration of standards above and beyond the requirements of conversant Building Regulations where appropriate and achievable.
- The Council will encourage, high quality sustainable development and recommends the use of construction standards to demonstrate excellence in sustainable development.

7.5 Layout and Edges

- 7.5.1 The layout of Old River Lane should support the movement design principles above, and should have connections – through active travel – at the heart of its layout proposals.

Likewise, the treatment of edges is essential to how Old River Lane will interact with the surrounding area. Proposals should therefore ensure that the following key principles are taken into account:

- Legibility and access should be at the heart of any layout; encouraging and strengthening connections within and beyond the site itself;
- Edges of the buildings should present active edges;
- Key buildings should be located around any public square or key public space;
- High quality architectural treatment should be focussed on main accesses and entrances and key focal points;
- Along the Link Road the site should provide a streetscene with active edges and passive surveillance.

7.6 Heights, Massing, and Grain

7.6.1 The heights and massing of any development proposal at Old River Lane should be carefully designed to be sensitive to both the areas adjacent to the site and to the wider townscape of Bishop's Stortford.

7.6.2 The majority of Bishop's Stortford town centre generally displays building heights of around 3-4 storeys. To the south of the Old River Lane site, Jackson Square Shopping Centre is around 4-6 storeys and to the north the ~~new~~ Northgate End multi-storey car park and the mixed-use building adjacent are is also around 4-6 storeys approximately six storeys high. The main consideration outside of the site which needs to be reflected in the heights, massing, and grain of any proposal is the impact on heritage assets. In particular, consideration should be given to:

- The retention of the view from Castle Gardens to the Church of St Michael;
- The setting of the motte mound of Waytemore Castle, which is a Grade 1 Listed Building and a Scheduled Monument;
- The setting of various Listed Buildings to the west of the site including; the Coopers malt house building, The Water House, Guild House, 14 Water Lane, and the Water Lane United Reformed Church;
- The general townscape of Bishop's Stortford, including how the heights, massing, and grain of the development proposals impact on the character and appearance of the Bishop's Stortford Conservation Area.

7.6.3 The above principles should inform the masterplan for the site, and also be comprehensively addressed within the Landscape and Visual Impact Assessment, and the Heritage Statement submitted as part of any planning application. Building heights, massing, and grain should relate well to the adjacent built form, green infrastructure and streetscenes surrounding the site. Building heights should be broadly reflective of the predominant building heights of Bishop's Stortford town centre, whilst allowing for the retention of views and with careful consideration for how the built form proposed will relate to the public spaces being created.

7.6.4 Alongside the above considerations, the height, massing, and grain of any proposals should give consideration to the potential impact on the amenities of the surroundings and the internal area of the site, including the impact of design decisions on the proposed public spaces to be created. Specifically, careful consideration should be given to the potential impacts of particular issues, including, but not limited to:

- daylight/sunlight;
- noise;
- light glare;
- overbearing impact;
- effect of wind;

- outlook/aspect;
- privacy;
- effect on green infrastructure;
- Increase in the sense of enclosure.

7.6.5 Particular care should be taken to ensure that the daylight/sunlight impacts are carefully considered throughout the design process in relation to ensuring a positive impact on both proposed and existing around any public spaces and, or key pedestrian routes.

7.7 Public Realm

7.7.1 Policy BISH8 requires the creation of new streets and public spaces and as such having a high-quality public realm will be key to the successful implementation of these public spaces and streets at Old River Lane. The public space should have a welcoming character and be an adaptable space, suitable for public events, and with high quality hard and soft landscaping and public art in order to make it memorable, thus benefiting townscape legibility.

7.7.2 The public realm should be accessible to all and an attractive, welcoming, and safe environment. The following design principles should apply:

- Logical and well-located street furniture which avoids clutter and superfluous furniture, barriers and signs;
- Use of street lighting to ensure safety, a welcoming ambience after dark, and support for night-time economy activities;
- Good signage and legibility; with a consistent and coordinated design of these elements across the development;
- Robust selection of materials that provide longevity and are serviceable over the long-term;

- Consideration should be given for opportunities for public art that can enhance the character of the Old River Lane site, reference local characteristics or history, and aid legibility within the site;
- High-quality, robust, hard and soft landscaping, including planting and the retention of existing mature trees where possible. Planting should be used to reinforce key routes and improve connections. All planting should complement the character and function of the adjacent public realm.
- SUDS within the site should be carefully considered as part of a holistic design process so as to integrate with the surrounding public realm, including hard and soft landscaping.
- Ensure long term stewardship and governance of public spaces and public realm for the benefit of the community.

8.0 Strategic Masterplanning Framework

8.1 Introduction

8.1.1 The strategic masterplanning framework is the culmination of information presented in the previous chapters and reflects the vision and development objectives for Old River Lane.

8.2 Town Centre Planning Framework 2016

8.2.1 The Bishop's Stortford Town Centre Planning Framework (TCPF) initially presented two illustrative options for the redevelopment of Old River Lane; both of these are shown below:

Option 'A'



Option 'B'



Figure 13 and 14: show the two illustrative options set out in the TCPF

8.2.2 'Option A' illustrates the ground floor plan of the development, showing larger retail units along Old River Lane with new homes in blocks towards Castle Gardens.

8.2.3 'Option B' demonstrates a less comprehensive redevelopment option, with the United Reformed Church (URC) Hall retained and an option for a northern block to come forward at a later date.

Figure 15: shows a detailed version of 'Option A'



~~8.2.4 Figure 15 above demonstrates a more detailed version of 'Option A'. Proposals at that time included the demolition of Charrington's House, the URC Hall and the three dwellings located to the south of the URC Hall.~~

~~8.2.5~~8.2.4 Alongside the delivery of four new blocks of development, ~~this proposal, as well as Option B,~~ both options presented a significant change in the infrastructure and accessing arrangements for Old River Lane. A new 4-way signal-controlled junction to the north of the site was proposed as the main entrance into the site and the Waitrose car park. Both options presented a reduction in the need for the current southern vehicular access point and allowed for the widening of the footpaths along Bridge Street.

~~8.2.6~~8.2.5 Since 2016 further work has been undertaken to refine these options, including the adoption of the District Plan 2018 which sets out criteria for the redevelopment of the Old River Lane site.

8.3 Refining Options

Vehicular Access

8.3.1 Following publication of the Town Centre Planning Framework, Hertfordshire County Council (HCC) as Highways Authority has taken the opportunity to further revise its proposals for the Old River Lane site, having concluded that the 4-way signal-controlled junction to the north of the site is not feasible.

8.3.2 Alternative options were explored with HCC, as summarised in **Figure 16** below. It was concluded that a western access wasn't feasible due to its impact on existing car park arrangements and listed buildings in the vicinity. Whilst a southern access was possible it would detract from the quality of the public realm and pedestrian experience and so wasn't a preferred option. The preferred solution was an eastern access off Link Road.

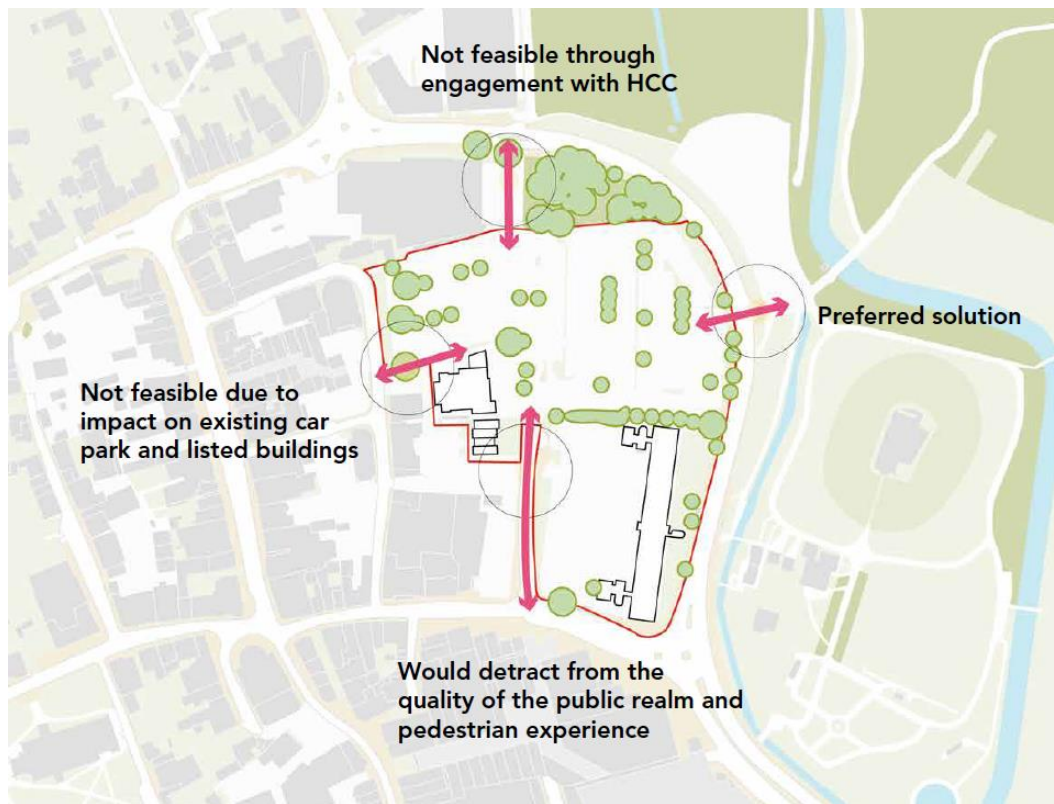


Figure 16: identifies the location of the potential access points into Old River Lane with the preferred option shown to the east

Waitrose car park

8.3.3 Further discussion has also been held with Waitrose, specifically around re-providing around 170 spaces to service their demand. This requirement and how this provision is configured will have implications for the proposals.

Layout

8.3.4 The Town Centre Planning Framework presented illustrative options for the site which looked at a configuration of three or four main blocks for development, with the Waitrose car park to the north-west of the site and the main access point to the north.

8.3.5 Following the review of vehicular access options, and the preferred eastern access being identified, this has necessitated a reconfiguration of the layout.

8.3.6 Further consideration has also been given to Policy BISH8 (Old River Lane) which requires the masterplan for the site to address, inter alia, the following:

- (b) the creation of new streets and public spaces;
- (c) connections between the site and the existing town centre, towards Castle Gardens and to parking areas off Link Road;
- (d) a reduction in traffic speed along Link Road, with new or enhanced crossing points;
- (e) a design and layout which respects the significance and relationship of the site with designated and undesignated heritage assets, within the Bishop's Stortford Town Centre Conservation Area;
- (f) key frontages such as Cooper's will be enhanced by new public realm and building that reflect locally distinctive materials and design.

8.3.7 The above matters have all been taken into account in the Strategic Masterplanning Framework set out below.

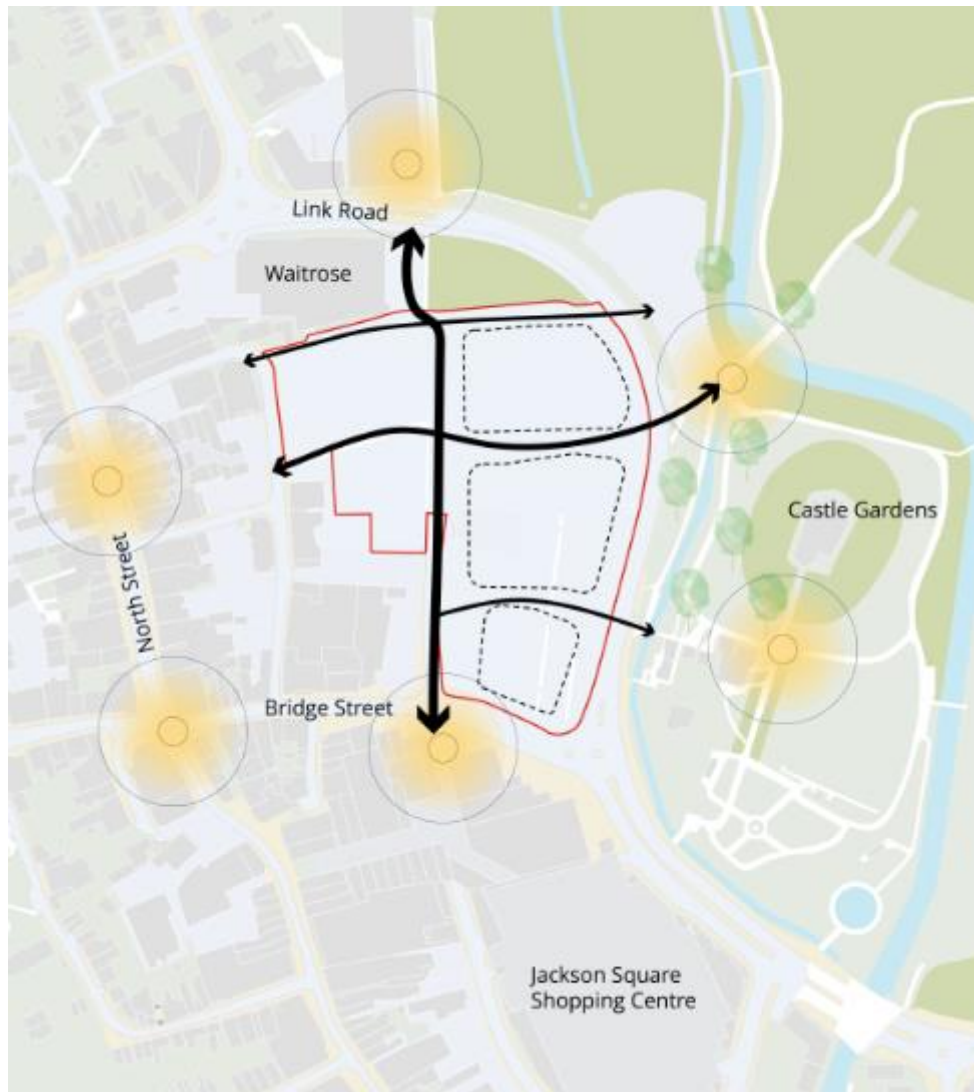
8.4 Strategic Masterplanning Framework

8.4.1 The Strategic Masterplanning Framework responds to the constraints and opportunities presented in Chapter 56; and reflects the vision and development objectives set out in Chapter 65. Proposals will also need to meet the policy requirements set out in BISH8 and expanded upon in Chapter 3, as well as consider the design principles set out in Chapter 7.

8.4.2 The Strategic Masterplanning Framework will:

- Reinforce existing connections
- Create new public spaces
- Embed green infrastructure
- Extend the commercial heart of Bishop's Stortford

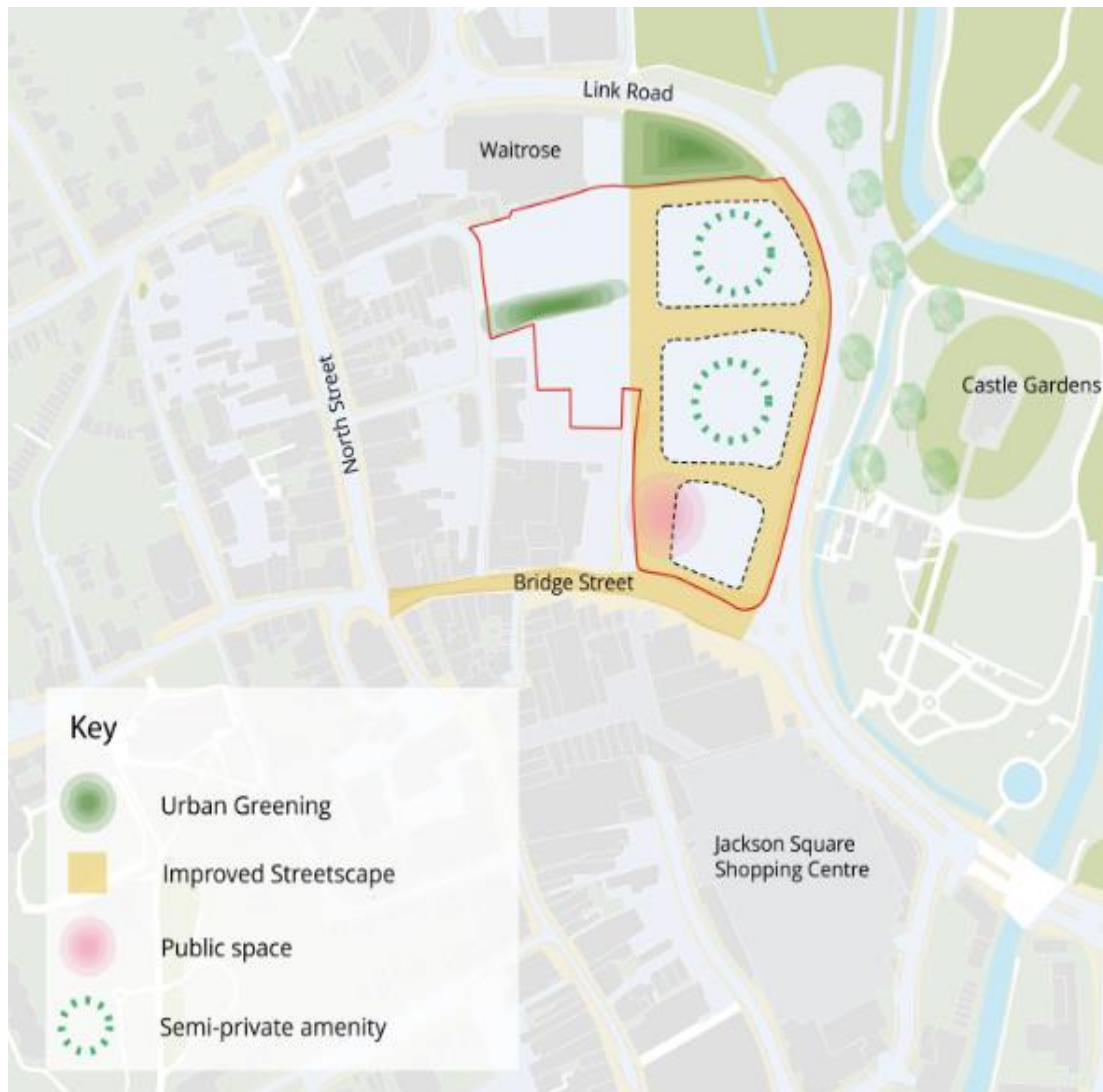
Figure 17: Reinforce existing connections



8.4.3 High quality routes along desire lines should be created to connect the town's main assets. The pattern of development should allow for good desire lines through the site to Castle Gardens as well as from the town centre towards the Northgate End multi-

storey car park. The north-south route between Waitrose and Jackson Square should be pedestrianised.

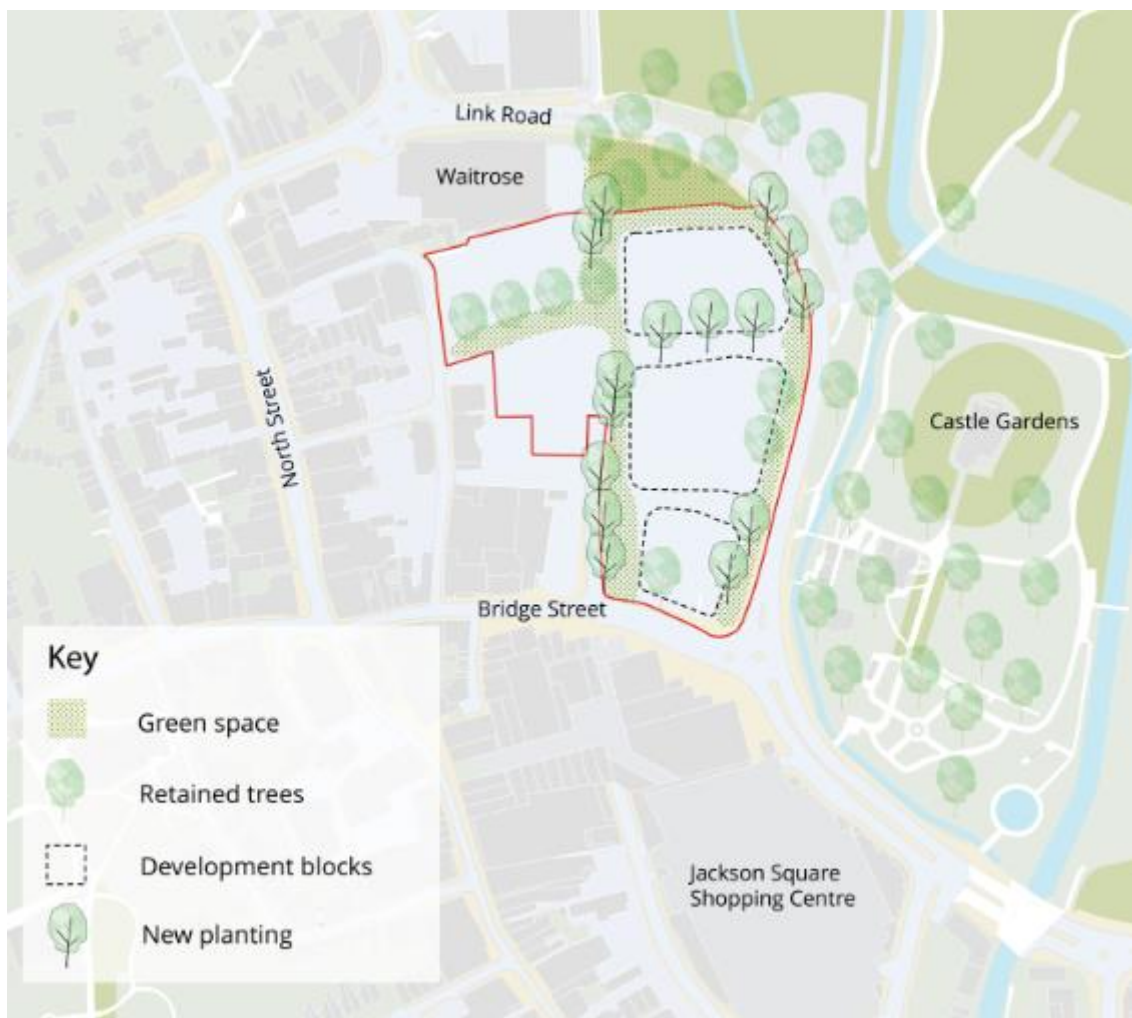
Figure 18: Create new public spaces



8.4.4 High quality new streets will be created, and public spaces will be provided in strategic locations alongside key frontages and buildings, including Coopers and along Bridge Street.

8.4.5 Any public square should provide a welcoming, legible, and adaptable public space at the confluence of pedestrian and cycle routes, with active edges presenting retail opportunities, generous levels of passive surveillance, benches to meet and rest on, [high quality hard and soft landscaping](#), and public art to reinforce a memorable character that enhances the character and appearance of the Bishop's Stortford Conservation Area.

Figure 19: Embed green infrastructure



8.4.6 Proposals should utilise and incorporate existing green infrastructure, taking account of the large mature trees present across the site. Planting should be used to reinforce key

routes and improve connections. [Natural England's Green Infrastructure Framework²¹](#) sets out a series of key principles that should be used to inform emerging proposals for Old River Lane. Embedding green infrastructure has a number of important benefits, including maximising Biodiversity Net Gain (BNG), managing the water environment, and creating resilient and climate positive places.

Figure 20: Extend the commercial heart of Bishop's Stortford



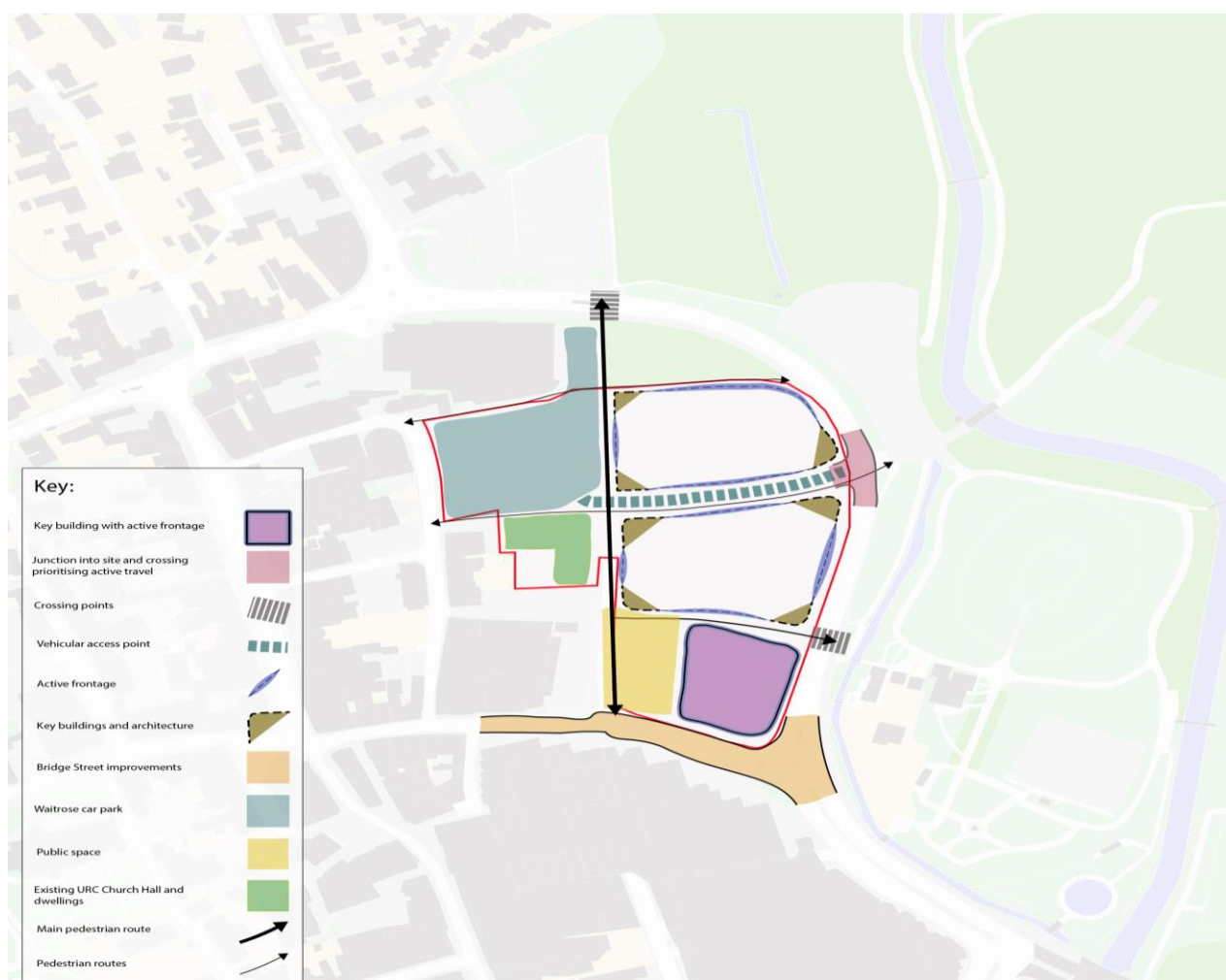
8.4.7 A variety of new leisure, Food and Beverage (F&B) and workspaces should be delivered to create a vibrant new area of the town centre. Active frontages on Link Road and

²¹ <https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx>

around public spaces will be encouraged. A mix of residential accommodation, including affordable housing, should create an inclusive community by providing homes for all ages.

8.4.8 The Strategic Masterplanning Framework set out below will ensure that Old River Lane is a high-quality, accessible, and sustainable redevelopment of a town centre destination that incorporates a mixture of uses that contribute to the vibrancy of Bishop's Stortford and complements the uniqueness of this historic market town.

Figure 21: The Strategic Masterplanning Framework



8.4.9 The Strategic Masterplanning Framework, [together with the Design Principles set out in Chapter 7](#), should be used to inform the emerging proposals for Old River Lane.

8.5 Delivery and Phasing

8.5.1 This SPD has identified a need to improve a range of existing infrastructure. The following section should inform S106 discussions so that proposals can mitigate the impact of development, including cumulative impacts and improved infrastructure. The full list and scope of individual planning obligations requirements will be defined in detail through the consideration of the planning application/s.

8.5.2 It is expected that S106 obligations and financial contributions will be related to each individual development phase of the proposals such that infrastructure improvements and works are both necessary and reasonably related to the proposed development being carried out. This will also be related to the specific land use(s) proposed and the individual impacts.

8.5.3 Residential development is likely to result in increased demands for community infrastructure such as public open space, sports, health and community facilities and additional school and nursery places. Some of these demands will be met on site and others via commuted sums to provide new or enhanced infrastructure off site.

8.5.4 Transport improvements will be needed on and off site. Such transport improvements and other necessary mitigation measures will need to be identified through the Transport Assessment process that will accompany any planning application/s. Waste and recycling facilities will also need to be secured.

8.5.5 Financial contributions towards improvements to public realm and the provision of on street servicing areas and other forms of external infrastructure should be related to the development phase as it takes place.

Indicative Planning Obligations Schedule

Residential development	Affordable Housing – on-site provision of up to 40% subject to viability; affordable housing tenure split to be agreed in detail but starting point will be the requirements set out in the Council’s Affordable Housing SPD. Other requirements relative to number of units being proposed e.g., education, open space, community facilities, library, transport and highways requirements.
All types of development	<ul style="list-style-type: none"> • Public realm improvements • Landscaping, trees and greening • Pedestrian and cycling network improvements • Improved pedestrian and cycling connectivity particularly east-west and north-south and with surrounding green spaces • Improved signage and way finding • Active frontage strategy • Public safety enhancements and improved lighting • Contributions to strategic transport projects • Public transport strategy and improvements • Other transport and highways improvements • Car clubs • Electric motor vehicle charging points • Improved short and long term public cycle parking provision • Sustainability and energy requirements including waste and recycling • Public art
Other site specific requirements	To be identified through individual planning application/s taking account of assessment of impacts.

8.5.6 Issues such as timing of delivery, triggers and amount of financial contributions where applicable will be considered in respect of individual planning application/s.

9.0 Planning Application Requirements

9.1 Requirements

9.1.1 Given the sensitivities of the Old River Lane site, any planning application should include the following supporting evidence, in accordance with national planning policy and the Council's adopted planning policy framework. The list below is not exhaustive, as additional requirements may arise as a result of site specific conditions.

9.1.2 Furthermore, in order to ensure that the level of detailed assessment is relevant to any particular planning application, applicants should enter into pre-application discussions with the Local Planning Authority, [and other interested parties, including the County Highway Authority, and other statutory consultees.](#)

Planning Requirements:

- Affordable Housing Statement
- Air Quality [Impact](#) Assessment
- Biodiversity and Ecology Survey
- Carbon Reduction Template
- Community Facilities Statement
- [Design and Access Statement](#)
- [Drainage Strategy](#)
- [Economic and Business Development Statement](#)
- [Energy and Sustainability Strategy](#)
- Flood Risk Assessment and Surface Water Drainage Assessment
- [Foul/Foul](#) Sewerage and Utilities Assessment

- Heritage Statement including Archaeological Assessment
- Landscape and Visual Impact Assessment
- Land Contamination Assessment
- Light Impact Assessment
- Masterplan
- Noise Impact Assessment
- Open Space, Landscape and Public Realm Strategy
- Phasing/Implementation Construction Statement
- Planning Obligations Statement including Draft Heads of Terms
- Planning Statement
- Retail Impact Assessment
- Sustainability Checklist (including Old River Lane SPD requirements)
- Sustainability Construction, Energy and Water Statement
- Transport Assessment
- Travel Plan
- Tree Survey/Arboricultural Report
- Waste Strategy





Old River Lane SPD

November 2022



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Contents

1.0 Introduction	3
1.1 Background	3
1.2 Purpose and Scope	3
1.3 Structure of the Document	4
1.4 Planning Policy Context	5
1.5 Process of Preparation	15
2.0 Site Context and Analysis	17
2.1 Introduction	17
2.2 Historical Development of the Area	17
2.3 Site and surroundings today	26
2.4 United Reformed Church Hall	29
2.5 Other Developments in Bishop's Stortford	31
3.0 Policy BISH8 Old River Lane	35
3.1 Introduction	35
3.2 Retail	35
3.3 Office Floorspace	36
3.4 Civic, Community and Leisure Uses	37
3.5 Housing	38
3.6 Air Quality	39
4.0 Transport Options	41
4.1 Introduction	41
4.2 Old River Lane and Northgate End Multi-Storey Car Park	43
4.3 Public Transport	45
4.4 Bridge Street	46

4.5	Link Road and Castle Gardens.....	47
5.0	Vision and Development Objectives.....	50
5.1	Vision	50
5.2	Development Objectives	50
6.0	Constraints and Opportunities.....	51
6.1	Identification of Constraints and Opportunities	51
7.0	Design Principles	54
7.1	Introduction	54
7.2	Movement	54
7.3	Parking and Servicing	58
7.4	Sustainability and Energy Efficiency.....	60
7.5	Layout and Edges.....	62
7.6	Heights, Massing, and Grain	62
7.7	Public Realm.....	64
8.0	Strategic Masterplanning Framework	66
8.1	Introduction	66
8.2	Town Centre Planning Framework 2016	66
8.3	Refining Options	67
8.4	Strategic Masterplanning Framework.....	69
8.5	Delivery and Phasing.....	75
9.0	Planning Application Requirements.....	77
9.1	Requirements.....	77

1.0 Introduction

1.1 Background

1.1.1 Bishop's Stortford is the largest town in the district, with an important sub-regional role related to its retail, leisure and employment offer, which is underpinned by good transport links including the West Anglia Main Line railway, the M11, the A120, and Stansted Airport. The town retains a very attractive historic core and has a thriving town centre. It also benefits from numerous areas of green space along the Stort corridor and within the 'Green Wedges' which penetrate the town.

1.1.2 The town is unusual in East Herts in having several remaining brownfield redevelopment opportunities; one of these brownfield opportunities is **Old River Lane** – the subject of this Supplementary Planning Document (SPD) – a site which forms a key opportunity for sustainable redevelopment in the heart of Bishop's Stortford. Located between North Street, Bridge Street, and Link Road the site represents a major opportunity to reconfigure the retail, community, and leisure provision in the town centre.

1.2 Purpose and Scope

1.2.1 In line with national guidance, Supplementary Planning Documents (SPDs) build upon and provide more detailed advice or guidance on policies in adopted development plan documents. As they do not form part of the development plan, they cannot introduce new planning policies or allocate land for specific types of development or uses.

1.2.2 This SPD sets out the aspirations of the Council for the redevelopment of the Old River Lane site. The ambition is to create a well-designed development that responds to the character of the surrounding area. The SPD will:

- Set out the existing planning policy framework for bringing forward appropriate redevelopment of Old River Lane;

- Establish placemaking and design principles;
- Improve the quality of proposals;
- Ensure high quality design.

1.2.3 The SPD has been prepared in line with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012 and will be a key material consideration in determining the acceptability of development on the site and seeks to reduce uncertainty by creating a framework against which development proposals can be assessed.

1.2.4 As supplementary guidance, an SPD does not have the weight of adopted development plan policies in the East Herts District Plan or Neighbourhood Plans; however it does have weight as a material consideration in assessing the quality of proposals as they evolve and in decision making on planning applications.

1.3 Structure of the Document

1.3.1 The Old River Lane SPD is structured in nine chapters:

- **Chapter 1 (Introduction)** describes the background to the SPD including the planning policy context and the process for preparing the SPD.
- **Chapter 2 (Site Context and Analysis)** explores the history of the Old River Lane site and analyses the different features of the site.
- **Chapter 3 (Policy BISH8 Old River Lane)** provides more detailed guidance on Policy BISH8.
- **Chapter 4 (Transport Options)** considers broad transport issues and options.
- **Chapter 5 (Vision and Development Objectives)** sets out the vision for the Old River Lane site and development objectives.
- **Chapter 6 (Constraints and Opportunities)** sets out the constraints and opportunities that were identified following the appraisal of the site and its existing uses.

- **Chapter 7 (Design Principles)** sets out the design principles that will guide development at Old River Lane.
- **Chapter 8 (Strategic Masterplanning Framework)** sets out the framework for development proposals at Old River Lane.
- **Chapter 9 (Planning Application Requirements)** outlines the documents required to accompany planning applications.

1.4 Planning Policy Context

1.4.1 The Old River Lane SPD sits within a wider planning framework of both national and local policy and guidance. This section provides a brief overview and summary of the key policy and guidance documents that this SPD will refer to.

1.4.2 The main planning policy considerations are set out in the:

- East Herts District Plan 2018
- Bishop's Stortford Neighbourhood Plan for Silverleys and Meads Wards (1st Revision) 2022
- National Planning Policy Framework (NPPF)

1.4.3 Also relevant to this SPD are other guidance documents and topic-based SPDs, including the:

- Sustainability Supplementary Planning Document (SPD) 2021
- Affordable Housing Supplementary Planning Document (SPD) 2020
- Historic Parks and Gardens Supplementary Planning Document (SPD) 2007
- Bishop's Stortford Town Centre Planning Framework 2016
- Bishop's Stortford Parking Strategy 2019
- Hertfordshire Eastern Area Growth and Transport Plan 2022
- Bishop's Stortford Conservation Area Appraisal and Management Plan 2014
- National Design Guide

East Herts District Plan 2018¹

1.4.4 The East Herts District Plan was adopted in 2018 and sets out the framework for guiding development in East Herts. It describes the Council's spatial vision for the district and includes strategic policies to deliver the homes, jobs and infrastructure that is required. The District Plan also contains development management policies that address a number of topic areas. The key relevant policies include:

- Policy BISH1 – Development in Bishop's Stortford
- Policy BISH2 – Bishop's Stortford Town Centre Planning Framework
- Policy BISH8 – Old River Lane
- Policy BISH11 – Employment in Bishop's Stortford
- Policy BISH12 – Retail, Leisure and Recreation in Bishop's Stortford
- Policy HOU1 – Type and Mix of Housing
- Policy HOU3 – Affordable Housing
- Policy ED1 – Economic Development
- Policy EDE3 – Communications Infrastructure
- Policy RTC1 – Retail Development
- Policy DES1 – Masterplanning
- Policy DES3 – Landscaping
- Policy DES3 – Design of Development
- Policy TRA1 – Sustainable Development
- Policy TRA2 – Safe and Suitable Highway Access Arrangements and Mitigation
- Policy TRA3 – Vehicle Parking Provision
- Policy HA1 – Heritage Assets
- Policy HA3 – Archaeology
- Policy HA4 – Conservation Areas
- Policy HA7 – Listed Buildings
- Policy HA8 – Historic Parks and Gardens
- Policy CFLR7 – Community Facilities

¹ <https://www.eastherts.gov.uk/planning-building/planning-policy/east-herts-district-plan-2018>

- Policy CFLR8 – Loss of Community Facilities
- Policy CC1 – Climate Change Adaptation
- Policy CC2 – Climate Change Mitigation
- Policy CC3 – Renewable and Low Carbon Energy
- Policy WAT1 – Flood Risk Management
- Policy WAT6 – Wastewater Infrastructure
- Policy EQ4 – Air Quality

1.4.5 **Policy BISH8 – Old River Lane**, sets out that the site will provide for a mixed-use development and around 100 new homes. The policy includes a number of requirements that the masterplan and any subsequent planning application/s need to assess. Policy BISH8 is set out below (**Figure 1**).

Figure 1: Policy BISH8

Policy BISH8 Old River Lane

I. The Bishop’s Stortford Town Centre Planning Framework will form the basis of a Supplementary Planning Document, which will be used to inform the masterplanning of this site.

II. The site will provide for a mixed use development and around 100 homes between 2022 and 2027.

III. The site will represent an extension of a historic market town. Therefore the masterplan will address the following:

a) the creation of a high quality mixed-use development of retail, leisure uses, along with a ‘civic hub’ of other commercial and community uses such as a GP surgery and B1 office floorspace;

b) the creation of new streets and public spaces;

c) connections between the site and the existing town centre, towards Castle Gardens and to parking areas off Link Road;

d) a reduction in traffic speed along Link Road, with new or enhanced crossing points;

e) a design and layout which respects the significance and relationship of the site with designated and un-designated heritage assets, within the Bishop's Stortford Town Centre Conservation Area;

f) key frontages such as Coopers will be enhanced by new public realm and buildings that reflect locally distinctive materials and design;

g) on-site car parking will need to be sufficient to meet the needs of the uses proposed, without encouraging travel to the town centre in order to avoid worsening traffic congestion and further impact on the Hockerill Air Quality Management Area. Parking will need to be provided to serve the town centre as well as commuters.

IV. In addition, the development is expected to address the following provisions and issues:

a) a range of dwelling type and mix, in accordance with the provisions of Policy HOU1 (Type and Mix of Housing), including residential apartments on the upper floors of commercial uses;

b) Affordable Housing in accordance with Policy HOU3 (Affordable Housing);

c) new utilities infrastructure where necessary;

d) planning obligations including on and off-site developer contributions where necessary and reasonable related to the development; and

e) other policy provisions of the District Plan, Bishop's Stortford Town Council's Neighbourhood Plan for Silverleys and Meads Wards and relevant matters, as appropriate.

1.4.6 The District Plan 2018 also contains a site location plan (**Map 1** below), which details the extent of the Old River Lane site allocation. It should be noted that this SPD looks beyond the site allocation in the District Plan 2018, taking in the edge of Castle Gardens and the car parks to the north of Link Road, together with Bridge Street to the south, in order to better consider wider connections across the site.

1.4.7 For the purpose of this SPD the United Reformed Church (URC) Hall on Water Lane to the west of the allocated site, along with the modern houses to the south of the URC Hall, are also included within the red line boundary (**Map 2** below).

Map 1: District Plan Old River Lane site allocation



Map 2: Old River Lane SPD Area



Bishop's Stortford Neighbourhood Plan for Silverleys and Meads Wards (1st Revision) 2022²

- 1.4.8 Bishop's Stortford has two adopted Neighbourhood Plans; the Bishop's Stortford Neighbourhood Plan for Silverleys and Meads Wards (1st Revision) 2022; and the Bishop's Stortford Neighbourhood Plan for All Saints, Central, South and part of Thorley (1st Revision) 2022. Together both plans cover the entirety of the town, with the former covering the north-east and the latter the south-east of the town.

² <https://www.eastherts.gov.uk/planning-building/planning-policy/neighbourhood-planning-activity-east-herts/bishops-stortford-silverleys-and-meads>

1.4.9 For this SPD, the Silverleys and Meads Neighbourhood Plan is the relevant plan as it covers the Old River Lane area. The Neighbourhood Plan includes the following site-specific objective:

- To provide a balanced mix of residential, cultural, leisure and business uses within the Old River Lane Site

1.4.10 The Silverleys and Meads Neighbourhood Plan (1st Revision) now forms part of the Development Plan for East Herts.

National Planning Policy Framework (NPPF)³

1.4.11 The NPPF provides a framework within which locally-prepared plans for development can be produced. Plans and development must comply with national policy guidance as set out in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG). The NPPF continues to place significant emphasis on the need to ensure the vitality of town centres known as the “town centres first” approach. Guidance indicates that plans should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

Sustainability SPD 2021⁴

1.4.12 The Sustainability SPD was adopted in 2021 and was prepared to provide guidance on the implementation of adopted District Plan policies relating to climate change and sustainable design and construction, in order to improve the environmental sustainability of new development. It is a material consideration in the determination of planning applications.

³ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

⁴ <https://www.eastherts.gov.uk/planning-building/planning-policy/supplementary-planning-documents>

1.4.13 East Herts Council made a declaration on Climate Change in 2019 and is committed to putting environmental sustainability at the heart of everything it does. As such, the Sustainability SPD sets out a process for developers to follow whilst providing detail and technical guidance on how to mitigate and adapt to Climate Change. The Sustainability SPD has therefore been used to inform how this SPD looks at climate change regarding the Old River Lane development.

Affordable Housing SPD 2020⁵

1.4.14 The Affordable Housing SPD was adopted in 2020 and supports the effective implementation of the affordable housing policies in the District Plan. It is a material consideration in the determination of planning applications. The purpose of the Affordable Housing SPD is to aid the implementation of the affordable housing policies and also assist developers in understanding the Council's approach and requirements regarding viability.

Historic Parks and Gardens SPD 2007⁶

1.4.15 The Historic Parks and Gardens SPD was adopted in 2007 and seeks to ensure that development does not undermine the integrity of the district's Historic Parks and Gardens. Historic Parks and Gardens are important assets that add substantial value to both the landscape and environmental quality within the district.

Bishop's Stortford Town Centre Planning Framework 2016⁷

1.4.16 Allies and Morrison Urban Practitioners were commissioned in March 2016 to prepare the Bishop's Stortford Town Centre Planning Framework on behalf of East Herts Council. The purpose of the Study was to help set a vision and strategy for the development of Bishop's Stortford. The study was agreed in 2017 and takes account of the town's current

⁵ <https://www.eastherts.gov.uk/planning-building/planning-policy/supplementary-planning-documents>

⁶ <https://www.eastherts.gov.uk/planning-building/planning-policy/supplementary-planning-documents>

⁷ <https://www.eastherts.gov.uk/planning-building/east-herts-district-plan/evidence-library/settlement-and-site-specific-studies-sss>

and future economic role, and sets out proposals for movement and design projects that will improve the town centre.

1.4.17 The document was developed based on the results of extensive consultation, which helped to shape the identification of key objectives which are summarised below:

- Create a more attractive pedestrian environment.
- Promote a holistic parking and movement strategy.
- Define a framework for the managed growth of retail in the town centre.
- Identify opportunities for flexible and adaptable employment space and ensure that existing employment uses in the town make best use of their sites to best support the town's economy.
- Establish an integrated cultural offer for the town centre.
- Identify opportunities for residential development in the town centre to support the regeneration of key sites and promote a more sustainable living.

1.4.18 The Town Centre Planning Framework is material to this SPD as it sets Old River Lane in a wider-context and is also referred to in Policy BISH8 as forming the basis of this SPD. As such, this SPD will utilise the material and evidence contained in the Bishop's Stortford Town Centre Planning Framework and will ensure that Old River Lane is cognisant of the wider-strategy for the town centre.

Transport and Parking

1.4.19 Two of the key issues in Bishop's Stortford relate to transport and parking. The town centre suffers from very congested roads and junctions. Some of the car parks are very busy whereas others are under-used. There is also a lack of facilities for pedestrians and cyclists. To address these issues, two studies have been undertaken to identify actions and interventions which aim to improve the transport network for different users in the town.

1.4.20 The **Hertfordshire Eastern Area Growth and Transport Plan**⁸ covers Bishop's Stortford, Sawbridgeworth and the surrounding rural areas. The GTP includes several transport improvements packages, aiming to improve the transport network which also includes better facilities for pedestrians and cyclists and bus services. It looks at the current period of the Local Plans and will be subject to review periodically to reflect changes in growth and transport forecasts.

1.4.21 The **Bishop's Stortford Parking Study 2019**⁹ focuses upon on and off-street parking within the town with a particular focus on the town centre car parks. It considers how car parks are being used, the number of spaces, the layout of car parks including access routes and how much people need to pay, and recommends a series of actions to address issues.

Bishop's Stortford Conservation Area Appraisal and Management Plan 2014¹⁰

1.4.23 The Bishop's Stortford Conservation Area Appraisal identifies the special character of Bishop Stortford's Conservation Area; identifies elements that should be retained or enhanced; identifies detracting elements; reviews the existing boundaries; and puts forward practical enhancement proposals.

National Design Guide¹¹

1.4.24 The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It is based on national planning policy, practice guidance and objectives for good design as set out in the National Planning Policy Framework.

⁸ <https://www.hertfordshire.gov.uk/media-library/documents/highways/east-area-gtp/eastern-area-gtp-interventions-paper-final-acc.-check.pdf>

⁹ <https://www.eastherts.gov.uk/about-east-herts-0/improvement-projects-east-herts/shaping-stortford>

¹⁰ <https://www.eastherts.gov.uk/planning-and-building/conservation-areas>


¹¹ <https://www.gov.uk/government/publications/national-design-guide>

1.5 Process of Preparation

- 1.5.1 The potential for the future redevelopment of the Old River Lane site is set out in the East Herts District Plan 2018. This SPD will help define and add detail about the potential land uses, design and scale of development appropriate for the area.
- 1.5.2 The Council recognises the importance of stakeholder engagement and as part of the scoping of this SPD an **Old River Lane Steering Group** has been set up. Membership of the Steering Group includes: Officers from East Herts Council and Hertfordshire County Council; Councillors; representatives from the Cross-party Working Group on Old River Lane; landowner and developer representatives; as well as other representatives from the Town Council, the Neighbourhood Plan Group, the Bishop's Stortford Climate Group, the Bishop's Stortford Business Improvement District (BID) and Bishop's Stortford Civic Federation. A number of community representatives also attended the Steering Group meetings.
- 1.5.3 The Steering Group has met on six occasions between November 2021 and May 2022. Meeting with stakeholders has ensured a better understanding of the key issues and aspirations that the community have for Old River Lane. Alongside this the Council has been able to get feedback on emerging proposals and principles as well as jointly setting a vision and objectives for the site. The discussions that have taken place at the Steering Group meetings have therefore influenced both the scope and content of this SPD.
- 1.5.4 The process of preparation is set out in **Figure 2** below.

Figure 2: Process of Preparation

Preparation of Old River Lane SPD	
- Analysis of site and background research	September – October 2021
- Steering Group Meetings	November 2021 – May 2022
- Preparation of draft SPD	April – June 2022
- Approval for consultation – 4 weeks	23 June 2022
- Consideration of Comments	August – October 2022
- Adoption of SPD	November 2022



2.0 Site Context and Analysis

2.1 Introduction

- 2.1.1 This chapter starts by examining the historical development of the area, looking back at the evolution of Bishop's Stortford, followed by a brief history of the Old River Lane site. The town's historic character is key to our understanding of the Old River Lane site and its surrounding area.
- 2.1.2 Further analysis of the Old River Lane site today and how it relates to the wider town centre is then presented. This work has been undertaken to inform the design principles and the strategic masterplanning framework as set out in later chapters.

2.2 Historical Development of the Area

Evolution of Bishop's Stortford

- 2.2.1 The origins of Bishop's Stortford can be traced back to the Roman occupation with evidence of a settlement next to a crossing in the River Stort, on the Roman road from St Albans (Verulamium) to Colchester (Camulodunum).
- 2.2.2 The site of the Waytemore Castle was the likely location of a Saxon fort that had been erected due to the strategically important river crossing on the frontier between the Kingdom of Wessex and the Viking controlled Danelaw.
- 2.2.3 The motte and bailey Waytemore Castle was originally built in the 11th century by William I to project power in the region. In 1086 it was granted to the Bishop of London, and was heavily rebuilt in both the 12th and 13th centuries. It was generally used as a Bishop's Court. It was no longer needed as a defensive structure by the 15th century, and fell into disrepair. It was mostly pulled down in the 16th century, but the gatehouse and dungeons were used as a prison until 1649, when the site was sold and the stone was re-used for building materials in the town.
- 2.2.4 A market was established in Bishop's Stortford by 1228 and parts of the street and plot patterns set out at this time survive today.

- 2.2.5 By the 18th century regional road improvements had resulted in the erection of many coaching inns and stables in the town centre as a stop off on the London to Cambridge road.
- 2.2.6 In 1769 the Stort was canalised (the Stort Navigation) linking the town to the River Lea at Roydon, Essex. By now the town was a well-established Market Town.
- 2.2.7 The Great Eastern Railway opened in 1842, to the east of the town centre. Trade was growing rapidly and the town was exporting grain and malt by barge to the London breweries. The population of the town was growing fast and by 1901 exceeded 7,000.
- 2.2.8 By the mid-20th century the town was attracting London commuters, travelling by train. Stansted Airport opened as an RAF airfield in 1943 and was used during the war, opening for commercial operations in 1966.
- 2.2.9 The M11 opened in the 1970s improving the road links in the area and the A120 bypass was opened in the 1970s, influencing the shape of the development of the suburbs of the town.

Old River Lane – A brief history

- 2.2.10 The Old River Lane site is so named as it was the original route of the River Stort, and the former river channel ran roughly along the route of the existing Old River Lane. In the Roman period woodland in the vicinity of the site was cleared and from then on until the mid-20th century most of the Old River Lane site was open riverside floodplain meadows crossed with drainage channels. Although evidence of Prehistoric activity within the vicinity of the site is limited, it is possible that evidence of activity within the site may survive, masked by alluvial deposits on the terrace of the former river channel. Similarly, there is potential for traces of Romano-British and Medieval activity to survive within the site. Waytemore Castle was erected adjacent to the site in the 11th century and over time the historic core of Bishop's Stortford evolved to the west and south-west of the site. In the late-18th century and early-19th century numerous malshouses were erected along the route of the River Stort, including adjacent to the site, making use of the direct access to the riverbank to transport their produce along the Stort Navigation. To the north-west of the site there was the Hawkes Brewery in buildings which dated from the 18th century, and a cattle sale yard. In 1860 on Water Lane to the west of the

site the Congregational Church was built, which was later renamed the United Reformed Church. In 1915 a Sunday School was built within the Old River Lane site for the Congregational Church, a building now known as the United Reformed Church Hall.

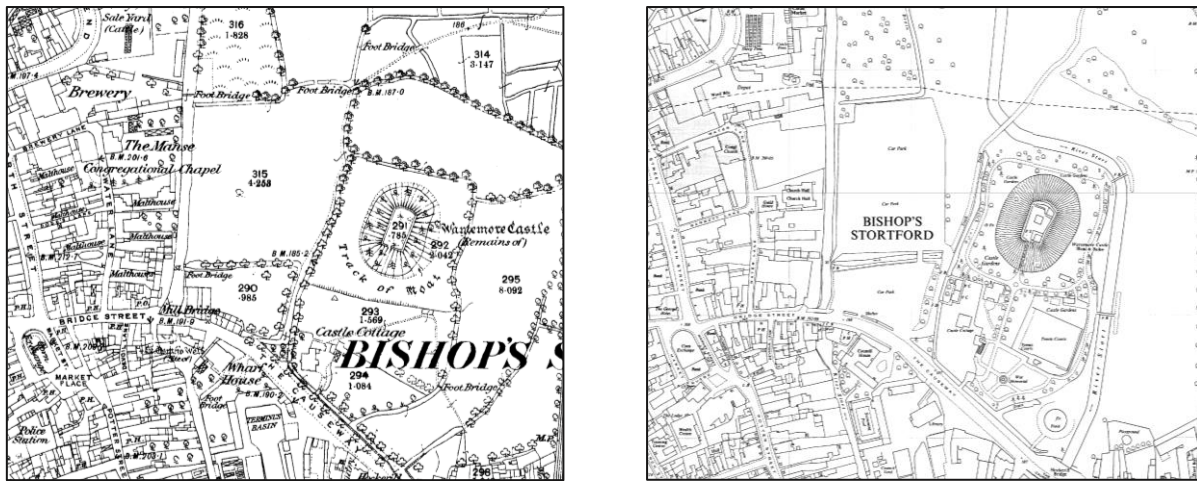


Figure 3 and 4: Historic mapping from 1870's (left) and 1960's (right) show Old River Lane remaining largely unchanged over a century

2.2.11 From the mid-20th century onwards however a number of changes came forward which would alter the landscape of Old River Lane. During the Second World War, in 1942 the American Red Cross built a temporary entertainment centre for the US forces based at the Stansted air base on the site of what is now Charringtons House, and in 1944 this was replaced by a much larger American Hostel that provided accommodation and a canteen. After the war this building was used by the Education Authority as a school and became the first coeducational secondary school in Bishop's Stortford for children aged 11-15, and it remained in this use until the mid-1960s, when the building was demolished and the entire site was used for car parking.

2.2.12 The Link Road was built between 1969 and 1970, which connected The Causeway to Northgate End, and necessitated the demolition of the cattle sale yard. The landscape of Old River Lane continued its significant transformation in the early 1970's when the original course of the River Stort through the site was culverted. The culverting was part of wider plans, alongside creating a new course for the River Stort to the east (1968), to help reduce flooding in the town centre and create more land for development in the core of Bishop's Stortford town centre. A new road was built that roughly followed the route of the culverted river as access to the car parks, the road now known as Old River Lane.

- 2.2.13 This period in time continued to be the main catalyst of change as the building that dominates Old River Lane to this day was also constructed in the 1970s, Charringtons House. The building project began in 1971 and at the time was the largest project (apart from the railway) that had taken place in Bishop's Stortford. It was so named Charringtons due to being developed to accommodate the head office for coal merchants Charrington Gardner Locket & Co Ltd who arrived in the offices in 1973.
- 2.2.14 Charrington Gardner Locket & Co Ltd moved out of Charringtons House and relocated in 1999 and East Herts Council began to occupy much of the building and have continued to have a presence there to this day. Alongside this, Waitrose was developed to the north-west of the site in 1994 on the former Hawkes Brewery site which had long been used as a distribution depot. Waitrose is still present today, alongside Charringtons House and their associated surface car parks, with the only major change in the last 30 years being the demolition of 1 Causeway building in 2017.
- 2.2.15 The centre of Bishop's Stortford is defined by its historical evolution and distinctive setting in the rural countryside. These built and natural assets are a legacy the town has that must be protected and enhanced. As noted above, Old River Lane has long been adjacent to the historic core of Bishop's Stortford and so has a key role to play in maintaining this legacy. The river has also helped shaped the character in the town centre, with a notably different identity to the wharf and industrial heritage along the River Stort, to that of the market town aesthetic in the historic core along Market Street and North Street.
- 2.2.16 Most of the town centre is covered by the Conservation Area which includes a significant number of listed buildings and other heritage assets. Many buildings in the town centre on streets such as North Street, Windhill and Potter Street contribute positively to an attractive landscape.



Image 1 and 2: Bishop's Stortford historic market town

2.2.17 There are also a number of important landmarks in the town centre including the Water Lane United Reformed Church, Waytemore Castle mound, the Corn Exchange, and most notably the Church of St Michael which is visible from many points both in and around the town centre.



Image 3 (left) Water Lane United Reformed Church and Image 4 (right) Waytemore Castle

2.2.18 Due to its location on the edge of the historic core of the town centre, the Old River Lane site interacts with a number of these heritage assets. To the west of the site, a number of listed buildings are situated, including the aforementioned Water Lane United Reformed Church and the Coopers malt house building. Alongside this, The Water House, Guild House and 14 Water Lane are all adjacent to the west of the site. To the east is the Grade 1 listed motte mound of Waytemore Castle which is also a Scheduled Monument, and the Castle Gardens which are identified as a Locally Important Park and Garden in the 2007 Historic Parks and Gardens SPD.

2.2.19 The Old River Lane site also falls firmly within the Bishop's Stortford Conservation Area and is an Area of Archaeological Significance. These policy designations are shown on the Heritage Assets diagram below. More information on the wider Conservation Area

can be found in the Bishop's Stortford Conservation Area Appraisal and Management Plan 2014¹².

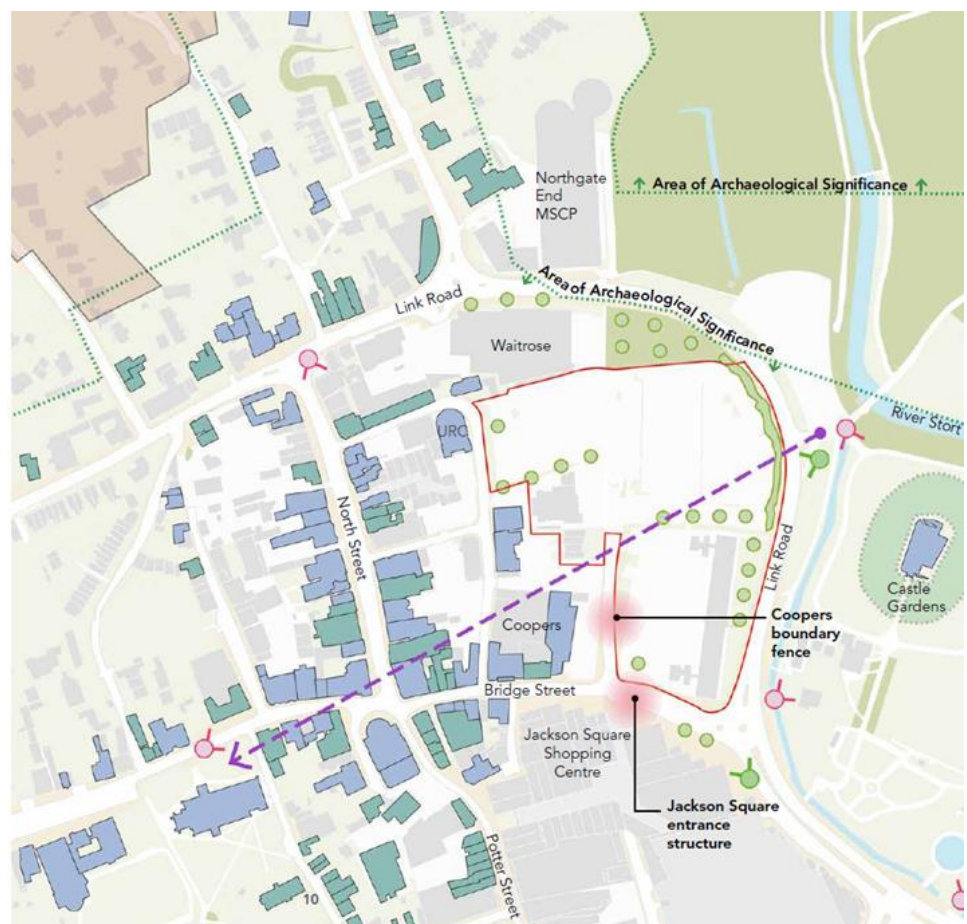
2.2.20 In addition to the buildings themselves, there are other factors such as the relationships of the buildings with each other, the quality of the spaces between them and the vistas and views that unite or disrupt them. There are also a number of key views across Bishop's Stortford. The key views that impact on Old River Lane are shown on the diagram below. The view from Castle Gardens towards the Church of St Michael is particularly valued.

Heritage Assets identified in the Bishop's Stortford Conservation Area Appraisal

Heritage Assets

- Corn Exchange, St Michael's Church and Waytemore Castle are key heritage assets
- Heritage views from Castle Gardens, Park, North Street and from St Michaels Church
- Within the Bishops Stortford Conservation Area
- Mature trees positively contribute to the character of the area

- Key**
- Listed buildings
 - Important trees/hedges
 - Unlisted buildings to be protected from demolition
 - Scheduled Ancient Monument
 - ↔ Important views to be protected
 - ↔ Proposed enhancement areas (conservation area policies apply)
 - ↔ Important views to be enhanced
 - ↔ Lost views of Church



¹² <https://www.eastherts.gov.uk/planning-and-building/conservation-areas>



Image 5: View from Link Road to St Michael's Church

Built Form and Typology

2.2.21 As well as individual heritage assets, the overall palette of materials, textures, colours, and design characteristics all help contribute to the aesthetic and character that make Bishop's Stortford town centre distinctive and attractive. The palettes below highlight the variety of features and materials in the town centre and the dominance of the warm yellow and cream tones of some of the older brick work.

Materials and Colours:



Materials and Colours:



2.3 Site and surroundings today

- 2.3.1 Today the Old River Lane site represents a major opportunity to extend and reconfigure the retail, community, and leisure provision in the town centre.
- 2.3.2 As set out above the site is on the edge of the historic town centre and has transformed a number of times during the course of the town's history. The site now includes Waitrose and its existing car parking, Charringtons House on Bridge Street and the United Reformed Church Hall (see paragraphs 2.4.1 – 2.4.4 below). The existing vehicle access to Waitrose and Charringtons House is via Old River Lane. The rest of the site is a Council owned and managed surface car park.
- 2.3.3 The site itself is relatively flat, with an increase in topography towards North Street to the west. The majority of the site is in Flood Risk Zone 2, with a small part of the site in Flood Risk Zone 3.



Figure 6: Flooding constraints at Old River Lane

2.3.4 There are several large mature trees present across the site. A number of trees are identified in the Bishop's Stortford Conservation Area Appraisal as adding value, including the small attractive commemorative area of open space with mature trees and seating to the north of the site, planted in memorial to David Moore in recognition of his contribution to tree preservation in Bishop's Stortford.

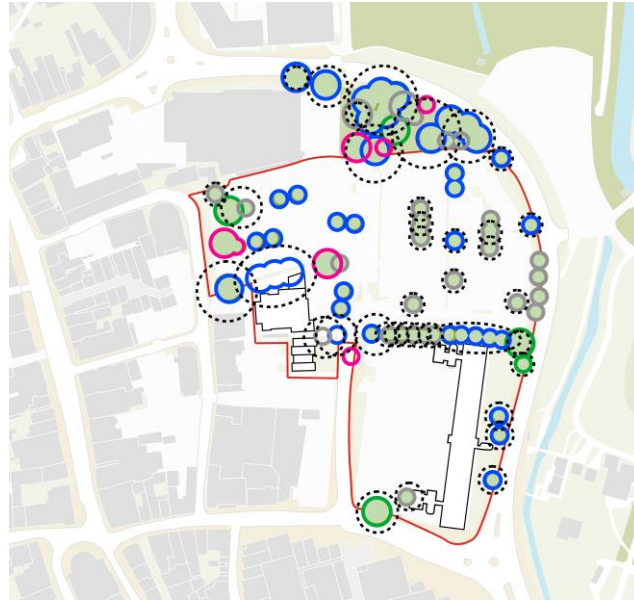


Figure 7: Location and type of trees currently situated on Old River Lane

2.3.5 Below ground constraints include archaeology, and watercourse and sewer easements. A 3m easement is needed for a Thames Water sewer rising main, and an 8m easement is needed for the culvert as this is classified as a watercourse. In terms of archaeological constraints, known and potential non-designated archaeological remains identified within the Old River Lane site comprise potential paleoenvironmental remains, potential prehistoric and Romano-British remains, and potential medieval remains.

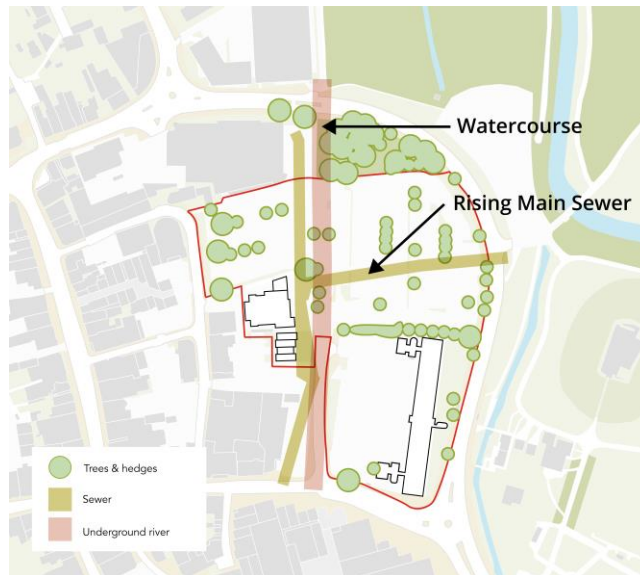


Figure 8: Below ground constraints on Old River Lane

2.3.6 It is important to note that this SPD looks beyond the site allocation in the District Plan 2018 and also takes in the edge of Castle Gardens and the car parks to the north of Link Road, as well as Bridge Street to the south, in order to better consider wider connections across the site. Link Road itself is currently a low-quality part of the town centre, a dual carriageway that has limited built frontage which in turn encourages cars to travel faster. On the east side of Link Road sits Castle Gardens and views of the Waytemore Castle mound are visible from within the site. The western edge of the site needs to be carefully considered given the many listed buildings in the area.



Image 9 (left): view across Bridge Street with Charrington's House in the background; Image 10 (right): view south from the Link Road towards Jackson Square



Image 11 (left): Surface-level car parking is a familiar site around Old River Lane, firstly in the Causeway Car Park (left); Image 12 (right): view south across an empty Charrington's House car park

2.4 United Reformed Church Hall

2.4.1 The United Reformed Church (URC) Hall is located on Water Lane, to the west of North Street. The URC Hall was built in 1915 as a Sunday School for the Congregational Church, now known as the United Reformed Church, also on Water Lane. It was extensively altered and extended in the 1930s, 1960s, and 1990s. It falls within the Bishop's Stortford Conservation Area. The Hall was acquired by the Council, along with the houses to the south, in 2019.

2.4.2 The URC Hall was identified as an Asset of Community Value (ACV) on the 16 September 2022. The designation of the Hall as an ACV is a material consideration that will be taken into account when determining any planning application that would affect it.

2.4.3 Whilst the URC Hall lies outside of the BISH8 site allocation area, for the purposes of this SPD the URC Hall has been included within the red line boundary (see Chapter 1, Map 2).

2.4.4 The inclusion of the URC Hall within the SPD red line boundary presents an opportunity for proposals to consider the future use of this community facility alongside the BISH8 site allocation, ensuring a comprehensive approach to development in this location.

Proposals that will result in the loss of the URC Hall will need to address the requirements of Policy CFLR8 (Loss of Community Facilities):

Policy CFLR8 Loss of Community Facilities

I. Proposals that result in the loss of uses, buildings or land for public or community use will be refused unless:

- a) An assessment has been undertaken which has clearly shown that the facility is no longer needed in its current form; or
- b) The loss resulting from the proposed development would be replaced by enhanced provision in terms of quantity and/or quality in a suitable location; or
- c) The development is for an alternative community facility, the need for which clearly outweighs the loss.

2.5 Other Developments in Bishop's Stortford

2.5.1 Any development at Old River Lane also needs to be considered in the wider context of Bishop's Stortford, and particularly its town centre. As such Old River Lane should complement and contribute to the town-wide development framework which means not just relating with the existing town centre, but also with planned future developments.

2.5.2 Bishop's Stortford currently has a number of development sites either under construction or being considered through the planning process. Whilst Old River Lane will share some relationship with all of them, the key emerging developments relevant to Old River Lane are those within the town centre which include:

- Northgate End Car Park
- The Goods Yard
- The Mill Site

Northgate End Car Park

2.5.3 Northgate End is a multi-storey car park opened in June 2022 and has been included as part of plans to redevelop Old River Lane for a number of years. This development is in closest proximity to Old River Lane and not only has a link in terms of providing a wider-parking offer, but also has a strong physical link with the site.

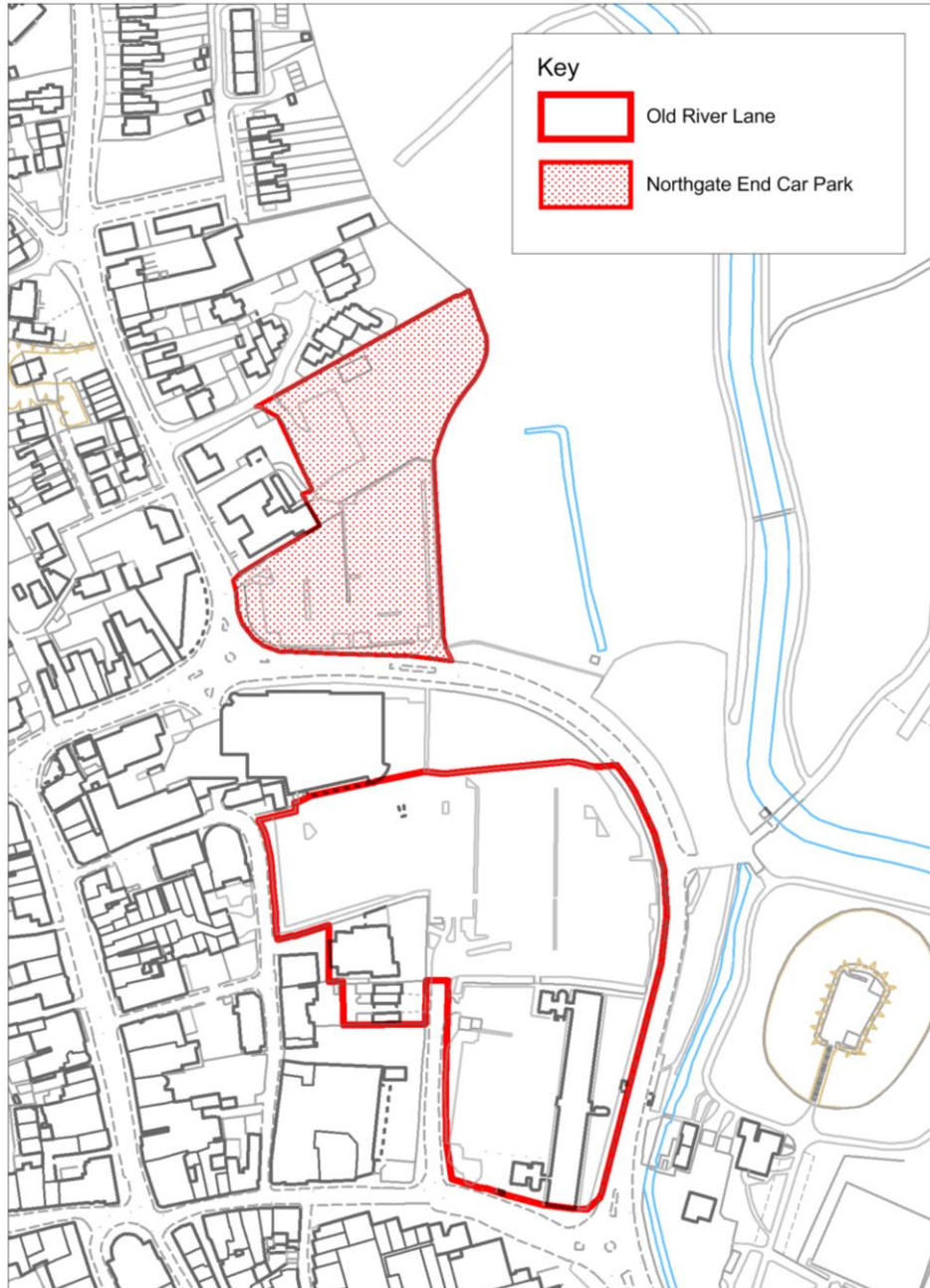


Figure 8: Northgate End Car Park shown adjacent to Old River Lane to the north

The Goods Yard

2.5.4 This site is allocated in the District Plan 2018 (Policy BISH7). The Goods Yard occupies a strategic position between the train station and the town centre and represents an excellent opportunity to substantially enhance the arrival experience to Bishop's Stortford by railway. The site presents a major opportunity to enhance a large portion of the riverside and bring vibrancy and activity to this important part of Bishop's Stortford. The northern part of the site lies within the town centre boundary and will accommodate a mix of retail and commercial development. Any development at Old River Lane should therefore complement the uses being provided.

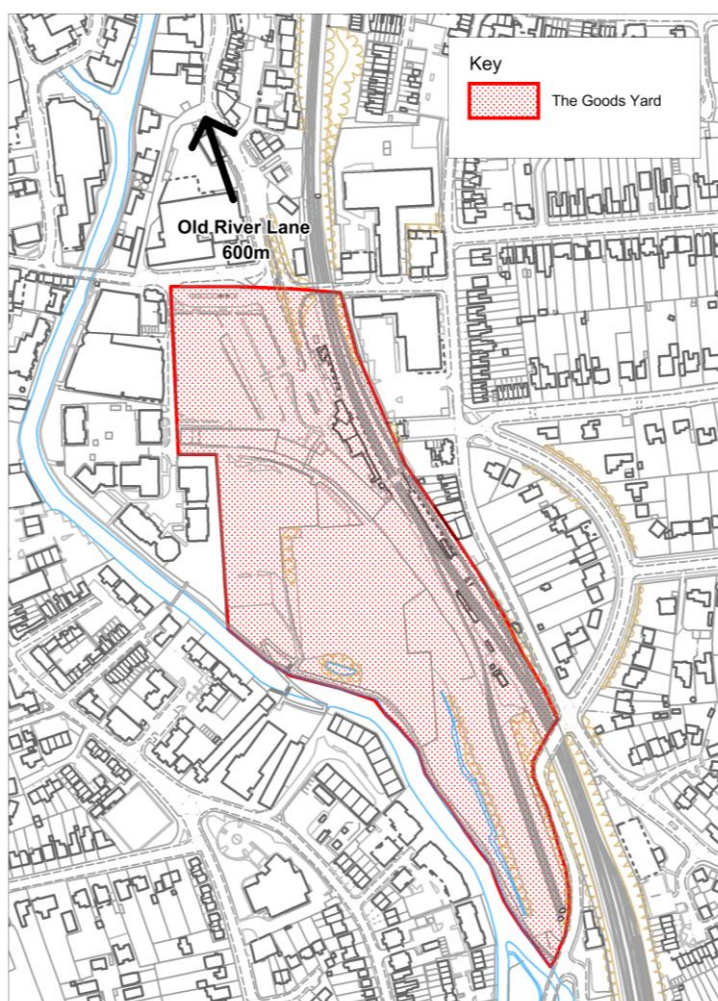


Figure 9: The Goods Yard site allocation to the south of Old River Lane

The Mill Site

2.5.5 This site is allocated in the District Plan 2018 (Policy BISH10) for a new mixed-use riverside hub. The Mill site offers the opportunity to transform the eastern side of the river. Unlike other site allocations however this site is not expected to deliver within a particular timeframe but has been allocated to ensure that if it does come forward for development a comprehensive approach is taken across the site.

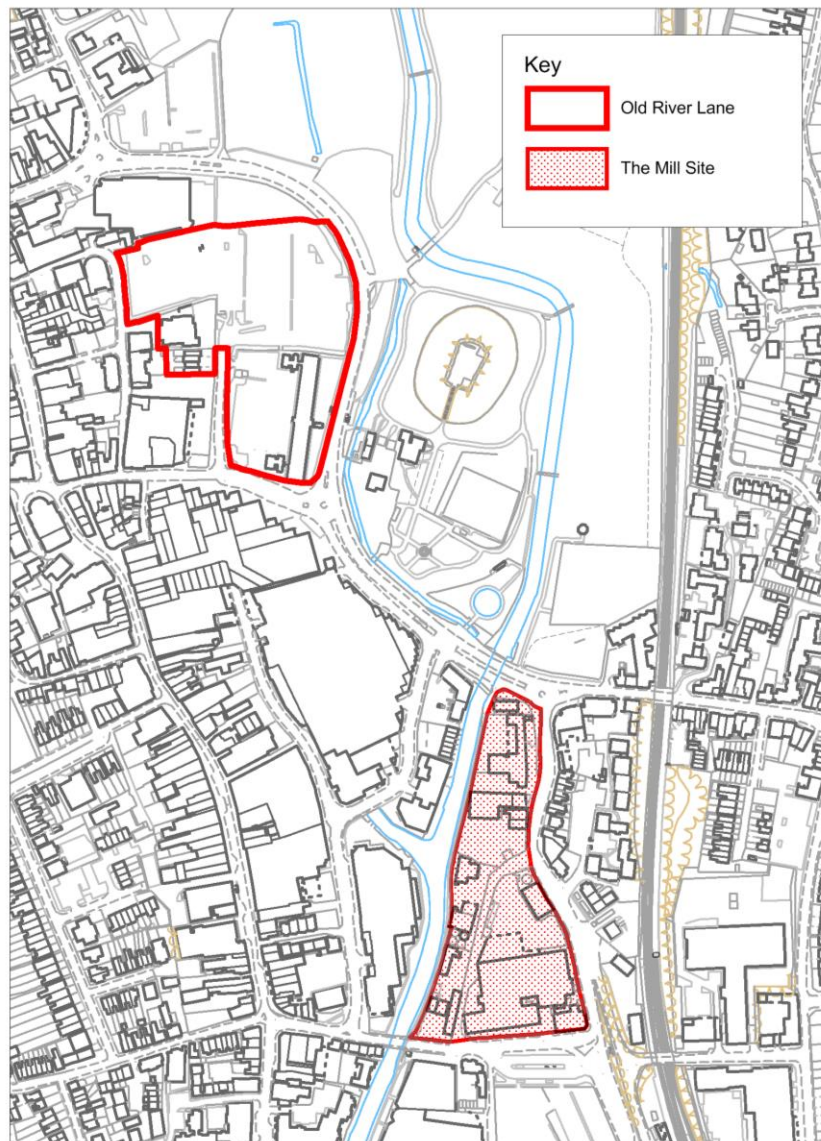


Figure 10: The Mill Site allocation to the south of Old River Lane

3.0 Policy BISH8 Old River Lane

3.1 Introduction

- 3.1.1 Policy BISH8 sets out that **'the site will provide for around 100 new homes'** and that the Old River Lane masterplan will address the **'creation of a high quality mixed-use development of retail, leisure uses, along with a 'civic hub' of other commercial and community uses such as GP surgery and B1 office floorspace'**.
- 3.1.2 This section provides further information on these policy requirements. Overall, this SPD supports a degree of flexibility around the precise mix of land uses on Old River Lane, but any proposal should seek to respond positively to the guidance below. The Council will require proposals to provide a clear narrative and justification for the proposed mix of uses in relation to property market demand and opportunities.

3.2 Retail

- 3.2.1 The NPPF sets out the need for a dynamic and diverse town centre that can respond to changes rapidly, and the importance of this has been emphasised in recent years through the various economic downturns alongside the Covid-19 pandemic. There is an opportunity at Old River Lane to ensure that the retail offer is flexible enough to sustain long-term vitality and viability.
- 3.2.2 It is expected that the continued growth of Bishop's Stortford will boost existing retail and support the case for new retailers in the town. The scale of the retail offer on Old River Lane should be proportionate and complementary to ensure the continued vitality of Bishop's Stortford town centre.

- 3.2.3 Proposals should contribute towards a thriving and sustainable town centre; applicants must therefore consider any new retail evidence and changes in economic circumstances and their associated impact on retail floorspace needs.
- 3.2.4 Proposals for new retail, commercial or leisure uses on Old River Lane should be responsive and demonstrate adaptability to shifting market trends and dynamics. Units should be capable of amalgamation and, sub-division, and the provision of mezzanine floors will be supported where appropriate.

3.3 Office Floorspace

- 3.3.1 In 2020, there was around 160 office properties in the Bishop's Stortford market area providing 732,900sqft (c 68,100sqm) of office space. The overall stock of office space increased by 65,500sqft (6,100sqm) between 2010 and 2019, which represents a total increase of about 10% across the town. The increase in the stock of property would have been higher had it not been that some office space being lost through conversion of properties, some of which was through the use of Permitted Development Rights.
- 3.3.2 In 2020 there was a vacancy rate of around 2% which implies that there is currently very little choice for occupiers looking for office space in the local market; and existing occupiers who want to expand or contract are unlikely to be able to find space to move into, potentially leading to market stagnation.
- 3.3.3 In line with the policy, there is an opportunity to provide office space in the town. Proposals should seek to offer high quality office and commercial floorspace which includes a range of units from large operators to single tenants, to more flexible co-working spaces.

- 3.3.4 Proposals should be co-ordinated with the delivery of office space from other developments in Bishop's Stortford including at Bishop's Stortford North (BISH3), Bishop's Stortford South (BISH5) and the Goods Yard (Policy BISH7).
- 3.3.5 Proposals should also take into account the **Town Wide Employment Study for Bishop's Stortford 2013**¹³ and any subsequent updates.

3.4 Civic, Community and Leisure Uses

- 3.4.1 There is a strong tradition of civic, community, and leisure activities in Bishop's Stortford which continue to have a positive impact on the town centre offer, creating diversity and bringing a different audience to a town centre location. Proposals for Old River Lane should seek to complement and extend that offer as part of the development.
- 3.4.2 Civic, community and leisure facilities should play a key role in the activation and animation of the ground floors and especially the public spaces. It is expected that a variety of new leisure and Food & Beverage (F&B) opportunities will create a new vibrant area of the town centre. The clustering of any of these uses should preferably be focussed around a key public space, which should be a welcoming and adaptable space, suitable for public events, and with high quality hard and soft landscaping and public art in order to provide it with a memorable character.
- 3.4.3 Health care facilities that complement the existing offer across the town will be looked on favourably at Old River Lane.
- 3.4.4 Chapter 2 (Section 2.4) discusses the inclusion of the United Reformed Church Hall within the SPD red line boundary. Proposals that will result in the loss of the URC Hall will need to address the requirements of Policy CFLR8 (Loss of Community Facilities).

¹³ <https://www.eastherts.gov.uk/planning-building/planning-policy/evidence-base>

Arts Centre

- 3.4.5 The Council, as landowner, would like to bring forward a new Arts Centre at Old River Lane. It is currently anticipated that the offer could include a live arts programme to be delivered through the flexible design of cinema, foyer and outdoor space.
- 3.4.6 The cinema spaces will be designed flexibly to enable the delivery of a live programme of events. The foyer space will be designed to allow for a live concept programme and will also be used as gallery space and there will be a focus on using the outdoor space to deliver an outdoor programme of live events.
- 3.4.7 It is anticipated that the live programme will consist of spoken word events, such as comedians, single person shows and small music performances, as well as live streaming of National Theatre and other events in the indoor spaces. The outdoor space will provide the opportunity for larger performance, be it music, comedy, theatre or live screening of theatre or sports events.
- 3.4.8 Proposals are indicative at this stage and any subsequent planning application will be required to explain and evidence how they comply with relevant District Plan policies, including BISH8 (Old River Lane) and CFLR7 (Community Facilities).

3.5 Housing

- 3.5.1 Housing on Old River Lane is expected to be delivered in accordance with policies HOU1 (Type and Mix of Housing) and HOU3 (Affordable Housing) of the District Plan 2018. A mix of residential accommodation should be provided to create an inclusive community by providing homes for all age groups.

- 3.5.2 Homes should be provided in accordance with Policy HOU7 (Accessible and Adaptable Homes) to ensure they are accessible and adaptable to meet the changing needs of occupants, and to support independent living.
- 3.5.3 Proposals across the site should be co-ordinated to ensure that they don't restrict the ability of the site to deliver a diverse spectrum of uses, including those associated with the night-time economy.

3.6 Air Quality

- 3.6.1 Proposals at Old River Lane must not worsen the pollutant levels within the Hockerill Air Quality Management Area (AQMA). Proposals should therefore take account of the air quality measures set out in the Council's Sustainability SPD 2021¹⁴.
- 3.6.2 The impact of development on air quality is a material consideration and must be regarded at all stages in the planning process. The planning system plays an active role in managing local air quality when considering the impact of new development and finding sustainable solutions.
- 3.6.3 District Plan Policy EQ4 (Air Quality) requires that development should include measures to minimise air quality impact at the design stage and should incorporate best practice in the design, construction and operation of all developments. Where development (on its own or cumulatively) will have a negative impact on local air quality during either construction or operation, mitigation measures will be sought. Evidence of mitigation measures will be required upfront. The Silverleys and Meads Neighbourhood Plan Policy TP2 (Improving Air Quality) expects developments to comply with the District Plan Policy

¹⁴ <https://www.eastherts.gov.uk/planning-building/planning-policy/supplementary-planning-documents/sustainability-supplementary-planning-document>

EQ4, whilst taking into account policies 19 and 20 of the Local Transport Plan 4 and the guidance in the Sustainability SPD.

- 3.6.4 Prioritising sustainable transport such as cycling and walking improves local air quality and encourages healthy communities. Therefore, strong emphasis will be placed on seeking the provision of cycle and pedestrian routes and networks at Old River Lane.
- 3.6.5 Building design should prioritise energy efficiency in order to reduce the need and size of heating plants. This will overall minimise the buildings impact on air quality. The use of renewable, zero and low-carbon technology is encouraged to fulfil the requirements Policy DES4 (Design of Development).
- 3.6.6 At the planning application stage, the development will need to demonstrate how air quality impact has been addressed by submitting the Sustainability Checklist and an Air Quality Impact Assessment (which includes an Air Quality Neutral Assessment). More detailed advice is set out in section 6 of the Sustainability SPD (2021).

4.0 Transport Options

4.1 Introduction

- 4.1.1 Bishop's Stortford is undergoing significant levels of growth with at least 4,426 new homes planned in the District Plan 2018 (including committed development) by 2033, which will substantially increase the town's population.
- 4.1.2 The town serves as a centre for jobs, retail, education, health and other important services for a large catchment area. Key to the ongoing success of Bishop's Stortford will be the ability to move in, out and around the town, and this will require an effective, reliable and sustainable transport network which can accommodate existing movements and additional movements which will be generated by the increased population.
- 4.1.3 Two studies have been undertaken; the **Hertfordshire Eastern Area Growth and Transport Plan 2022** and the **Bishop's Stortford Parking Study 2019**. Of particular relevance to this SPD is the Growth and Transport Plan (GTP) report which supports Hertfordshire County Council's Local Transport Plan 4 (LTP4) 2018¹⁵. The GTP is a strategic spatial transport plan developed by Hertfordshire County Council in partnership with key stakeholders, including East Herts Council, and the Local Enterprise Partnership, for the purpose of applying LTP policies and objectives to a growth-focussed sub-area within Hertfordshire.
- 4.1.4 The GTP looks ahead at transport improvements required at least over the period of the Local Plans and will be subject to review periodically to reflect changes in growth and transport forecasts.

¹⁵ <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/planning-in-hertfordshire/transport-planning/local-transport-plan.aspx>

Bishop's Stortford Transport Options

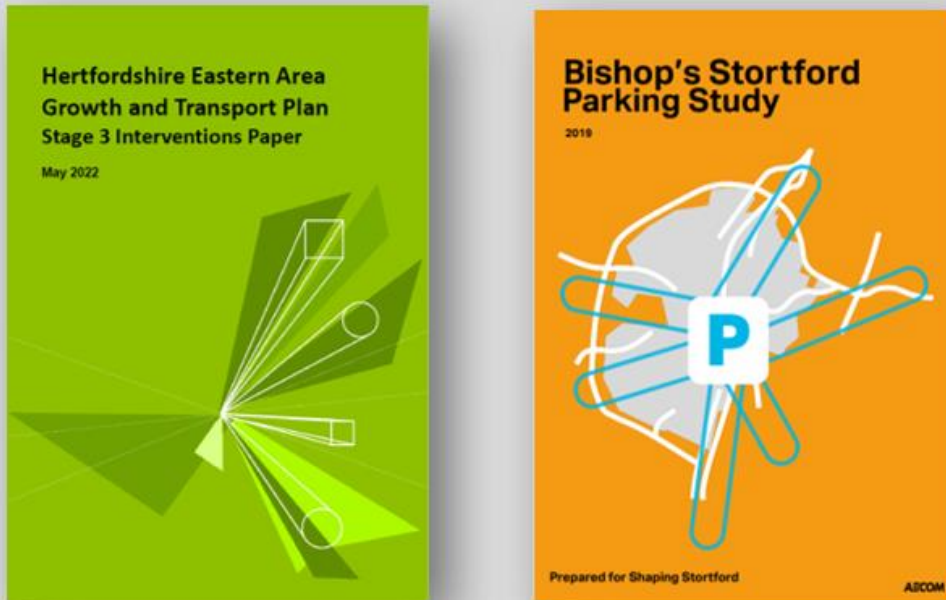


Figure 11: Two key studies undertaken shaping Bishop's Stortford's transport strategy

4.1.5 Any development that comes forward at Old River Lane will also be required to meet the policies set out in the Neighbourhood Plan for Bishop's Stortford Silverleys and Meads (1st Revision). Alongside other relevant policies, the Neighbourhood Plan sets out in Policy TP12 that financial contributions will be sought for improving town accessibility and connectivity, including sustainable transport projects and programmes in the Growth and Transport Plan amongst other strategies.

4.1.6 The following sections in the SPD, highlight those projects and programmes within the GTP that are most relevant to Old River Lane.

4.2 Old River Lane and Northgate End Multi-Storey Car Park

- 4.2.1 Proposals for Old River Lane will increase the demand for travel in Bishop's Stortford and place additional strain on the existing road network. The Old River Lane development will bring forward a notable increase in retail floorspace which is anticipated to enhance the town's retail offer in addition to new leisure uses which could increase the town centre's attractiveness, not only in retaining trips within the town, but attracting trips in from surrounding areas that might otherwise travel to other towns.
- 4.2.2 The Growth and Transport Plan puts forward a wide range of interventions, a number of which relate to Old River Lane and its interaction with the wider town centre. It will also be important to consider the relationship of Old River Lane with Northgate End multi-storey carpark.
- 4.2.3 Northgate End multi-storey car park was completed in summer 2022 and will replace and enhance the current parking capacity at Old River Lane, thus freeing-up the Old River Lane site for redevelopment. With the growth of Bishop's Stortford in terms of population and households, as well as an anticipated growth in the retail offer, it is expected that the Northgate End car park will form an essential part of the town's parking infrastructure.
- 4.2.4 The multi-storey car park shares a relationship with Old River Lane both in its location and in its function. A suitable crossing point should be established to encourage pedestrians to and from Old River Lane and the Northgate End car park. Likewise, development proposals at Old River Lane should ensure that a clear connection is provided from the car park, through Old River Lane to the town centre.
- 4.2.5 The Old River Lane development also has a further opportunity to consider and explore the potential for utilising the town centre car parks, including Northgate End, to provide capacity for proposed uses on Old River Lane, particularly employees. Permitting

arrangements with new residents should also be explored to help limited the number of spaces needed on the Old River Lane site itself.

4.2.6 The Council will also require proposals for development at Old River Lane to consider the list of schemes set out below which are derived from the Growth and Transport Plan. Further information on Bridge Street is set out at Section 4.4.

Interventions¹⁶	Name	Description
PR17	Bridge Street (east) improvement	Increase walking mode share through improved pedestrian facilities on Bridge Street.
PR48	B1004 Northgate End and A120 Link Road and Hadham Road 20mph zone	To ensure that cyclists and pedestrians are not adversely affected by the proposed multi-storey car park, apply a 20mph speed limit in the area surrounding it. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel.
PR49	B1004 Northgate End- A1250 Link Road off road shared use cycleway/ foot-way	To ensure that cyclists and pedestrians are not adversely affected by the proposed multi-storey car park, implement a cycle link between B1004 Northgate End and A1250 Link Road.
PR60	Towpath to Link Road cycleway	Promoting the River Stort's place function and increasing walking and cycling mode share through conversion of the existing footway into a shared-use footway/cycleway.

¹⁶ Intervention reference numbers taken from the Hertfordshire Eastern Area Growth and Transport Plan

Interventions¹⁶	Name	Description
PR61	North Street Streetscape enhancement	Increase walking mode share by applying a 20mph speed limit and enhancing the streetscape on North Street to mimic South Street/Potter Street. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel.
SM3	Town Centre way finding	Improve the place function of the town centre and increase active travel mode share by installing wayfinding and interpretation signs at key routes and gateways.
SM16	North-East Town Centre one-way system	Creation of a small one-way system on High Street, North Street and Bells Hill, complementing existing one-way operation on Bridge Street and Potter Street to reduce the dominance of car travel.

4.3 Public Transport

4.3.1 Public transport is an essential part of a combined approach to sustainable transport and should be integrated into the overall transport and movement strategy at Old River Lane. The Growth and Transport Plan does not propose any public transport-based interventions linked directly to development at Old River Lane. It does however list a number of projects relating to bus service improvements across the town centre which includes Old River Lane, these have been extracted below.

4.3.2 Old River Lane is adjacent to 3 bus stops and therefore any development must ensure that it supports the retention and function of these bus stops and also any future upgrades to them. Alongside the projects listed below, developers should also be cognisant of improvements set out in Hertfordshire County Council's Bus Service Improvement Plan¹⁷ and how bus service facilities relate with the design principles in Chapter 7 of this SPD.

Interventions¹⁸	Name	Description
PR123	Town centre bus priority	Install bus priority measures at key junctions in the centre of Bishop's Stortford to improve bus journey times and reliability.
PR124	Real time information at bus stops in the town centre	Provide real time information at bus stops in the town centre of Bishop's Stortford to facilitate better journey planning and reliability.
PR125	Bus stop improvements in the town centre	Upgrade bus stop facilities to improve safety and access to bus services in the centre of Bishop's Stortford.

4.4 Bridge Street

4.4.1 Bridge Street is situated directly adjacent to the south of the Old River Lane site. The current environment is dominated by vehicular traffic and a 3-lane highway. Proposals for Old River Lane should include intervention PR17 (above) in order to improve the pedestrian facilities to the south of the Old River Lane site.

4.4.2 Old River Lane provides a key opportunity for the site to interact with and enhance Bridge Street and maximise opportunities for pedestrians. PR17 is flexible in its

¹⁷ [Bus Service Improvement Plan funding set for Herts - Intalink](#)

¹⁸ Intervention reference numbers taken from the Hertfordshire Eastern Area Growth and Transport Plan

approach to increasing walking mode share and improving pedestrian facilities on Bridge Street. Applicants should discuss with Hertfordshire County Council how their proposals meet the expectations of PR17.

4.5 Link Road and Castle Gardens

- 4.5.1 Similar to Bridge Street, the Link Road currently presents a very poor, car dominated environment that heightens the separation of the Old River Lane site from the Castle Gardens. Its character and the pedestrian experience should be substantially improved alongside the redevelopment of the Old River Lane site.
- 4.5.2 Castle Gardens are on the opposite side of the Link Road to Old River Lane. Plans to upgrade and improve the Castle Gardens, as well as the wider Castle Park, are currently on-going with some schemes being implemented and others being formulated. One of the key upgrades to the gardens is the improvement of the main pathway and entrance. In terms of location there is likely to be no difference in the two main access points (shown below in **Figure 12**), but there are subtle differences to their function and potential.
- 4.5.3 Old River Lane presents an opportunity to transform the current environment of the Link Road as well as the town centre's relationship with Castle Gardens. Therefore, the location of these access points into the Castle Gardens should be used to inform crossing points between the Castle Gardens and Old River Lane. The layout of Old River Lane should reflect these crossings and access points to ensure the most legible and direct route.
- 4.5.4 The type of crossing and access point should also be considered. The 'southern' access into Castle Gardens is for pedestrians and likely to be the main entrance point, whereas the 'northern' access has potential for a cycle path and crossing.

4.5.5 Currently plans exist to extend and enhance the cycle route that runs north to south through the Green Wedge along the river (**Figure 12** below). This forms part of project PR60 in the Growth and Transport Plan and the wider package of measures PK5 designed to make the River Stort more accessible and connected. This would allow cycling access along the river for residents to the north, including the new development being delivered at Bishop's Stortford North. Once the cycle route is completed, access points into the town centre would still be challenging, but Old River Lane presents an opportunity to provide the infrastructure and connections necessary to encourage cycling access into the town.

4.5.6 Section 106 contributions towards the rearrangement of the current access point in Castle Gardens could include the following:

- Removing the gate and providing bollards (or another suitable alternative);
- Rearranging the footpath and vehicular access to ensure bikes have enough space to operate alongside pedestrians and vehicles;
- Any necessary surface upgrades needed between the bridge and the river to ensure connection of the cycleway.

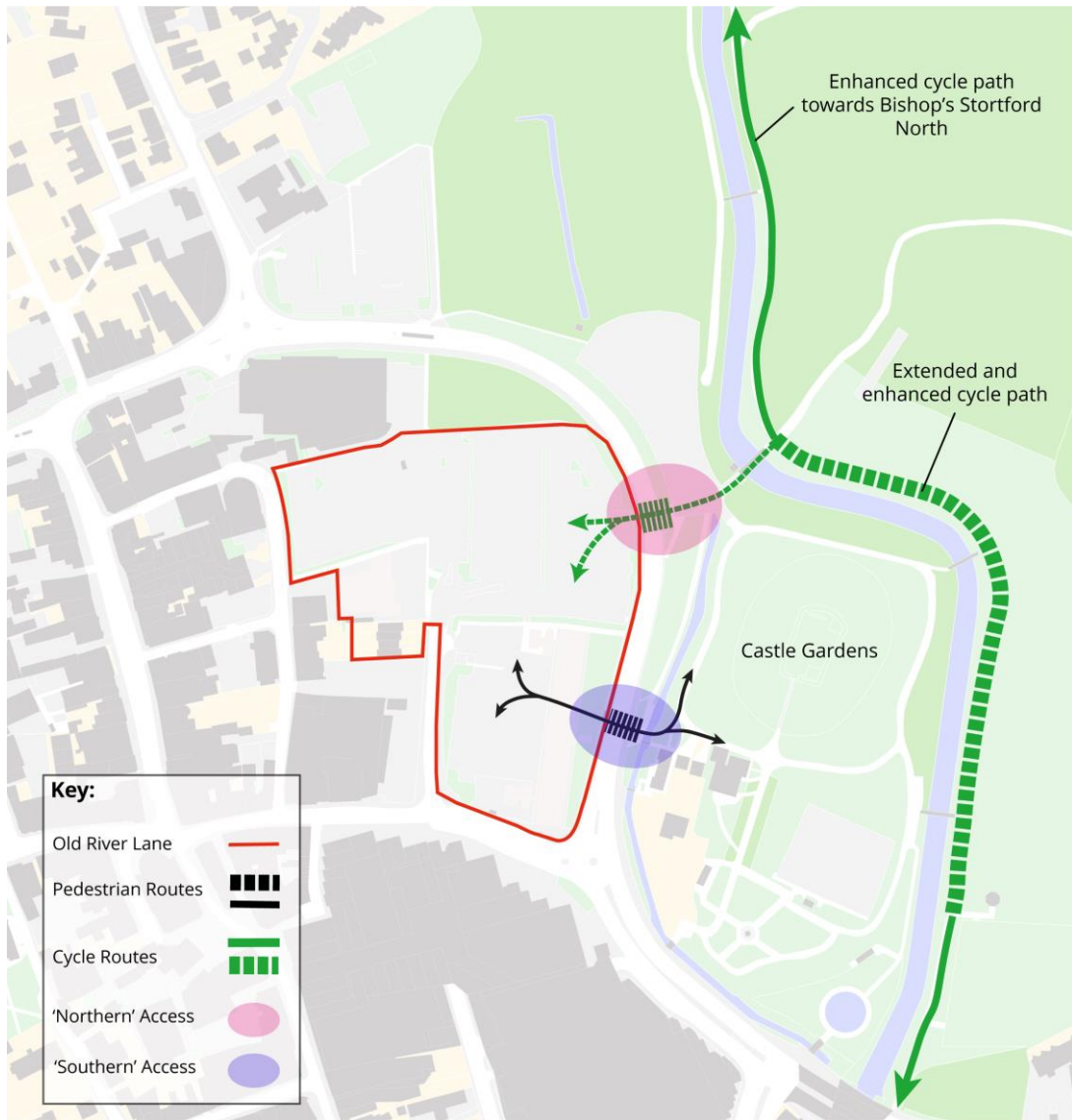


Figure 12: Shows access points to Castle Gardens with potential crossing points and functions

5.0 Vision and Development Objectives

5.1 Vision

5.1.1 As a result of discussions with the Old River Lane Steering Group the following vision for the site has been developed:

“Old River Lane will be a **high-quality, accessible, and sustainable** redevelopment of a town centre **destination** that incorporates a **mixture of uses** that contribute to the **vibrancy** of Bishop’s Stortford and **complements the uniqueness** of this historic market town.”

5.2 Development Objectives

5.2.1 In bringing forward the vision, the future development of the site should seek to:

Objective 1	Deliver a sensitive redevelopment of exceptional design which enhances Bishop’s Stortford’s historic setting and complements local assets.
Objective 2	Deliver a place which enables active and healthy lifestyles by encouraging sustainable modes of travel that prioritise pedestrian movement over the private car.
Objective 3	Deliver a mix of town centre uses, including arts and culture, to create a vibrant place that supports and complements the wider town centre offer.
Objective 4	Establish a new town centre destination where people can meet and enjoy spending time by creating new high quality public spaces and public realm that are accessible and inclusive to all.
Objective 5	Deliver an environmentally sustainable place that minimises carbon emissions, is resilient to the variable conditions resulting from climate change, reduces pressure on resources such as water and, enhances biodiversity.
Objective 6	Support a sustainable community by providing a mix of housing types, and a range of employment opportunities that meet the local need.

6.0 Constraints and Opportunities

6.1 Identification of Constraints and Opportunities

6.1.1 In carrying out the background research for production of this SPD and undertaking consultation with stakeholders through the Old River Lane Steering Group, a number of opportunities and constraints have emerged. These can be summarised as follows:

Constraint: Traffic and Transportation	Opportunity: Traffic and Transportation
<ul style="list-style-type: none"> a) Pedestrian/cycling/vehicular conflict both within and on streets surrounding the site b) Lack of permeability and connectivity within the site c) Inadequacy of existing servicing arrangements d) Lack of cycle parking e) Poor quality of access for those with disabilities f) The sweeping shape of Link Road presents a low-quality environment g) High pollution levels in the nearby Hockerill Air Quality Management Area (AQMA) 	<ul style="list-style-type: none"> a) To prioritise walking and cycling as modes of transport within the site and improve permeability for pedestrians and cyclists b) To rationalise and reduce car parking and improve servicing arrangements/ facilities c) To improve external junctions/crossings for pedestrians, cyclists and motor vehicles d) To strengthen pedestrian connections from the town centre to Castle Gardens e) To improve the environment of Link Road
Constraint: Public Realm/Environment	Opportunity: Public Realm/Environment
<ul style="list-style-type: none"> a) Lack of legibility b) Lack of public space within the site c) A small part of the north-eastern edge of the site is within flood zone 3, most of the 	<ul style="list-style-type: none"> a) To deliver new high quality public spaces within the development b) To secure the long-term stewardship of public spaces within the development

<p>site is within flood zone 2 and the whole site is within Source Protection Zone 1</p> <p>d) A 3m easement is needed for a Thames Water sewer rising main, and an 8m easement is needed for the culverted watercourse</p> <p>e) There is an existing electricity sub-station next to Old River Lane,</p>	<p>c) To consider the use of water features and public art in the design of the new spaces to reference the former route of the River Stort</p> <p>d) To explore the benefits that de-culverting the River could have on the Old River Lane development</p>
<p>Constraint: Land Use</p>	<p>Opportunity: Land Use</p>
<p>a) Waitrose own a lease on the portion of car parking to the south of their store, limiting the development potential of this part of the site</p> <p>b) Need to re-provide displaced Waitrose parking spaces, totalling around 170 spaces</p> <p>c) The United Reformed Church Hall is a valued community asset</p>	<p>a) To introduce more 'active' uses to create vibrancy during day/evening and at all times of year, including active frontages along Link Road</p> <p>b) To create a high-quality mixed-use destination including retail, leisure uses, along with a civic hub of other commercial and community uses, and new housing</p> <p>c) To centre new development along a pedestrian-focused north/south route from Bridge Street to the new multi-storey car park to the north of Waitrose</p> <p>d) To capitalise on the location of Waitrose as an anchor store in Bishop's Stortford</p> <p>e) To extend the retail heart of the town centre and connect the site to North Street via a series of links that reflect the historic character of the existing lanes</p> <p>f) To consider the benefits of including the United Reformed Church Hall in proposals</p>

	<p>to ensure a comprehensive redevelopment of the area</p> <p>g) To promote sustainability in its widest sense</p>
Constraint: Heritage/Landscape	Opportunities: Heritage/Landscape
<p>a) The importance of heritage assets and the contribution they make to the town centre</p> <p>b) The site has a very attractive historic edge to the west with a prevailing height of one to three storeys</p> <p>c) A number of mature trees exist, including Category A (significant value)</p> <p>d) The triangle of trees and green space towards the northern edge of the site should be protected</p> <p>e) Views from within the site to the Church of St Michael and the motte mound of Waytemore Castle and open green spaces should be retained and enhanced</p> <p>f) There are known and potential non-designated archaeological remains within the Old River Lane site</p>	<p>a) To preserve and enhance the character and appearance of the Conservation Area, and to protect and enhance the setting of Listed Buildings and other important heritage assets, including the Coopers building and views to the Church of St Michael and of the motte mound of Waytemore Castle</p> <p>b) To create an identity, a sense of place that respects and enhances the historic grain, material palette and massing of the town centre and key assets such as the Water Lane United Reformed Church</p> <p>c) To create an environment of highest quality as part of any new development or redevelopment</p>

7.0 Design Principles

7.1 Introduction

7.1.1 The design principles for Old River Lane are based on the constraints and opportunities set out in Chapter 6 and the analysis in the previous chapters.

7.1.2 The development of the site should create high quality streets, spaces and buildings. New development will be required to demonstrate high standards of design and architectural quality that enhance the site, the setting of adjoining and nearby Listed Buildings and the Conservation Area.

7.2 Movement

7.2.1 The location of Old River Lane has the potential to influence patterns of movement across Bishop's Stortford to adjacent areas. The location of the site on the edge of the town centre, with the Castle Gardens and the new multi-storey car park on the opposite side of the Link Road means that the approach to movement will have wider-impacts across the town. Any new development should therefore contribute to creating active and pedestrian friendly streets and public spaces that help to form a legible and attractive pedestrian network in the town centre.

7.2.2 It is important to recognise that Old River Lane performs a number of functions, it's a destination, a home, a retail/employment area and it's a route which people will pass through on a longer journey to somewhere else. As such the active travel routes through the site need to make sense in all these contexts and provide the most direct option for people, identifying the key destinations in the wider area and showing how the active travel routes provide the most direct route to those destinations.

7.2.3 The Bishop's Stortford Town Centre Planning Framework 2016 notes the potential of Old River Lane to create new, clear pedestrian and cycle connections between North Street and Castle Gardens (east-west) as well as providing a clear route from the multi-storey car park at Northgate End, through the development to Bridge Street (north-south).

7.2.4 This section sets out key design principles which will promote modal shift by supporting and encouraging sustainable transport modes of travel, and also address the current movement constraints on the site.

Prioritising Walking

7.2.5 The following design principles will enhance the experience of the pedestrian both within and through the Old River Lane site:

- Proposals should improve walking connections, wayfinding, and legibility from and to the following:
 - Castle Gardens
 - Northgate End Car Park
 - Bishop's Stortford Town Centre
 - Grange Paddocks Leisure Centre
 - Other green spaces
 - Public transport infrastructure
- Proposals should provide safe, secure conditions for walking, with good overlooking providing passive surveillance wherever possible;
- Surface-level crossings and dedicated footways should be provided as part of new streets where applicable;
- There should be better integration of walking routes from North Street, Bridge Street and across the Link Road;
- Opportunities for urban greening through tree planting and soft landscaping should be maximised where possible;

- Provision of seating in appropriate locations on pedestrian routes to support walking by all community groups; also in key spaces to encourage people to meet or dwell and enjoy the public space and the retail environment;
- Materials should be high-quality and accessible for all, with designs that reinforce the individuality of different streets;
- Street lighting should be used to ensure safety, a welcoming ambience after dark, and support for night-time economy activities.

Prioritising Cycling

7.2.6 The following design principles will send out a clear message that the private car is not the preferred mode of travel:

- Proposals should improve cycling connections, wayfinding, and legibility from and to the following:
 - Castle Gardens
 - Northgate End Car Park
 - Bishop's Stortford Town Centre
 - Grange Paddocks Leisure Centre
 - Other green spaces
 - Public transport infrastructure
- New cycling routes should be integrated with existing cycling routes beyond Old River Lane where possible;
- Proposals should explore opportunities for cycle parking;
 - This should be located in prominent locations with good surveillance to encourage all potential users;
 - Any medium to long-term cycle-parking should be secure and covered;
 - Provision of high levels of private cycle-parking for residential and non-residential uses, making positive use of ground floor and internal courtyard/podium spaces as appropriate.
- Consideration should be given to providing facilities that will encourage employees looking to travel to work by bike, such as showers, changing rooms, and space for lockers;
- Cycle-parking and infrastructure should seek to accommodate non-standard bike types (e.g. cargo bikes) and e-bikes;
- Cycle infrastructure should consider the standards set out in Cycle Infrastructure Design (LTN1/20)¹⁹ and, Standards for Public Cycle Parking June 2021²⁰.

¹⁹ [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/444242/cycle_infrastructure_design_ltn1_20.pdf)

²⁰ [Cycle Parking Standard - Bicycle Association](https://www.bicycleassociation.org.uk/cycle-parking-standard/)

7.3 Parking and Servicing

7.3.1 Some level of on-site parking, sufficient to meet the needs of the uses proposed, is expected to be accommodated within the new development at Old River Lane; likewise, an access point for cars to continue to enter the Waitrose car park and to service the new buildings means that despite prioritising active travel, vehicular movement and any associated parking will still need to be considered.

7.3.2 The Council's 'Vehicle Parking Provision at New Development' Supplementary Planning Document sets out the number of spaces that should be provided in association with any new development. However, on this site, given the high level of accessibility to public transport and facilities, there should be a significantly reduced amount of parking, including residential and other uses. All of the following matters should be explored in order to achieve this objective:

Residential Parking

- Travel planning arrangements should encourage and incentivise car free travel;
- Building design and management should facilitate car free living (especially in respect of servicing, deliveries, and cycle storage);
- Development proposals should include car club facilities and incentives;
- Car parking for disabled people should be provided in suitable locations to allow easy and level access to buildings and spaces;
- Permitting opportunities for residents in the adjacent multi-storey car parks at Jackson Square and Northgate End should be explored.

Commercial Parking

- Travel planning arrangements should encourage and incentivise car free travel;
- Consideration should be given to providing facilities that will encourage employees looking to travel to work by bike;
- Permitting opportunities for employees in the adjacent multi-storey car parks at Jackson Square and Northgate End should be explored.

Servicing and Vehicular Access

- Vehicular access into and within the site should be based on the prioritisation of walking and cycling as the preferred method of movement through the site;
- The accommodation and location of e-cargo bike infrastructure should be considered at the design stage;
- Servicing for retail units should be carefully considered to avoid a detrimental impact on the pedestrianised areas;
- Development proposals should seek to minimise conflict between servicing and vehicular access and pedestrian and cycle movement;
- Proposals should provide a clear summary of how future servicing arrangements will be managed;
- Proposals should demonstrate an integrated approach to the deliveries and collection points (including domestic residential deliveries), with potential to identify consolidated facilities where possible.

7.4 Sustainability and Energy Efficiency

7.4.1 Environmental sustainability and climate change have become central considerations in planning and development in recent years. As such, the redevelopment of Old River Lane should seek to provide a development that maximises sustainability at every possible opportunity.

7.4.2 Guidance and policy already exists in this area, and this section of the SPD does not seek to repeat this, but proposals should take into account the following key documents:

- Climate Change Chapter – East Herts District Plan 2018 (Chapter 22)
- Water Chapter – East Herts District Plan 2018 (Chapter 23)
- The East Herts Sustainability Supplementary Planning Document (SPD) 2021
- The Neighbourhood Plan for Bishop’s Stortford Silverleys and Meads (1st Revision) 2022

7.4.3 Alongside these key documents, the Council, as part of its validation requirements for submitting a planning application, requires all development to submit a **Sustainable Construction, Energy and Water Statement**.

7.4.4 Applicants are also required to submit a **Sustainability Checklist**, which addresses the following topics:

- Energy and carbon reduction
- Climate change adaptation
- Water efficiency
- Pollution: air quality and light pollution
- Biodiversity
- Sustainable transport
- Waste management

7.4.5 The checklist should demonstrate how the development complies with District Plan policies that seek to improve the environmental sustainability of new development and the sustainable design and construction guidance set out in the Sustainability SPD. As part of information provided, development at Old River Lane should also consider the following as part of the Sustainability Checklist:

- The application of opportunities for a fabric first approach to low energy buildings to ensure that the design, materials, construction, and operation of the development seek to minimise overheating in the summer and reduces the need for heating in the winter to reduce energy consumption;
- Integration of green infrastructure, biodiversity enhancement, urban greening, and water management;
- The benefits of de-culverting the River could be explored ;
- Carbon reduction on-site, including the incorporation of renewable energy, unless it can be demonstrated that this is not feasible or viable (in such cases effective off-setting measures to reduce on-site carbon emissions will be accepted as allowable solutions);
- Carbon dioxide emissions will be minimised in aspiring to work towards the Council's district-wide goal of net carbon zero by 2030;
- Reduction in energy embodied in construction materials through re-use and recycling of existing materials, where feasible, and the use of sustainable materials and local sourcing;
- Incorporation of high quality, innovative design, new technologies and construction techniques, including low carbon energy and water efficient design and sustainable construction methods;
- Exploration of standards above and beyond the requirements of conversant Building Regulations where appropriate and achievable;
- The Council will encourage, high quality sustainable development and recommends the use of construction standards to demonstrate excellence in sustainable development.

7.5 Layout and Edges

7.5.1 The layout of Old River Lane should support the movement design principles above and should have connections – through active travel – at the heart of its layout proposals. Likewise, the treatment of edges is essential to how Old River Lane will interact with the surrounding area. Proposals should therefore ensure that the following key principles are taken into account:

- Legibility and access should be at the heart of any layout; encouraging and strengthening connections within and beyond the site itself;
- Edges of the buildings should present active edges;
- Key buildings should be located around any public square or key public space;
- High quality architectural treatment should be focussed on main accesses and entrances and key focal points;
- Along the Link Road the site should provide a streetscene with active edges and passive surveillance.

7.6 Heights, Massing, and Grain

7.6.1 The heights and massing of any development proposal at Old River Lane should be carefully designed to be sensitive to both the areas adjacent to the site and to the wider townscape of Bishop's Stortford.

7.6.2 The majority of Bishop's Stortford town centre generally displays building heights of around 3-4 storeys. To the south of the Old River Lane site, Jackson Square Shopping Centre is around 4-6 storeys and to the north the Northgate End multi-storey car park

and the mixed-use building adjacent are also around 4-6 storeys. The main consideration outside of the site which needs to be reflected in the heights, massing, and grain of any proposal is the impact on heritage assets. In particular, consideration should be given to:

- The retention of the view from Castle Gardens to the Church of St Michael;
- The setting of the motte mound of Waytemore Castle, which is a Grade 1 Listed Building and a Scheduled Monument;
- The setting of various Listed Buildings to the west of the site including the Coopers malt house building, The Water House, Guild House, 14 Water Lane, and the Water Lane United Reformed Church;
- The general townscape of Bishop's Stortford, including how the heights, massing, and grain of the development proposals impact on the character and appearance of the Bishop's Stortford Conservation Area.

7.6.3 The above principles should inform the masterplan for the site, and also be comprehensively addressed within the Landscape and Visual Impact Assessment, and the Heritage Statement submitted as part of any planning application. Building heights, massing, and grain should relate well to the adjacent built form, green infrastructure and streetscenes surrounding the site. Building heights should be broadly reflective of the predominant building heights of Bishop's Stortford town centre, whilst allowing for the retention of views and with careful consideration for how the built form proposed will relate to the public spaces being created.

7.6.4 Alongside the above considerations, the height, massing, and grain of any proposals should give consideration to the potential impact on the amenities of the surroundings and the internal area of the site, including the impact of design decisions on the proposed public spaces to be created. Specifically, careful consideration should be given to the potential impacts of particular issues, including, but not limited to:

- daylight/sunlight;
- noise;
- light glare;
- overbearing impact;
- effect of wind;
- outlook/aspect;
- privacy;
- effect on green infrastructure;
- Increase in the sense of enclosure.

7.6.5 Particular care should be taken to ensure that the daylight/sunlight impacts are carefully considered throughout the design process in relation to ensuring a positive impact on both proposed and existing public spaces and key pedestrian routes.

7.7 Public Realm

7.7.1 Policy BISH8 requires the creation of new streets and public spaces and as such having a high-quality public realm will be key to the successful implementation of these public spaces and streets at Old River Lane. The public space should have a welcoming character and be an adaptable space, suitable for public events, and with high quality hard and soft landscaping and public art in order to make it memorable, thus benefiting townscape legibility.

7.7.2 The public realm should be accessible to all and an attractive, welcoming, and safe environment. The following design principles should apply:

- Logical and well-located street furniture which avoids clutter and superfluous furniture, barriers and signs;
- Use of street lighting to ensure safety, a welcoming ambience after dark, and support for night-time economy activities;

- Good signage and legibility; with a consistent and coordinated design of these elements across the development;
- Robust selection of materials that provide longevity and are serviceable over the long-term;
- Consideration should be given for opportunities for public art that can enhance the character of the Old River Lane site, reference local characteristics or history, and aid legibility within the site;
- High-quality, robust, hard and soft landscaping, including planting and the retention of existing mature trees where possible. Planting should be used to reinforce key routes and improve connections. All planting should complement the character and function of the adjacent public realm;
- SUDS within the site should be carefully considered as part of a holistic design process so as to integrate with the surrounding public realm, including hard and soft landscaping;
- Ensure long term stewardship and governance of public spaces and public realm for the benefit of the community.

8.0 Strategic Masterplanning Framework

8.1 Introduction

8.1.1 The strategic masterplanning framework is the culmination of information presented in the previous chapters and reflects the vision and development objectives for Old River Lane.

8.2 Town Centre Planning Framework 2016

8.2.1 The Bishop's Stortford Town Centre Planning Framework (TCPF) initially presented two illustrative options for the redevelopment of Old River Lane; both of these are shown below:

Option 'A'



Option 'B'



Figure 13 and 14: show the two illustrative options set out in the TCPF

8.2.2 'Option A' illustrates the ground floor plan of the development, showing larger retail units along Old River Lane with new homes in blocks towards Castle Gardens.

- 8.2.3 'Option B' demonstrates a less comprehensive redevelopment option, with the United Reformed Church (URC) Hall retained and an option for a northern block to come forward at a later date.
- 8.2.4 Both options presented a significant change in the infrastructure and accessing arrangements for Old River Lane. A new 4-way signal-controlled junction to the north of the site was proposed as the main entrance into the site and the Waitrose car park. Both options presented a reduction in the need for the current southern vehicular access point and allowed for the widening of the footpaths along Bridge Street.
- 8.2.5 Since 2016 further work has been undertaken to refine these options, including the adoption of the District Plan 2018 which sets out criteria for the redevelopment of the Old River Lane site.

8.3 Refining Options

Vehicular Access

- 8.3.1 Following publication of the Town Centre Planning Framework, Hertfordshire County Council (HCC) as Highways Authority has taken the opportunity to further revise its proposals for the Old River Lane site, having concluded that the 4-way signal-controlled junction to the north of the site is not feasible.
- 8.3.2 Alternative options were explored with HCC, as summarised in **Figure 15** below. It was concluded that a western access wasn't feasible due to its impact on existing car park arrangements and listed buildings in the vicinity. Whilst a southern access was possible it would detract from the quality of the public realm and pedestrian experience and so wasn't a preferred option. The preferred solution was an eastern access off Link Road.

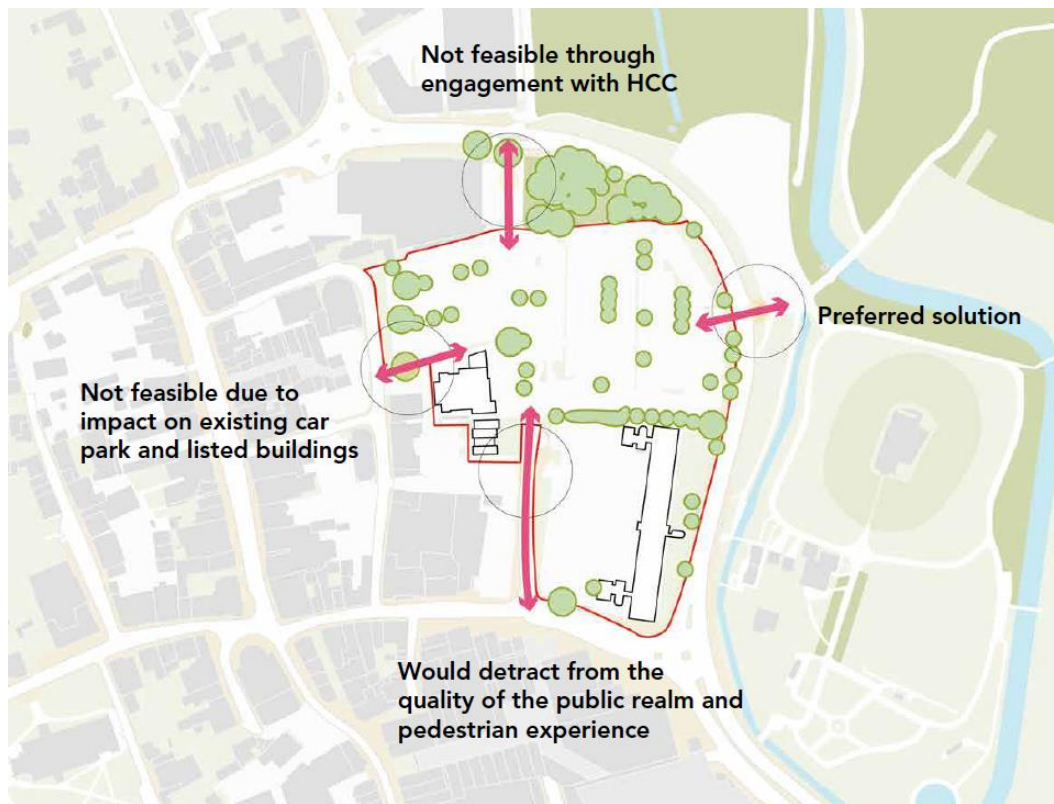


Figure 15: identifies the location of the potential access points into Old River Lane with the preferred option shown to the east

Waitrose car park

8.3.3 Further discussion has also been held with Waitrose, specifically around re-providing around 170 spaces to service their demand. This requirement and how this provision is configured will have implications for the proposals.

Layout

8.3.4 The Town Centre Planning Framework presented illustrative options for the site which looked at a configuration of three or four main blocks for development, with the Waitrose car park to the north-west of the site and the main access point to the north.

8.3.5 Following the review of vehicular access options, and the preferred eastern access being identified, this has necessitated a reconfiguration of the layout.

8.3.6 Further consideration has also been given to Policy BISH8 (Old River Lane) which requires the masterplan for the site to address, inter alia, the following:

- (b) the creation of new streets and public spaces;
- (c) connections between the site and the existing town centre, towards Castle Gardens and to parking areas off Link Road;
- (d) a reduction in traffic speed along Link Road, with new or enhanced crossing points;
- (e) a design and layout which respects the significance and relationship of the site with designated and undesignated heritage assets, within the Bishop's Stortford Town Centre Conservation Area;
- (f) key frontages such as Cooper's will be enhanced by new public realm and building that reflect locally distinctive materials and design.

8.3.7 The above matters have all been taken into account in the Strategic Masterplanning Framework set out below.

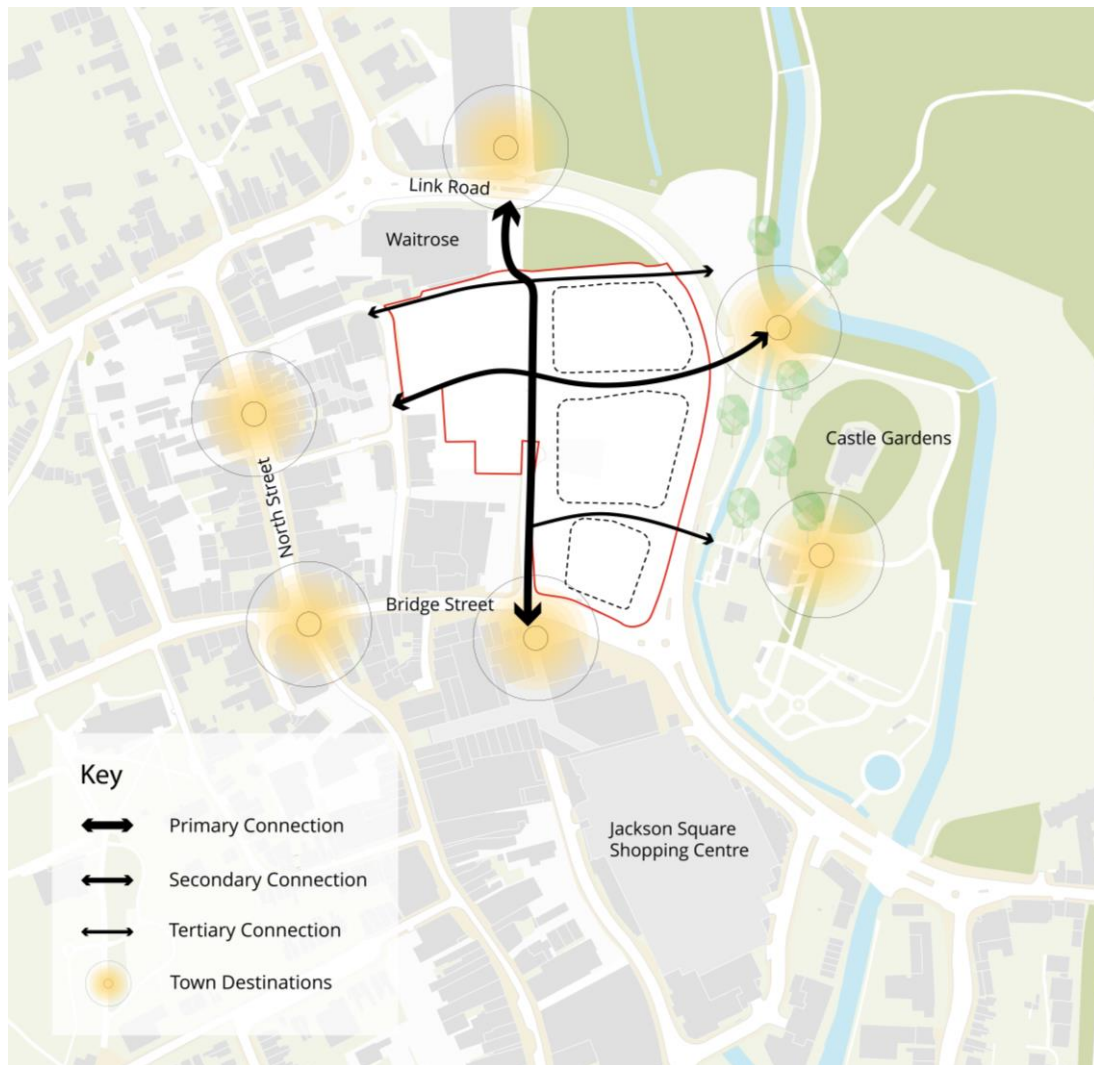
8.4 Strategic Masterplanning Framework

8.4.1 The Strategic Masterplanning Framework responds to the constraints and opportunities presented in Chapter 6; and reflects the vision and development objectives set out in Chapter 5. Proposals will also need to meet the policy requirements set out in BISH8 and expanded upon in Chapter 3, as well as consider the design principles set out in Chapter 7.

8.4.2 The Strategic Masterplanning Framework will:

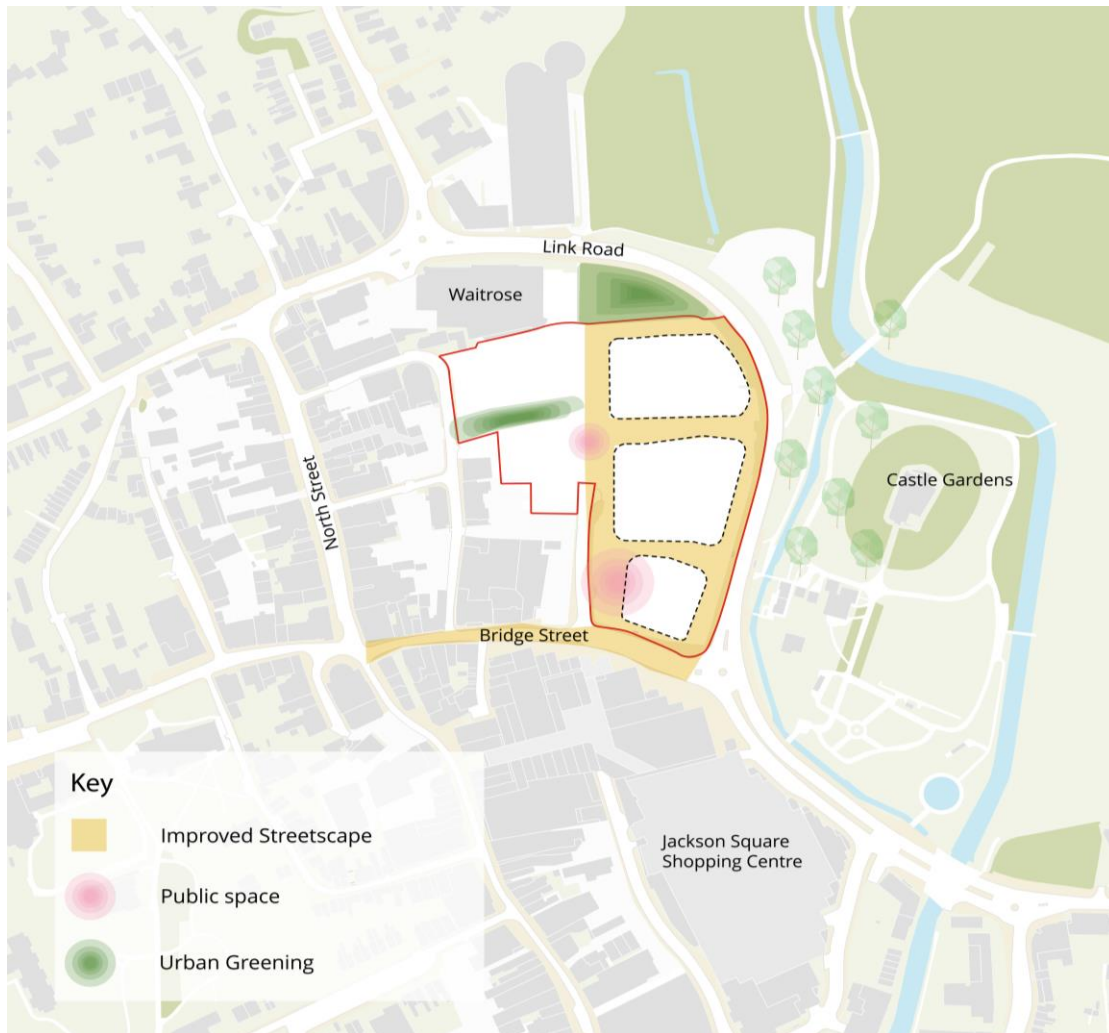
- Reinforce existing connections
- Create new public spaces
- Embed green infrastructure
- Extend the commercial heart of Bishop's Stortford

Figure 16: Reinforce existing connections



8.4.3 High quality routes along desire lines should be created to connect the town's main assets. The pattern of development should allow for good desire lines through the site to Castle Gardens as well as from the town centre towards the Northgate End multi-storey car park. The north-south route between Waitrose and Jackson Square should be pedestrianised.

Figure 17: Create new public spaces

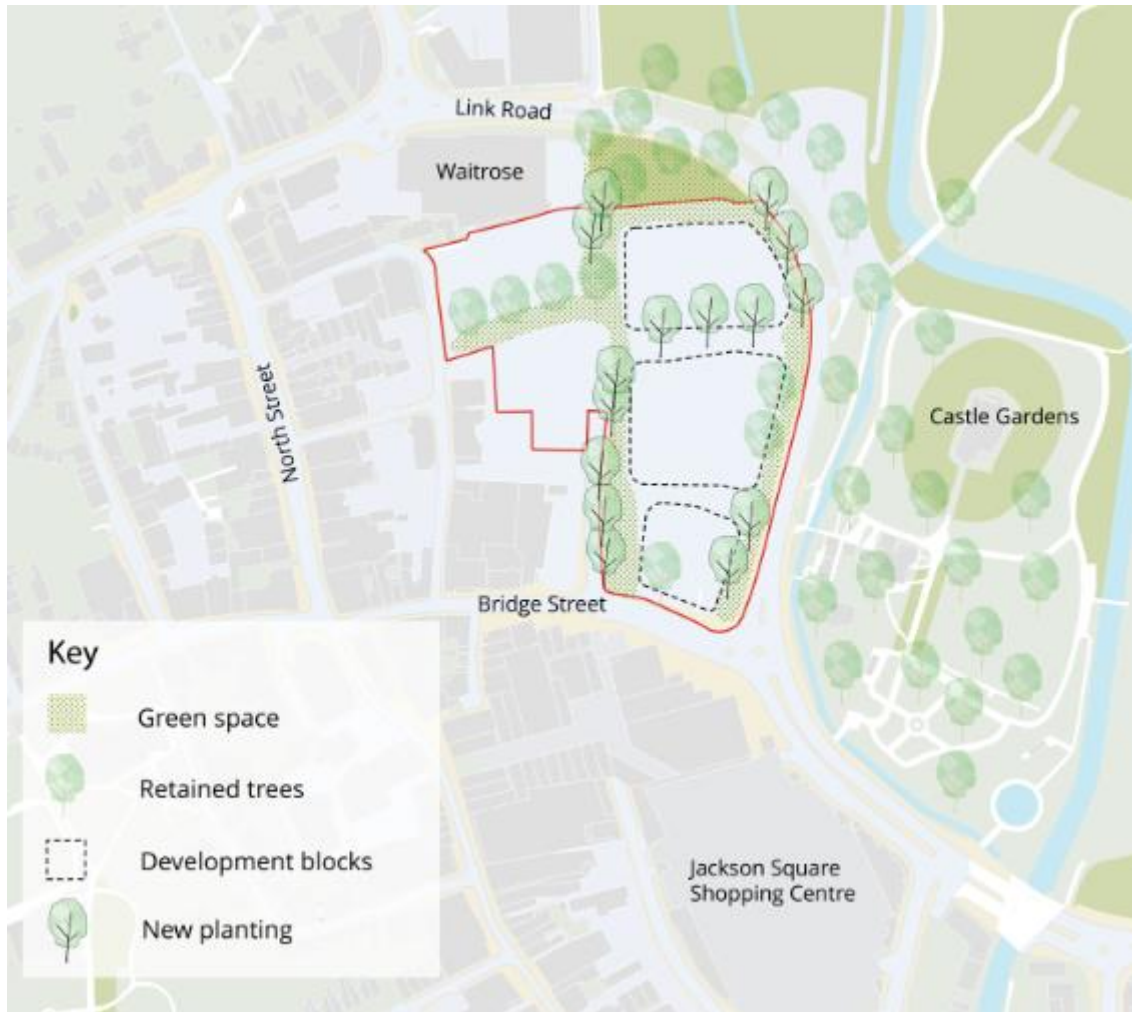


8.4.4 High quality new streets will be created, and public spaces will be provided in strategic locations alongside key frontages and buildings, including Coopers and along Bridge Street.

8.4.5 Any public square should provide a welcoming, legible, and adaptable public space at the confluence of pedestrian and cycle routes, with active edges presenting retail opportunities, generous levels of passive surveillance, benches to meet and rest on, high quality hard and soft landscaping, and public art to reinforce a memorable character

that enhances the character and appearance of the Bishop's Stortford Conservation Area.

Figure 18: Embed green infrastructure



8.4.6 Proposals should utilise and incorporate existing green infrastructure, taking account of the large mature trees present across the site. Planting should be used to reinforce key routes and improve connections. Natural England's Green Infrastructure Framework²¹ sets out a series of key principles that should be used to inform emerging proposals for Old River Lane. Embedding green infrastructure has a number of important benefits,

²¹ <https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx>

including maximising Biodiversity Net Gain (BNG), managing the water environment, and creating resilient and climate positive places.

Figure 19: Extend the commercial heart of Bishop's Stortford

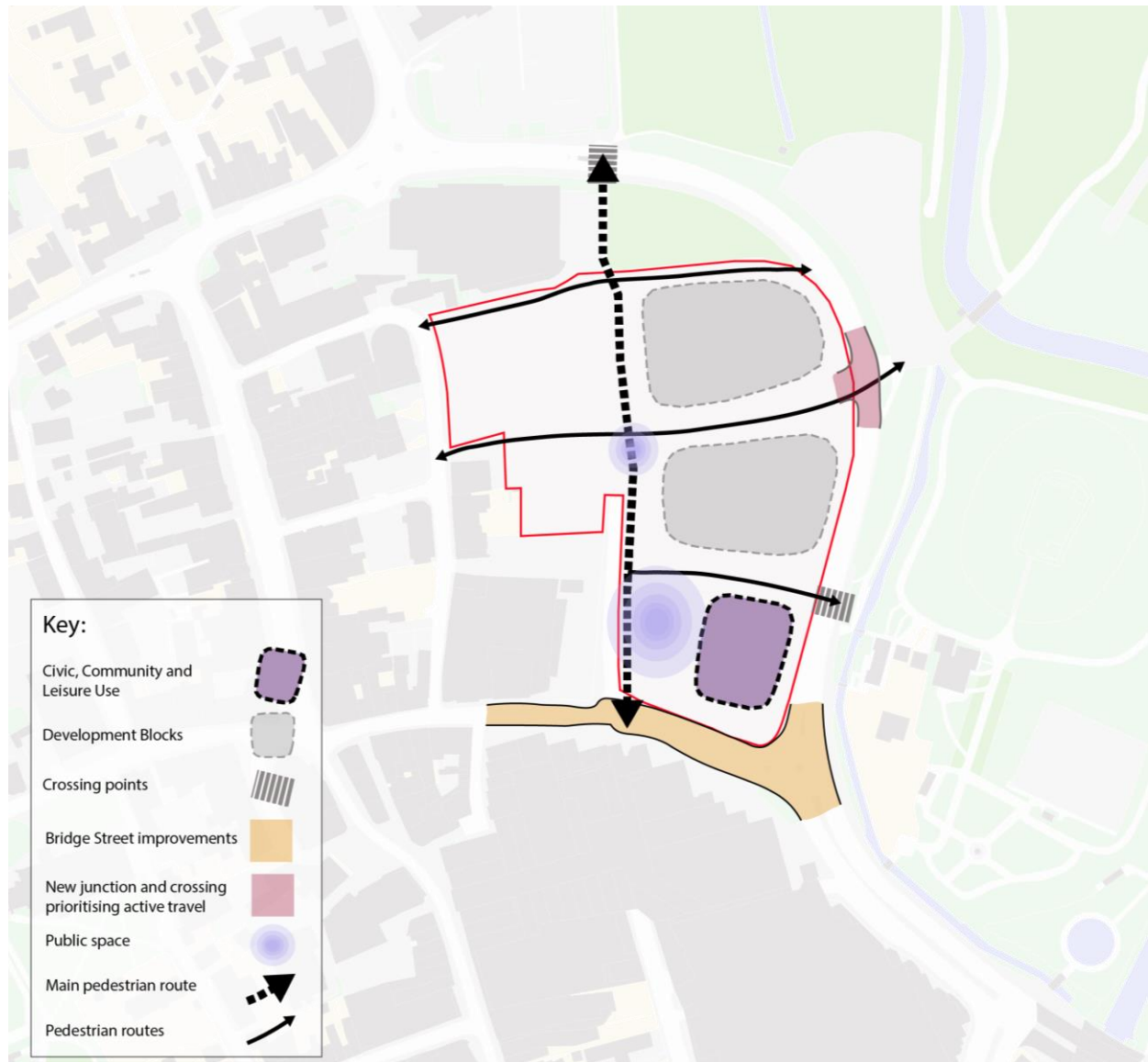


8.4.7 A variety of new leisure, Food and Beverage (F&B) and workspaces should be delivered to create a vibrant new area of the town centre. Active frontages on Link Road and around public spaces will be encouraged. A mix of residential accommodation, including affordable housing, should create an inclusive community by providing homes for all ages.

8.4.8 The Strategic Masterplanning Framework set out below will ensure that Old River Lane is a high-quality, accessible, and sustainable redevelopment of a town centre destination

that incorporates a mixture of uses that contribute to the vibrancy of Bishop's Stortford and complements the uniqueness of this historic market town.

Figure 20: The Strategic Masterplanning Framework



8.4.9 The Strategic Masterplanning Framework, together with the Design Principles set out in Chapter 7, should be used to inform the emerging proposals for Old River Lane.

8.5 Delivery and Phasing

- 8.5.1 This SPD has identified a need to improve a range of existing infrastructure. The following section should inform S106 discussions so that proposals can mitigate the impact of development, including cumulative impacts and improved infrastructure. The full list and scope of individual planning obligations requirements will be defined in detail through the consideration of the planning application/s.
- 8.5.2 It is expected that S106 obligations and financial contributions will be related to each individual development phase of the proposals such that infrastructure improvements and works are both necessary and reasonably related to the proposed development being carried out. This will also be related to the specific land use(s) proposed and the individual impacts.
- 8.5.3 Residential development is likely to result in increased demands for community infrastructure such as public open space, sports, health and community facilities and additional school and nursery places. Some of these demands will be met on site and others via commuted sums to provide new or enhanced infrastructure off site.
- 8.5.4 Transport improvements will be needed on and off site. Such transport improvements and other necessary mitigation measures will need to be identified through the Transport Assessment process that will accompany any planning application/s. Waste and recycling facilities will also need to be secured.
- 8.5.5 Financial contributions towards improvements to public realm and the provision of on street servicing areas and other forms of external infrastructure should be related to the development phase as it takes place.

Indicative Planning Obligations Schedule

Residential development	Affordable Housing – on-site provision of up to 40% subject to viability; affordable housing tenure split to be agreed in detail but starting point will be the requirements set out in the Council’s Affordable Housing SPD. Other requirements relative to number of units being proposed e.g., education, open space, community facilities, library, transport and highways requirements.
All types of development	<ul style="list-style-type: none"> • Public realm improvements • Landscaping, trees and greening • Pedestrian and cycling network improvements • Improved pedestrian and cycling connectivity particularly east-west and north-south and with surrounding green spaces • Improved signage and way finding • Active frontage strategy • Public safety enhancements and improved lighting • Contributions to strategic transport projects • Public transport strategy and improvements • Other transport and highways improvements • Car clubs • Electric motor vehicle charging points • Improved short and long-term public cycle parking provision • Sustainability and energy requirements including waste and recycling • Public art
Other site-specific requirements	To be identified through individual planning application/s taking account of assessment of impacts.

8.5.6 Issues such as timing of delivery, triggers and amount of financial contributions where applicable will be considered in respect of individual planning application/s.

9.0 Planning Application Requirements

9.1 Requirements

9.1.1 Given the sensitivities of the Old River Lane site, any planning application should include the following supporting evidence, in accordance with national planning policy and the Council's adopted planning policy framework. The list below is not exhaustive, as additional requirements may arise as a result of site specific conditions.

9.1.2 Furthermore, in order to ensure that the level of detailed assessment is relevant to any particular planning application, applicants should enter into pre-application discussions with the Local Planning Authority, and other interested parties, including the County Highway Authority, and other statutory consultees.

Planning Requirements:

- Affordable Housing Statement
- Air Quality Impact Assessment
- Biodiversity and Ecology Survey
- Carbon Reduction Template
- Community Facilities Statement
- Design and Access Statement
- Drainage Strategy
- Economic and Business Development Statement
- Energy and Sustainability Strategy
- Flood Risk Assessment and Surface Water Drainage Assessment
- Foul Sewerage and Utilities Assessment
- Heritage Statement including Archaeological Assessment
- Landscape and Visual Impact Assessment
- Land Contamination Assessment

- Light Impact Assessment
- Masterplan
- Noise Impact Assessment
- Open Space, Landscape and Public Realm Strategy
- Phasing/Implementation Construction Statement
- Planning Obligations Statement including Draft Heads of Terms
- Planning Statement
- Retail Impact Assessment
- Sustainability Checklist (including Old River Lane SPD requirements)
- Sustainability Construction, Energy and Water Statement
- Transport Assessment
- Travel Plan
- Tree Survey/Arboricultural Report
- Waste Strategy




Old River Lane SPD SEA Screening Statement

November 2022



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Old River Lane Supplementary Planning Document

Strategic Environmental Assessment (SEA)

Screening Statement November 2022

1. Introduction

- 1.1 This screening statement has been prepared to determine whether the proposed Old River Lane (ORL) Supplementary Planning Document (SPD) should be subject to a Strategic Environmental Assessment (SEA) in accordance with the European Union Directive 2001/42/EC (SEA Directive) and the Environmental Assessment of Plans and Programmes Regulations 2004 (SEA Regulations).
- 1.2 The purpose of the ORL SPD is to provide further guidance on the implementation of Policy BISH8 (Old River Lane) in the East Herts District Plan 2018. Policy BISH8 is set out in **Appendix A**.
- 1.3 Once adopted the ORL SPD will be a material consideration in planning decisions.

2. The Screening Process

- 2.1 The SEA Directive requires plans and programmes to be in general conformity with the strategic policies of the adopted development plan for the local area.
- 2.2 Planning Practice Guidance (PPG) 'Strategic environmental assessment and sustainability appraisal' Paragraph 11-008 states that:

'Supplementary planning documents do not require a sustainability appraisal but may in exceptional circumstances require a strategic environmental assessment if they are likely to have significant environmental effects that have not already been assessed during the preparation of the relevant strategic policies.'

2.3 **Table 1** below establishes whether there is a need for SEA. The questions are taken from the Figure 2 the Application of the SEA Directive to plans and programmes set out in ODPM, 'The Practical Guide to Strategic Environmental Assessment' (2005).¹

Table 1: Establishing whether there is a need for SEA

Stage	Yes/No	Assessment
1. Is the PP (plan or programme) subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government? (Art. 2(a))	Yes	The ORL SPD has been prepared and will be adopted by East Herts Council to provide additional guidance on Policy BISH8 (Old River Lane) of the East Herts District Plan 2018.
2. Is the PP required by legislative, regulatory or administrative provisions? (Art. 2(a))	Yes	Once the ORL SPD is adopted it will become a material consideration in the determination of planning applications.
3. Is the PP prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use, AND does it set a framework for future development consent of	Yes	The ORL SPD is prepared for the purpose of town and country planning. It supplements policies within the East Herts District Plan 2018. AND the SPD sets the framework for development which may require an Environmental Impact Assessment

¹ ODPM, (2005) 'The Practical Guide to Strategic Environmental Assessment'.

Stage	Yes/No	Assessment
projects in Annexes I and II to the EIA Directive? (Art 3.2(a))		under Schedule II of the EIA Directive such as 'urban development projects'. However, the SPD does not create new policy.
4. Will the PP, in view of its likely effect on sites, require an assessment for future development under Article 6 or 7 of the Habitats Directive? (Art. 3.2 (b))	No	The ORL SPD is not anticipated to have a likely significant effect on any European sites. The East Herts District Plan 2018 was subject to a comprehensive HRA.
5. Does the PP determine the use of small areas at local level, OR is it a minor modification of a PP subject to Art. 3.2? (Art. 3.3)	Yes	The SPD sets out guidance for the delivery of the Old River Lane site allocation (Policy BISH8).
6. Does the PP set the framework of future development consents of projects (not just projects in the Annexes to the EIA Directive)? (Art.3.5)*	Yes	The ORL SPD will become a material consideration in the determination of planning applications.
7. Is the PP's sole purpose to serve the national defence or civil emergency, OR is it a financial or budget PP, OR is it co-financed by structural funds of EAGGF programmes 2000 to 2006/7? (Art.308, 3.5)	No	The SPD serves other purposes.
8. Is it likely to have a significant effect on the environment? (Art. 3.5)	No	The principle of development on the site has already been established in the District Plan, which was subject to comprehensive SA incorporating SEA and Strategic Flood Risk Assessment (SFRA). The SPD focuses on providing detailed guidance to implement a sustainable development at Old River Lane, which delivers a sensitive redevelopment that enhances Bishop's Stortford's historic setting, and results in a place that is increasingly resilient to climate

Stage	Yes/No	Assessment
		change with environmental sustainability embedded throughout. The ORL SPD is therefore considered to have no significant effect on the environment. Directive does not require SEA.

*The Directive requires Member States to determine whether plans or programmes in this category are likely to have significant environmental effects. These determinations may be made on a case by case basis and/or by specifying types of plan or programme.

3. Relevance to the SEA Directive

3.1 Question 8 within the ODPM guidance (see Table 1) refers to whether the ORL SPD would have a significant effect on the environment. The criteria from Annex II of the SEA Directive and Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations (2004) can be used to consider the relevance of the plan to the SEA Directive.

3.2 **Table 2** below assesses the ORL SPD against Schedule 1 of the SEA Directive

Table 2: Assessment of the SPD against Schedule 1 of the SEA Directive

SEA Directive Criteria (from Annex of SEA Directive and Schedule of Regulations)	Potential effects of the SPD
Characteristic of plans and programmes	
(a) The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources	The ORL SPD sets a framework for projects by providing detail on relevant adopted policies in the East Herts District Plan 2018, which has been subject to comprehensive SA incorporating SEA. The SPD forms a material consideration for the determination of planning applications.

SEA Directive Criteria (from Annex of SEA Directive and Schedule of Regulations)	Potential effects of the SPD
(b) The degree to which the plan or programme influences other plans and programmes including those in a hierarchy	The ORL SPD provides detail to existing strategic planning policies set out in the East Herts District Plan 2018. It does not create new policies.
(c) The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development	<p>The vision for the site set out in the SPD is that 'Old River Lane will be a high-quality, accessible and sustainable town centre destination that incorporates a mixture of uses that contribute to the vibrancy of Bishop's Stortford and complements the uniqueness of this historic market town.'</p> <p>The SPD focuses on providing detailed guidance to implement a sustainable development at Old River Lane, which delivers a sensitive redevelopment that enhances Bishop's Stortford's historic setting, and results in a place that is increasingly resilient to climate change with environmental sustainability embedded throughout.</p>
(d) environmental problems relevant to the plan or programme	A key objective of the ORL SPD is to create a place that is increasingly resilient to variable conditions resulting from climate change with environmental sustainability embedded throughout.
(e) the relevance of the plan or programme for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection).	The relevant plans have already been considered in the development of the East Herts District Plan 2018, which was subject to a comprehensive SA, incorporating an SEA.
Characteristics of the effects and area likely to be affected	
(a) the probability, duration, frequency and reversibility of the effects	The ORL SPD is not expected to give rise to any significant negative environmental effects. The SPD includes design principles

SEA Directive Criteria (from Annex of SEA Directive and Schedule of Regulations)	Potential effects of the SPD
	which will ensure that the new development will have positive impacts on the historic and natural environment.
(b) the cumulative nature of the effects	The ORL SPD is not considered to have any significant negative cumulative effects in combination with other proposals set out in the East Herts District Plan 2018, which was subject to a comprehensive SA, incorporating an SEA.
(c) the trans-boundary nature of the effects	The ORL SPD is not expected to give rise to any significant trans-boundary environmental effects, beyond the District Plan policies, which were subject to a comprehensive SA, incorporating an SEA.
(d) the risks to human health or the environment (for example, due to accidents)	There are not expected to be any risks to human health from the ORL SPD.
(e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	The redevelopment of the ORL site will deliver a mix of town centre uses, including arts and culture, to create a vibrant place that supports and complements the wider town centre. This will include new high quality public spaces and public realm that are accessible and inclusive for all. This will benefit the residents of Bishop's Stortford and surrounding area.
(f) the value and vulnerability of the area likely to be affected due to— (i) special natural characteristics or cultural heritage (ii) exceeded environmental quality standards or limit values (iii) intensive land-use	The ORL SPD explores the historic significance of Bishop's Stortford and sets out design principles and a framework for protecting and enhancing the natural characteristics and cultural heritage of the area. Nor is the SPD expected to lead to the exceedance of environmental standards or promote intensive land use. Matters relating to environmental standards and land use are

SEA Directive Criteria (from Annex of SEA Directive and Schedule of Regulations)	Potential effects of the SPD
	contained in the East Herts District Plan 2018.
(g) the effects on areas or landscapes which have a recognised national, Community or international protection status	The ORL SPD is not expected to have any adverse effect on areas with national, community or international protection.

4. Determination of significant effects

4.1 The ORL SPD is a ‘daughter’ document of the ‘parent’ District Plan. The SPD adds further detail to the policies contained within the East Herts District Plan 2018, and is used to provide further guidance on existing higher level adopted policy. The policies of the East Herts District Plan 2018 have been subject to a full Sustainability Appraisal (see Section 5 below). Paragraph 9 of the SEA Directive states that:

“This Directive is of a procedural nature, and its requirements should either be integrated into existing procedures in Member States or incorporated in specifically established procedures. With a view to avoiding duplication of the assessment, Member States should take account, where appropriate, of the fact that assessments will be carried out at different levels of a hierarchy of plans and programmes.”

4.2 Therefore it is considered that the potential significant effects of the ORL SPD, either individually or in combination within other plans and projects, have already been assessed in the SA of the District Plan.

5. Other Regulatory Considerations

Sustainability Appraisal

- 5.1 Whilst there is no statutory requirement to undertake a Sustainability Appraisal (SA) of the Old River Lane SPD, the Council has considered whether an SA of this SPD is required. The Council has determined that the SPD is unlikely to have significant environmental, social or economic effects beyond those of the District Plan policies it supplements. This SPD does not create new policies and only serves to provide useful guidance on how to effectively and consistently implement the policies in the East Herts District Plan 2018 (in particular Policy BISH8 Old River Lane), which has already been subject to a fully comprehensive SA process, incorporating SEA.
- 5.2 More information on the Sustainability Appraisal (SA) of the East Herts District Plan 2018 can be viewed on the Council's website at: www.eastherts.gov.uk/districtplan.

Habitats Regulations Assessment

- 5.3 In addition to SEA and SA, the Council is required to consider Habitats Regulations Assessment (HRA). HRA is the process used to determine whether a plan or project would have significant adverse effects on the integrity of internationally designated site of nature conservation importance, known as European sites. The need for a HRA is set out within the Conservation of Habitats and Species Regulations 2010, which transposed EC Habitats Directive 92/43/EEC into UK law.
- 5.4 As with the SA, the District Plan was also subject to a comprehensive HRA. The HRA screened out the housing policies at an early stage, concluding that they were unlikely to have a significant effect on the integrity of European Sites. As

the purpose of this SPD is to expand upon these policies, the Council has determined that a HRA is not required.

- 5.5 More information on the Habitats Regulations Assessment of the East Herts District Plan 2018 can be viewed on the Council's website: www.eastherts.gov.uk/submission.

6. Screening Outcome

- 6.1 This screening report has explored the potential effects of the ORL SPD, with a view to determining whether an environmental assessment is required under the SEA Directive.
- 6.2 Proposals in the ORL SPD, including requirements for development, refer to policies set out in the District Plan (in particular Policy BISH8), but do not propose any policies themselves.
- 6.3 In accordance with topics cited in Annex 1(f) of the SEA directive, significant effects on the environment are not expected to occur as a result of the ORL SPD.
- 6.4 On the basis of the screening process, it is therefore the Council's opinion that the Old River Lane SPD does not require a Strategic Environmental Assessment or Sustainability Appraisal. This is because there will be no significant environmental, social or economic effects arising from its implementation, as it seeks only to expand upon and provide guidance on the effective and consistent implementation of District Plan policies.

7. Consultation

- 7.1 The SEA Screening report has been subject to consultation with the statutory consultees; Environment Agency, Historic England and Natural England.

Appendix A – Policy BISH8 (Old River Lane)

Policy BISH8 Old River Lane

- I. The Bishop’s Stortford Town Centre Planning Framework will form the basis of a Supplementary Planning Document, which will be used to inform the masterplanning of this site.
- II. The site will provide for a mixed use development and around 100 homes between 2022 and 2027.
- III. The site will represent an extension of a historic market town. Therefore the masterplan will address the following:
 - a) the creation of a high quality mixed-use development of retail, leisure uses, along with a ‘civic hub’ of other commercial and community uses such as a GP surgery and B1 office floorspace;
 - b) the creation of new streets and public spaces;
 - c) connections between the site and the existing town centre, towards Castle Gardens and to parking areas off Link Road;
 - d) a reduction in traffic speed along Link Road, with new or enhanced crossing points;
 - e) a design and layout which respects the significance and relationship of the site with designated and un-designated heritage assets, within the Bishop’s Stortford Town Centre Conservation Area;
 - f) key frontages such as Coopers will be enhanced by new public realm and buildings that reflect locally distinctive materials and design;
 - g) on-site car parking will need to be sufficient to meet the needs of the uses proposed, without encouraging travel to the town centre in order to avoid worsening traffic congestion and further impact

on the Hockerill Air Quality Management Area. Parking will need to be provided to serve the town centre as well as commuters.

IV. In addition, the development is expected to address the following provisions and issues:

- a) a range of dwelling type and mix, in accordance with the provisions of Policy HOU1 (Type and Mix of Housing), including residential apartments on the upper floors of commercial uses;
- b) Affordable Housing in accordance with Policy HOU3 (Affordable Housing);
- c) new utilities infrastructure where necessary;
- d) planning obligations including on and off-site developer contributions where necessary and reasonable related to the development; and
- e) other policy provisions of the District Plan, Bishop's Stortford Town Council's Neighbourhood Plan for Silverleys and Meads Wards and relevant matters, as appropriate.

East Herts Council Report Template

Executive

Date of Meeting: 25 October 2022

Report by: Cllr Goodeve, Executive Member for Planning and Growth

Report title: Hunsdon Neighbourhood Plan 2019-2033

Ward(s) affected: Hunsdon parish

Summary

- To adopt the Hunsdon Area Neighbourhood Plan following the Referendum on the 15th September 2022.

RECOMMENDATIONS FOR Executive to recommend to Council:

- (a) **That the Hunsdon Area Neighbourhood Development Plan 2019-2033, as detailed at Appendix A to this report, be formally 'made'.**

1.0 Proposal(s)

- 1.1 The Hunsdon Neighbourhood Plan went to Referendum on the 15th September 2022. A majority voted in favour of the Neighbourhood Plan and as such the Council now has the opportunity to formally 'make' the Neighbourhood Plan in accordance with the Planning and Compulsory Purchase Act 2004.

2.0 Background

- 2.1 Neighbourhood Planning was introduced by the Government under the Localism Act in 2011. Hunsdon Parish Council submitted a request for the Neighbourhood Area Designation of

the Hunsdon area in August 2017 which was subsequently agreed on 29 November 2017.

- 2.2 The Hunsdon Neighbourhood Plan allocates a housing site and contains a number of policies relating to housing, heritage, local green space, biodiversity, design, protected views, health and transport.
- 2.3 The Neighbourhood Plan Group undertook a Pre-Submission Consultation between 1 February and 21 March 2021 under Regulation 14 of the 2012 Regulations. The Parish Council then submitted the draft Neighbourhood Plan to East Herts Council in November 2021. Following this, a six-week consultation took place between January and February 2022. The Neighbourhood Plan was then assessed by an Independent Examiner between May and June 2022. The examiner recommended that the plan proceed, subject to recommended modifications, to Referendum.
- 2.4 On 18th July 2022 the Council made the decision, via the non-key decision process to proceed to a referendum.

3.0 Reasons

- 3.1 The Referendum took place on 15th September 2022 with a 33% turnout. There was an overall 'yes' vote of 279 votes (95%), against 14 (5%) who voted 'no'. As outlined within Paragraph 38A(4)(a) of the Planning and Compulsory Purchase Act 2004, (as amended by the Neighbourhood Planning Act 2017) the Council is able to make the Neighbourhood Plan if more than half of those voting in the referendum have voted in favour of the plan being used to help decide planning applications in the area. The residents within the Hunsdon Neighbourhood Area voted on the following question:

“Do you want East Hertfordshire District Council to use the Neighbourhood Plan for Hunsdon to help it decide planning applications in the neighbourhood area?”

- 3.2 With an overall successful ‘yes’ vote, the Council are now able to formally ‘make’ (adopt) the Neighbourhood Plan as part of the East Herts Development Plan.

Adoption

- 3.3 Following a successful referendum, the Hunsdon Neighbourhood Plan already forms part of the development plan. As such any planning applications within the Neighbourhood Area will be assessed using the plan alongside the East Herts District Plan (2018), the mineral and waste plans and all other material considerations.
- 3.4 There are narrow circumstances where the local planning authority is not required to make the neighbourhood plan or Order. These are where it considers that the making of the neighbourhood plan would breach, or otherwise be incompatible with, any EU or human rights obligations (see section 61E(8) of the Town and Country Planning Act 1990 Act as amended).
- 3.5 The Hunsdon Neighbourhood Plan does not breach the aforementioned obligations.
- 3.6 It is considered that the Hunsdon Neighbourhood Plan positively contributes to the East Herts Development Management process providing a strong community vision that seeks to contribute to sustainable development and as such the Neighbourhood Plan can proceed to be formally ‘made’.
- 3.7 The final version of the Hunsdon Neighbourhood Plan can be found in **Appendix A**.

4.0 Options

4.1 The Council is permitted, in narrow circumstances only, to not make a neighbourhood plan. This is when it is in breach or incompatible with any EU or human rights obligations (see section 61E (8) of the Town and Country Planning Act 1990 as Amended). However, the Hunsdon Neighbourhood Plan does not breach these obligations.

5.0 Risks

5.1 If the Neighbourhood Plan does not proceed to be formally 'made' then the Council wouldn't be fulfilling its duties as Local Planning Authority and there is the risk of legal challenge.

6.0 Implications/Consultations

6.1 The Neighbourhood Plan has been subject to multiple rounds of statutory public consultation.

Community Safety

No

Data Protection

No

Equalities

No

Environmental Sustainability

The Hunsdon Neighbourhood Plan has been screened to determine whether a Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) is required. The report concluded that the Plan is not likely to have any significant environmental effects so an SEA and an HRA are not required. The Plan also contains policies

that aim to protect the environment.

Financial

It is the responsibility of the LPA to cover examination and referendum costs. Government grants are available when a Plan has a formal referendum date.

Health and Safety

No

Human Resources

No

Human Rights

No

Legal

The Council must make a decision to 'make' a neighbourhood plan under section 38A(4) of the 2004 Act.

Specific Wards

Hunsdon Parish. The Local Government Boundary Commission for England have published final recommendations for future electoral arrangements in East Herts. If approved by Parliament this will result in the boundaries of Hunsdon ward changing. The Neighbourhood Plan Area Designation will however remain in place until such time that a further review or update of the Neighbourhood Plan/s is undertaken.

7.0 Background papers, appendices, and other relevant material

7.1 Appendix A: Hunsdon Neighbourhood Plan 2019-2033

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HUNSDON AREA NEIGHBOURHOOD PLAN

2019 – 2033

Foreword

This is the Hunsdon Area Neighbourhood Plan – a very important statutory planning document, which will affect Hunsdon and planning decisions in Hunsdon for years to come. Neighbourhood Planning is a new concept introduced by the Localism Act 2011 to allow communities, such as Hunsdon, to shape development in their areas through the production of a Neighbourhood Plan. Under current planning policies this may prove to be the only effective way for local communities to have their voices heard on planning matters that affect them. In short, all planning applications within the Neighbourhood Area will have to comply with this Neighbourhood Plan.

This is a community initiative sponsored by Hunsdon Parish Council with additional funding from central government. Members of the local community formed a Neighbourhood Plan Group and under the Chairmanship of Frank O’Shea have worked to develop this plan with technical support from professional consultants.

The Hunsdon Area designated under this Plan covers the Parish less the parts (to the south which will be village 7 and the Airfield and woodlands to the east of the parish) which fall within the Gilston Area allocated for development under the District Plan 2018. They are covered by the parallel Neighbourhood Plan with the parishes of Eastwick and Gilston, called the Gilston Area Neighbourhood Plan.

The vision, objectives and policies developed in this Plan are derived from the aspirations of Hunsdon residents gleaned from the household surveys and an open community event and will provide the framework governing how we all want to see Hunsdon develop over the coming years, whilst sustaining and enhancing those aspects that we cherish, all in the light of the challenges that the community faces.

Our Neighbourhood Plan is a plan for our community made by our community.

I wish to add my thanks on behalf of the Parish Council to Frank O’Shea and all the team in the Neighbourhood Plan Group for their hard work driving forward this initiative for the community.

Bob Toll
Chairman, Hunsdon Parish Council



Table of Contents

1	<u>INTRODUCTION</u>	1
	THE PURPOSE OF HUNSDON AREA NEIGHBOURHOOD PLAN.....	1
	THE BASIC CONDITIONS	3
2	<u>ABOUT THE NEIGHBOURHOOD PLAN AREA</u>	4
	HUNSDON PARISH.....	4
	HUNSDON VILLAGE & SURROUNDINGS.....	4
	SETTLEMENT PATTERN AND THE HISTORY OF HUNSDON VILLAGE	5
3	<u>SUMMARY OF PLAN PREPARATION PROCESS AND CONSULTATION</u>	10
	COMMUNITY ENGAGEMENT	10
	EVIDENCE BASE OVERVIEW.....	13
4	<u>VISION AND OBJECTIVES</u>	14
	VISION	14
	OBJECTIVES	14
5	<u>POLICIES AND THE POLICIES MAP</u>	15
	POLICIES MAP	16
6	<u>HOUSING DEVELOPMENT</u>	18
	PROTECTION OF THE GREEN BELT	18
	POLICY HHD1 GREEN BELT	19
	HOUSING LAND SUPPLY	19
	POLICY HHD2 HOUSING ALLOCATION.....	20
	SETTLEMENT PATTERN.....	20
	PROVIDING FOR LOCAL HOUSING NEEDS.....	20
	POLICY HHD3 INFILL DEVELOPMENT	22
	POLICY HHD4 HOUSING MIX	23
	POLICY HHD5 AFFORDABLE HOUSING	23
	DESIGN OF DEVELOPMENT	23
	POLICY HHD6 DESIGN CRITERIA	27
7	<u>ENVIRONMENT</u>	28
	RURAL FOOTPATHS AND BRIDLEWAYS	28
	WILDLIFE SITES, HABITATS AND CORRIDORS	29
	POLICY HE1 CONSERVATION AND ENHANCEMENT OF BIODIVERSITY.....	31
	LOCAL GREEN SPACE (LGS)	31
	POLICY HE2 DESIGNATED LOCAL GREEN SPACES.....	33
	LANDSCAPE CHARACTER AND CHERISHED VIEWS.....	36
	POLICY HE3 LANDSCAPE CHARACTER AND CHERISHED VIEWS	38
	HEDGEROWS.....	43
	POLICY HE4 VALUED HEDGEROWS	44

HUNSDON MEAD SSSI	46
POLICY HE5 HUNSDON MEAD	47
ENVIRONMENTAL SUSTAINABILITY.....	47
POLICY HE6 RENEWABLE ENERGY	48
8 HERITAGE AND CONSERVATION	49
INDIVIDUAL BUILDINGS AND CLUSTERS	55
POLICY HHC1 HERITAGE AND CONSERVATION	55
POLICY HHC2 NON-DESIGNATED HERITAGE ASSETS	56
9 INFRASTRUCTURE, ROADS AND TRANSPORT	60
TRAFFIC IMPACT	60
SUSTAINABLE TRAVEL.....	63
POLICY HT1 SUSTAINABLE MODES OF TRAVEL.....	64
10 BUSINESS.....	65
POLICY HB1 NEW BUSINESSES.....	66
11 COMMUNITY HEALTH AND WELLBEING	67
RECREATION AREAS.....	67
POLICY HWB1 DESIGNING GREEN SPACES FOR CLIMATE CHANGE	69
POLICY HWB2 MULTIFUNCTIONAL OPEN SPACE	69
HEALTH FACILITIES	69
POLICY HWB3 ACCESS TO HEALTH FACILITIES	70
12 IMPLEMENTATION AND MONITORING	71
POLICY HIM1 SPENDING PRIORITIES.....	71
13 APPENDICES.....	71
APPENDIX A: DESIGNATED HERITAGE ASSETS	72
APPENDIX B: TASK LIST	74
APPENDIX C: LOCAL GREEN SPACE ASSESSMENT.....	79
APPENDIX D: CHERISHED VIEWS EVIDENCE.....	80
APPENDIX E: SOURCES AND REFERENCES	81
APPENDIX F: HOUSING CALCULATION	83

Table of Figures

Figure 1: Interrelationship of both Designated Neighbourhood Plan Areas in Hunsdon Parish	2
Figure 2: Map of 1842 based on the tithe map then	6
Figure 3: Village Hall (c.mid 1920s)	7
Figure 4: White Horses and Garlands Terrace	7
Figure 5: Terrace of houses now part of High Street formerly Widford Road (Left: from c. 1900, right: village pump and High Street in the late 1940's)	8
Figure 6: Hooks (later the Pump House)	8
Figure 7: On the left Old House, Widford Rd; On the right Orchards, formerly the Workhouse, Drury Lane	9
Figure 8: The Old Post Office and The Fox & Hounds	9
Figure 9: Quaker Cottage on the High Street	9

Figure 10: Plan Preparation Process Chart	10
Figure 11: Policies Map - Neighbourhood Plan Area	16
Figure 12: Policies Map - Village Inset	17
Figure 13: Extract from results of the Household Survey - How important is it to minimise the impact of development on the Green Belt	19
Figure 14: Historic cottages in the Conservation Area-High Street	24
Figure 15: New Houses built in 2020 off Drury Lane show sympathetic design and reflection of character of local boundary treatment	25
Figure 16: Homes under construction at Well Court in Hunsdonbury reflect roof lines and dormer features	25
Figure 17: Extract from Policies Maps showing detail of Local Green Space Designation	33
Figure 18: LGS1 The Dell	34
Figure 19: LGS2 The Recreational Ground/Playing Fields and children's playground	34
Figure 20: LGS3 The Allotments	35
Figure 21: LGS4 War Memorial green with car park	35
Figure 22 Spratt's Field - separating Hunsdon and Hunsdonbury	36
Figure 23: View 1 Along the River Stort Towpath south westwards from Hunsdon Lock and the entrance to Hunsdon Mead	39
Figure 24: View 2 From Hunsdon Mead SSSI north towards Briggens House Estate	39
Figure 25: View 3 from Hunsdon Mead SSSI south towards Harlow Eastend	40
Figure 26: View 4 From Footpath H1 towards Hunsdon House and Church	40
Figure 27: View 5 From footpath H2 just south of Olives Farm and looking east towards Lords Wood and the Bury Plantation	41
Figure 28: View 6 From the church carpark looking southwest towards Lords Wood	41
Figure 29: View 7 Nine Ashes Field above and with Nine Ashes Lake in the foreground below.	42
Figure 30 View 8: Spratt's Field	43
Figure 31: Hedge 1 Bordering Hunsdon Brook between Tanners Way and Fillets Farm access road	44
Figure 32: Hedge 2 Hedge along north side of Back Lane, between the Village Hall and Fillets Farm	45
Figure 33: Hedge 3 Hedges between Hunsdon Mead and the river towpath	45
Figure 34: Hedge 4 Hedgerows on the B180 road	46
Figure 35: Hunsdon Mill	50
Figure 36: The War Memorial	51
Figure 37: Hunsdon Church	51
Figure 38: Hunsdon House in the past above and an aerial view of the house and church today	52
Figure 39: Briggens House	54
Figure 40:Wynchlows, 91 High Street	57
Figure 41 Hunsdon School	57
Figure 42 Hunsdon Lock near Hunsdon Mill	58
Figure 43: Hunsdonbury from Footpath No. 4 near Church Lane	59
Figure 44: Non-designated Heritage Assets, Hunsdon and Hunsdonbury Historic Parks	59
Figure 45 Map of Hunsdon in 1875	61
Figure 46: Housing Sites	84

Table of Tables

Table 1 Mapping of Policies to Objectives.....	15
Table 2 Sites of Conservation Value	29
Table 3 Local Green Space (LGS) Areas Designated	32
Table 4 LGS Areas Assessed but not Designated	32

Section 1 Introduction to Hunsdon Area Neighbourhood Plan

1 Introduction

The purpose of Hunsdon Area Neighbourhood Plan

- 1.1 The Hunsdon Area Neighbourhood Plan ('the Neighbourhood Plan') has been prepared under the provisions of the Localism Act 2011, the Neighbourhood Planning (General) Regulations 2012, and the Neighbourhood Planning Act 2017 (as amended). Under the legislation, Hunsdon Parish Council is the "qualifying body" to produce the Neighbourhood Plan, which is a community-led framework for the future development and growth of the parish. It has been compiled on behalf of the Parish Council by the Hunsdon Area Neighbourhood Plan Group, which was set up on 18 April 2018 for the purpose of managing the process and drafting the document.
- 1.2 The area covered by the Neighbourhood Plan is shown in Figure 1 and on the Policies Map in Figure 11. This was formally designated by East Herts Council on 29th November 2017.
- 1.3 The Neighbourhood Plan has been prepared having regard to the policies of the East Herts District Plan, adopted in October 2018. It consists of a written statement and a policies map, which is depicted on an Ordnance Survey base. Once adopted, the Neighbourhood Plan will sit alongside the National Planning Policy Framework (NPPF) and East Herts District Plan as the three principles of planning policy used to determine any planning application in the area.
- 1.4 Chapter 11 of the District Plan shows proposals to construct seven distinct "Villages" in the Gilston Area, to the north of Harlow. In total at least 3,000 dwellings will be completed by 2033 and another 7,000 dwellings beyond that date. Within Hunsdon Parish, the development will cover an area to the north of the A414 trunk road, on both sides of Church Lane, which is known as Village 7. This area will also include the former Hunsdon airfield and woodland to the north. These assets are to be dedicated to the community and protected in perpetuity. The Gilston Area is covered by a joint Neighbourhood Group representing Hunsdon, Eastwick, and Gilston; this is separate to this Neighbourhood Plan Area, which covers the rest of Hunsdon parish. The two Neighbourhood Plan Areas are shown for reference in Figure 1).
- 1.5 The Plan has also been checked against government planning policies in the National Planning Policy Framework February 2021 (NPPF) and the on-line planning practice guidance (PPG). Within both the national and local frameworks, the Neighbourhood Plan is concerned with the development and use of land in the designated area in the period to 2033 and beyond. In accordance with national policy, the Plan seeks to promote sustainable development and embraces a range of social, economic, and environmental

issues. It sets out a vision for the designated area, coupled to a range of planning objectives, policies, and proposals.

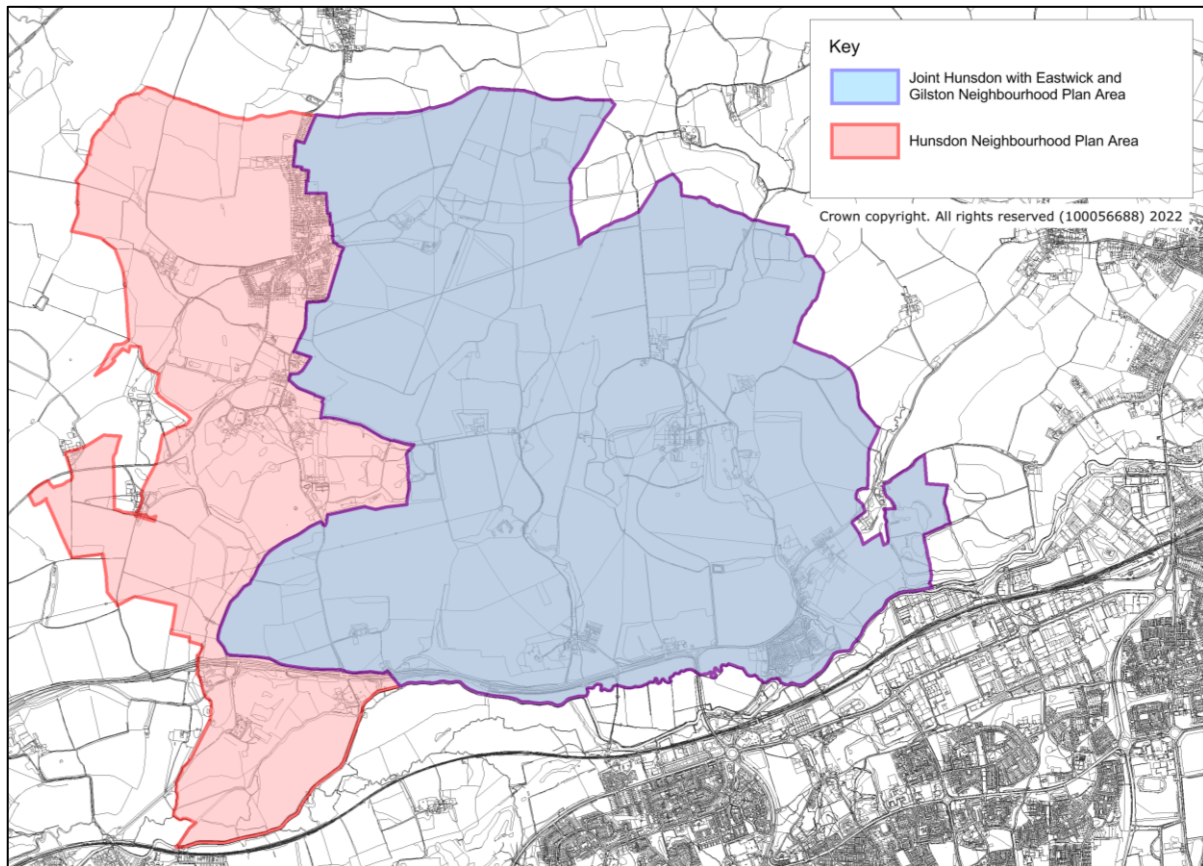


Figure 1: Interrelationship of both Designated Neighbourhood Plan Areas in Hunsdon Parish

- 1.6 A wide range of topics are covered in the Neighbourhood Plan, including the environment, heritage, housing, employment and business, infrastructure, transport, and community health and well-being. The selection of topics was very much influenced by the community in consultation and reflects concerns which are important for the area and its residents. Specific topic-based policies and proposals are set out below in Chapters 5 to 12. These indicate the designation of land for various forms of development, as well as highlighting those sites and areas which should be protected and enhanced. Where appropriate, policies and proposals are shown on the Policies Map, which is cross-referenced to this document. It is important to note, however, that this document is concerned primarily with the development and use of land within the designated area. Wider community aspirations have been raised in the various rounds of public consultation, but not all of these can be accommodated within land use policies. For this reason, non-land use matters are not included in the policies covered in Chapters 5 to 12.

- 1.7 These non-land use matters are captured in **Appendix B: Task List**. The Action Plan sets out a list of projects and proposals that can be carried out by the community, the Parish Council, and other bodies during the life of the Neighbourhood Plan.
- 1.8 The process of preparing the Plan is set out in Chapter 3, showing that it is based on proactive involvement with the local community at all stages of its formulation. As a result of this process of active engagement, it is believed that the document captures the essence of life in the community. Despite the pressures associated with the development of the Harlow & Gilston Garden Town, the Plan aspires to ensure that the vitality of the community continues, whilst not inhibiting local enterprise and innovation.

The Basic Conditions

- 1.9 The Neighbourhood Plan must comply with other local, national and European (or UK equivalent) policies, as required in the Localism Act. Specifically, it is required to meet four criteria called 'Basic Conditions' as set out in paragraph 8(s) of Schedule 4B of the Town and Country Planning Act 1990 (as amended), as referred to by Section 38A of the Planning and Compulsory Purchase Act 2004 (as amended):

- (i) The Plan must have appropriate regard to national policies and advice contained in the NPPF;
- (ii) The Plan must contribute to the achievement of sustainable development;
- (iii) The Plan must be in general conformity with the strategic policies contained in the development plan for the area of the local planning authority, in this case, the East Herts District Plan; and
- (iv) The Plan must abide by the relevant EU regulations (or UK equivalent).

A separate document has been prepared to demonstrate how the Hunsdon Neighbourhood Area Plan meets these Basic Conditions.

2 About the Neighbourhood Plan Area

Hunsdon Parish

- 2.1 The parish of Hunsdon lies within the District of East Herts. It is a typical rural parish having primarily agricultural economic activities with the bulk being arable farming. The parish enjoys a rich heritage. To the south it borders the River Stort, marking the Herts/Essex boundary and extends to the limits of Widford in the north. The western boundary broadly follows the watershed overlooking the Ash and Lea valleys and in the east the parish takes in much of the old RAF Hunsdon Base bordering Eastwick. However, part of the parish comprising the old airfield and Brickhouse Farm lies within the allocated Gilston Area and consequently are not within the designated boundary of this Plan (see Figure 1).

Hunsdon Village & Surroundings

- 2.2 Hunsdon village centre is a conservation area with the High Street lined with 16th and 17th century cottages. To the south, Hunsdon House was once a palace owned by Henry VIII used for hunting and surrounded by deer park. It also became a country residence for both the King and his offspring. The remains of four fishponds associated with the House at Lords Wood are a Scheduled Monument.
- 2.3 The A414 dual carriageway Primary Route cuts east/west across the parish linking the village at its junction with Church Lane to nearby town centres, Harlow, Hertford, Ware and the M11 and A10. Church Lane northwards from the A414 joins with Acorn Street at Hunsdonbury and goes on to meet the B180 (High Street) in the village centre. The B180 connects Stanstead Abbots, through Hunsdon, north to Widford where it joins the B1004 north to the Hadham's and on to the A120 west of Bishops Stortford. The north south route from the A414 through Hunsdon and via the B1004 provides a convenient rat-run for drivers wishing to avoid congestion in the Harlow/Bishops Stortford corridor. Statistics available from ACRE (Action with Communities for Rural England) relating to the Community profile for Hunsdon 2013 show the population of the parish is approaching 1100 in some 450 dwellings. All bar one of the residential properties in the parish are within the defined Neighbourhood Plan Area. The populated area is centred in the village together with a cluster around Hunsdonbury and the Church and ribbon development northwards on Widford Road (B180).
- 2.4 The ONS 2011 Census shows 194 residents in the Parish of Hunsdon to have been under 16 years of age and 188 were over 65 or over. The average ages of the working age population and the residents 65 and over were marginally higher than the average for the District and England. There were no significant ethnic minority groups. Those stating to be in good or very good health made up over 80% of the population, which was lower than in East Herts but higher than the national average. Households in owner/occupied properties were close to the National average at 68%. The percentage of households in rented social housing is significantly higher than the District

and National average at 23%. Households with 2 or more cars is double the National average but typical of many rural areas with limited public transport.

- 2.5 Whilst there are still some local employers, the traditional source of local employment, agriculture, is not labour intensive and consequently most residents commute to places of work.
- 2.6 Hunsdon is a vibrant community with a JMI School of some 100 pupils, a village stores/Post Office, garage for car repairs, servicing, and fuel and two public houses. The Ash Meadow Much Hadham medical practice provides morning surgeries and a prescription service at the Village Hall. The parish Church of St Dunstan is situated adjacent to Hunsdon House, remote from the village centre, providing for regular worship and wedding and funeral services.
- 2.7 The school is the driver of many of the social activities for families in the area through fund raising events etc. Also, community activities are centred on the Village Hall; these include amateur dramatics, scouts, cubs, beavers, toddlers, badminton, yoga, Pilates and other fitness classes, annual fete, gardening club, history society, and carpet bowls. Hunsdon achieved Village of the Year in 2004/05 and 2011 and has twice been awarded Business Village of the year.
- 2.8 The community is served by only 1 bus route connecting the village to Hertford, Ware, and Bishops Stortford. Rail connections are conveniently situated at Harlow and Stansted Abbots. There is no public transport link to the nearest major town, Harlow.

Settlement Pattern and the History of Hunsdon Village

- 2.9 There is widespread archaeological and topological evidence of settlement in the Hunsdon Area spanning the Stone Age, Bronze Age, Roman occupation, and Anglo-Saxon period, although there are no building remnants from any of these periods. The earliest surviving buildings in Hunsdon date from the C15 and include several houses and cottages in, what is now, the High Street, as well as the original parts of Hunsdon House.
- 2.10 The village of Hunsdon has expanded in size over the centuries mainly through "ribbon development" following the line of the main road from Widford to Stanstead Abbots. Some isolated building developed in the 'gap' (of 1½ km) south of the village to the church / Hunsdon House. These developments progressively agglomerated, and in time adopted the name of Hunsdonbury from one of the largest houses in that area. Other settlement developed in the far south of the parish where it adjoins the River Stort (Hunsdon Pound).

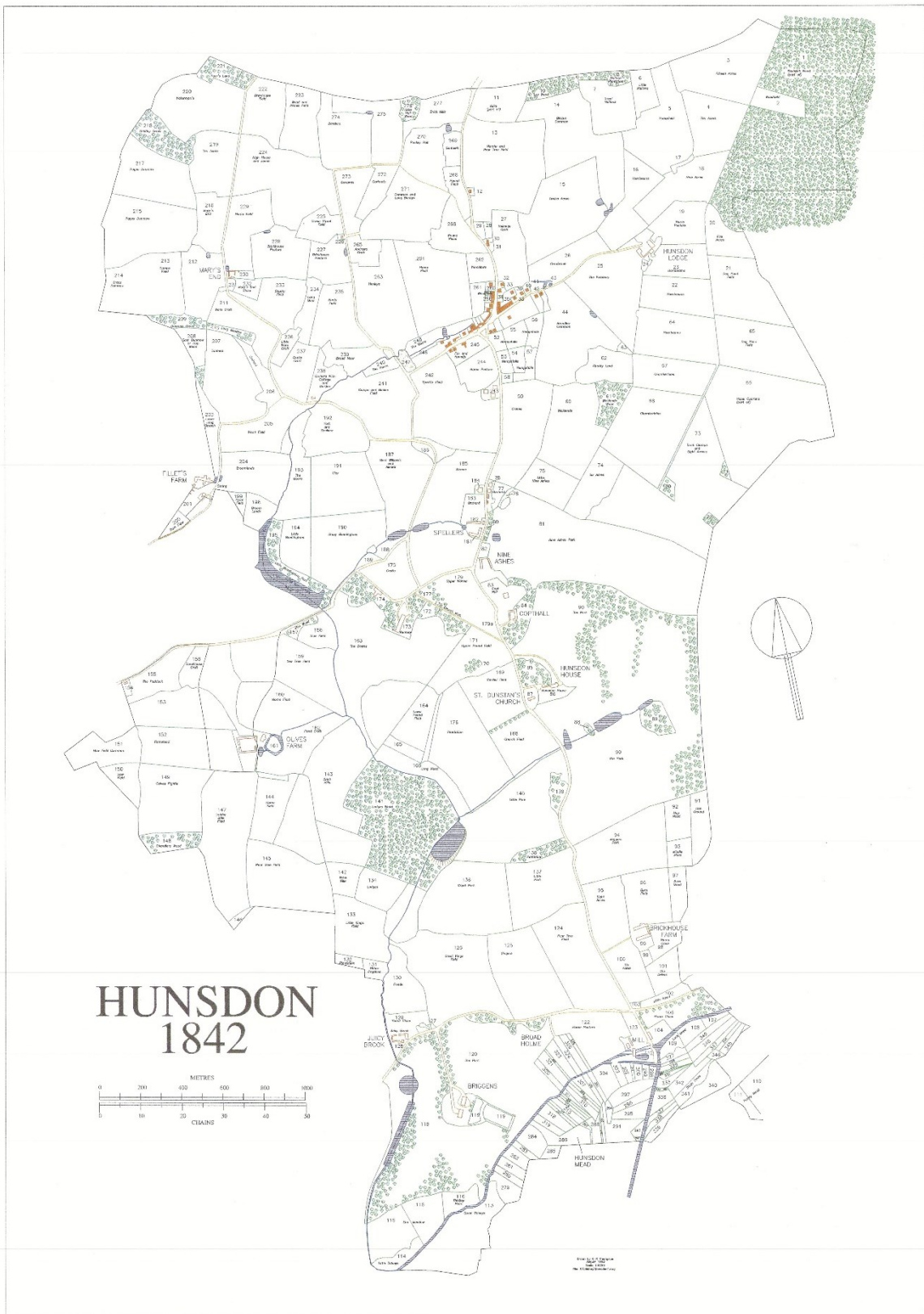


Figure 2: Map of 1842 based on the tithe map then

- 2.11 The oldest and original part of the village is the main village centre which contains many old houses, some known to date back to at least the 15th century, and Hunsdon was registered in the Domesday Book (1086). The village centre is dominated by what is today the Village Hall. This had previously been the village school before the more modern one was built further up Widford Road. This building was originally believed to be a house called Harlowes, owned by John Harlowe in the 15th century, which overlooked Harlowes Green, one of the 5 Greens in the parish, and which is now the Village Hall car park and a small green on which stands the War Memorial.



Figure 3: Village Hall (c.mid 1920s)

- 2.12 To the right of the Village Hall is a 15th century house called White Horses. Beyond this are several timber-framed cottages dating from the 17th and 18th centuries, known as Garlands Terrace until the beginning of this century.



Figure 4: White Horses and Garlands Terrace

- 2.13 The row of boarded houses before the Hunsdon Garage was a single old house owned and occupied in 1494 by John Smythe and known as Smythes House. It stood roughly opposite what is believed to have been Smythes Green, where the village pump now stands and is now several private dwellings. Facing the village pump stands The Pump House which in the early 16th century was called Hooks. The house at that time stood in 7½ acres of

land and was one of the most important yeoman houses in the village. During the 1939 - 1945 period it was used variously as billets for men of The Essex Regiment and RAF personnel.

- 2.14 The Old House further up the Widford Road beyond the school on the east side is one of the oldest houses in Hunsdon, having started life as a medieval hall house with a chimney inserted later. Called Tippings in the 17th century, it was inherited by a nephew of the owner of The Pump House who converted it to a public house and called it The Wheatsheaf. The cartouche on the wall is the original pub sign of the Wheatsheaf.
- 2.15 Pipers in Drury Lane, now called Orchards, was at one time the village poorhouse. The red brick house opposite The Pump House, The Old Post Office, is a timber-framed building of 17th century origin which had a brick face built on in the 19th Century. It became the village Post Office in 1930. A few years later the Post Office was moved further south in the High Street.

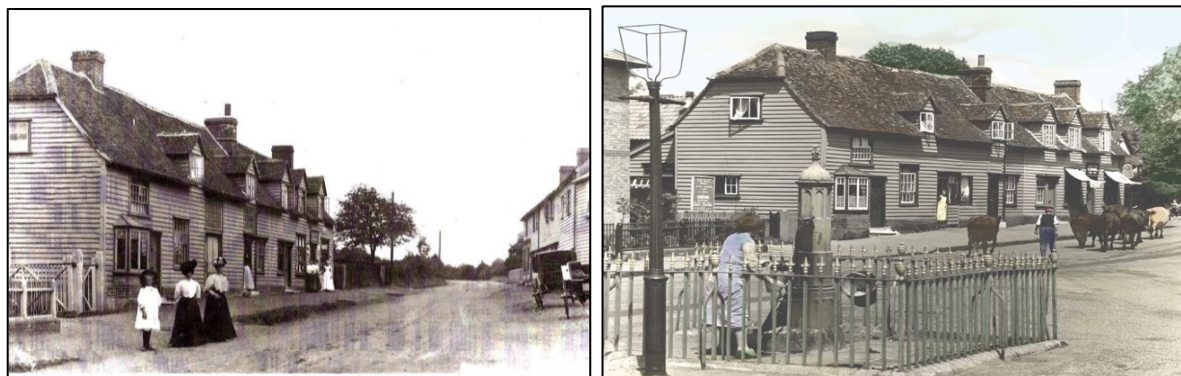


Figure 5: Terrace of houses now part of High Street formerly Widford Road (Left: from c. 1900, right: village pump and High Street in the late 1940's)



Figure 6: Hooks (later the Pump House)

(Photograph courtesy of Hertfordshire Archives and Local Studies)

- 2.16 The Fox and Hounds public house in the High St was originally built as a yeoman's house in 1670, then called Hickmans. It was bought by Edmund Calvert of Hunsdon House in 1819 and made into a public house called The Horse and Groom to replace one he had demolished in Hunsdonbury, known as The Three Rabbits. The name was later changed to The Fox and Hounds.



Figure 7: On the left Old House, Widford Rd; On the right Orchards, formerly the Workhouse, Drury Lane

- 2.17 Opposite the Fox and Hounds lies a small cottage set back from the road called Quaker Cottage. This was originally built in 1695 as a Quaker Meeting House by Daniel Wharley, who was a prominent Hunsdon Quaker.



Figure 8: The Old Post Office and The Fox & Hounds



Figure 9: Quaker Cottage on the High Street

- 2.18 The history, social and economic context, and geographical features of Hunsdon contribute to its very special character. The Neighbourhood Plan seeks to retain this character, accommodate sustainable development, and promote the wellbeing of its community.

3 Summary of Plan Preparation Process and Consultation

3.1 The process can be summarised in the chart below:

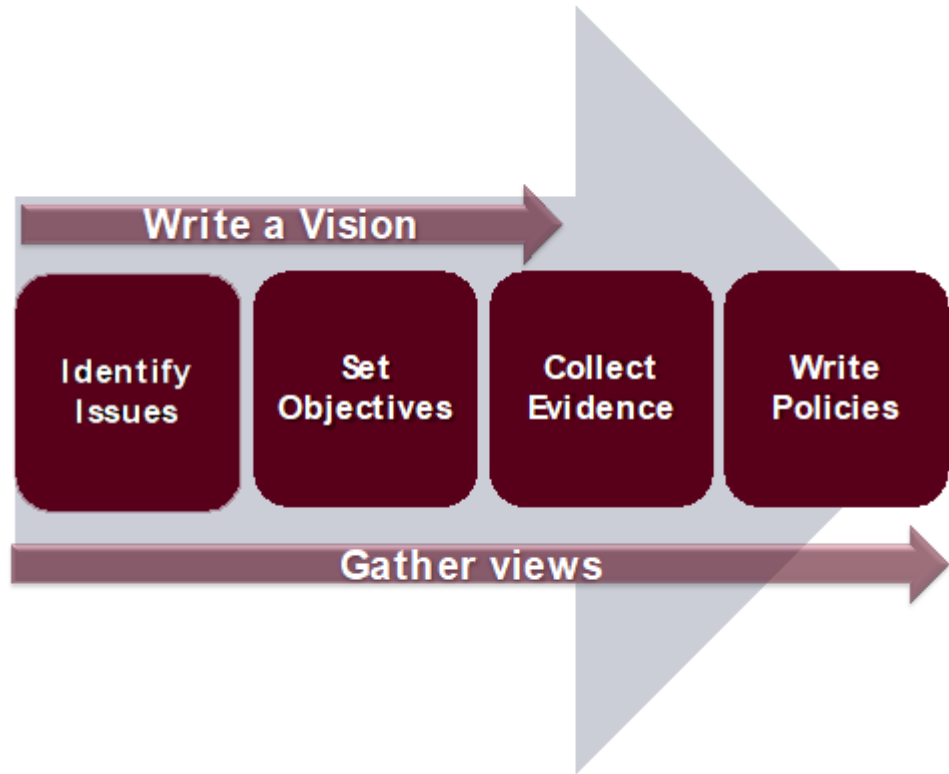


Figure 10: Plan Preparation Process Chart

Community Engagement

3.2 An experienced neighbourhood planning consultant was appointed to guide the preparation of the Neighbourhood Plan in June 2018. Initial work was undertaken within the Group with guidance from their consultant to gather views about the Parish: the important characteristics of Hunsdon Parish; housing; transport; environment; heritage and conservation; business and employment; community health and wellbeing.

3.3 In the absence of a Parish plan or design statement, the Hunsdon Area Neighbourhood Plan Group (HANPG) initiated work and research which formed the basis of the key policy areas for the Neighbourhood Plan. The key policy areas in the Neighbourhood Plan examined were:

- Housing (covering protection of the green belt, housing requirement)
- Transport (traffic impact, sustainable transport)
- Environment (green spaces, wildlife, cherished views, areas of Special Scientific Interest, renewable energy)
- Heritage and conservation (non-designated heritage assets, proposals to align preserve and enhance the character of the Hunsdon conservation area)

- Business and employment (local employment opportunities)
 - Community health and wellbeing (recreation space, multifunction open space, access to health facilities).
- 3.4 Details of the community engagement undertaken throughout the process of preparing the Neighbourhood Plan can be found in the final version of Hunsdon Area Neighbourhood Plan’s Consultation Statement. This includes the launch community event over two days, other community events and open days, the Household Survey (hand delivered to each house in the Parish), and access to a Housing Needs Survey. It also contains lists of consultees and the results of the Regulation 14 Consultation.
- 3.5 The Group held an interactive community consultation event in February 2019 at which draft key proposals and draft Vision and Objectives for the Neighbourhood Plan were shared with residents. That was closely followed by the Household Survey which was delivered to every household in the Parish of Hunsdon. Responses to that, both on paper and online were collated and analysed together with the feedback from the February consultation event. These responses and their analysis shaped the drafts of the Neighbourhood Plan.
- 3.6 Many ideas and suggestions on how to improve the lives of people living and working in the Parish were collected during the plan preparation process. Those issues and suggestions that could not be achieved through the Neighbourhood Planning process have been captured in **Appendix B: Task List**.
- 3.7 The Parish Council received regular reports on the progress achieved by the HANPG. The HANPG has kept residents informed of every stage of the neighbourhood planning process through a mix of methods, for example, Hunsdon Parish News, social media (HANPG Facebook, Hunsdon Community Hub Facebook), [Hunsdon Neighbourhood Plan website](#), posters on noticeboards in the Parish, leaflet drops to every house, and monthly updates to the Parish Council placed on the [Hunsdon Parish Council website](#).
- 3.8 Following the regulation 14 consultation, HANP and its consultant considered the responses given by residents and other consultees both statutory and non-statutory.
- 3.9 The current number of residents in the parish of Hunsdon is estimated to be 1300, living in approximately 530 separate households. All bar one of these householders live within the Designated Neighbourhood Plan Area.
- 3.10 The Summary Booklet of the draft plan and its policies and the accompanying paper questionnaire were hand delivered to every household in the Parish in January 2021. As well as summarising the draft policies in the plan, it invited all residents to respond to the draft plan either by completing the paper questionnaire or through the website using the link provided. The full version of the Neighbourhood Plan was available on the website but residents without access to the internet could request a paper copy.

- 3.11 A total of 60 residents replied generating 1402 comments, all of which were logged into a spreadsheet referred to in the Consultation Statement and available as a download from the website at:
- <https://hunsdonneighbourhoodplan.org.uk/wp-content/uploads/2021/09/2021.04.01-hanp-reg-14-submissions-REDACTED.xlsx>
- 3.12 The vast majority of residents' responses (over 96%) expressed support for the draft policies and measures. Just over 3% disagreed and some added qualifications or suggestions. The housing policies were widely supported although some residents opposed even infill development. Most supported infill development comprising small affordable homes for local people. The impact of development on traffic in the Neighbourhood Plan Area was a concern of many. Adaptation for climate change and renewable energy generation had support too.
- 3.13 Notification of the consultation was sent to more than 85 other consultees either posted, hand delivered or by email. These addresses included statutory consultees, local landowners, charities, adjacent parishes, local businesses, and East Herts Council. The full List of Consultees is in the Consultation Statement and is available as a download from the website at:
- <https://hunsdonneighbourhoodplan.org.uk/?mdocs-file=500>
- 3.14 The statutory and other consultees who replied comprised:
- 3 Charities with local interests (Herts & Middlesex Wildlife Trust, CPRE Hertfordshire, Herts Gardens Trust)
 - 5 landowners
 - Hertfordshire Country Council and East Herts District Council
 - Natural England, Historic England, Environment Agency, Thames Water, National Grid, Canal & River Trust.
- 3.15 A second spreadsheet was extrapolated from the full list of responses. This included entries with more than simply "agree" or "disagree" and the action requested or recommended noted in full or summary. The record of the HANPG response shows action taken or the reason for declining to act, along with the changes made to the draft plan, if applicable. This Comments Log is referred to in the Consultation Statement and is available as a download from the website at:
- <https://hunsdonneighbourhoodplan.org.uk/wp-content/uploads/2021/09/2021.08.31-hanp-reg-14-final-comments-log.xls>
- 3.16 Many of the changes required or suggested referred to precision of the language and clarity, the need for cross-referencing or integration with other policies, or guidance provided by the relevant authority or national policy. Landowners' objections tended to relate to policies affecting their properties. Many of the comments from Statutory Consultees were reflected in the Submission version of the Neighbourhood Plan, fully revised by HANPG working with their consultant.

Evidence Base Overview

3.17 Evidence to support the preparation of the draft Neighbourhood Plan has been gathered continuously throughout the preparation process. The analysis, objectives and policies in the Neighbourhood Plan have drawn on a wide variety of other sources. These include:

- The evidence bases for East Herts District Plan
- Hertfordshire County Council
- The Office for National Statistics: 2011 Census
- Hunsdon History Society
- Hunsdon Scout Group
- Places for People Housing Needs Survey
- Herts Environmental Records Centre (HERC)
- The Environment Agency
- Historic England records and
- Local Service providers (the shop and pubs, the school)

3.18 More detailed information on the evidence base will be found in the Consultation Statement and in the Appendices and supporting documents which accompanies this draft of the Neighbourhood Plan.

4 Vision and Objectives

Vision

- 4.1 The Vision for the Neighbourhood Plan was put together through an initial exercise with the HANPG and then refined as a result of consultation. The vision statement is as follows:

Through our Neighbourhood Plan we aim to safeguard Hunsdon as a welcoming and inclusive place to live, work, learn and play. Our aim is to preserve and protect the character and tranquillity of our rural environment and community assets, whilst ensuring that development is sustainable and that infrastructure, services, business and transport support and promote wellbeing for the benefit of our community.

Our Neighbourhood Plan will be a plan for our community made by our community.

Objectives

- A. To protect, sustain and enhance all aspects of the rural environment, to conserve the character and appearance of the area, balancing the needs of business, residents and wildlife
- B. To identify and protect the historic environment, including locally listed buildings, and enhance their settings
- C. To ensure that new development is accessible to and meets the needs of our community
- D. To improve transport links (car, bus, rail, bike and walking), reduce the effect of excessive heavy goods traffic, street parking, speeding and rat-runs in the light of the increasing demands from developments outside the area, and to provide sustainable modes of transport including active travel
- E. To promote healthy lifestyles through maintenance and improvement of recreational and community facilities to enhance the health and wellbeing of residents
- F. To encourage employment opportunities within the parish across all ages, skills and market sectors in order to support residents and other village assets (shop, pubs)
- G. To protect and enhance features important to the visual appearance and rural character of the parish; cherished views; green spaces; woodland; and natural habitats and watercourses

Section 2

Neighbourhood Plan Policies

5 Policies and the Policies Map

5.1 The Objectives listed above focus on specific parts of the vision statement and provide the context for the formulation of the planning policies. Table 1 below shows how each of those objectives will be achieved through the policies in the Neighbourhood Plan.

Table 1 Mapping of Policies to Objectives

Ref	Key Objective	Policies that achieve the Key Objectives
A	To protect, sustain and enhance all aspects of the rural environment, to conserve the character and appearance of the area, balancing the needs of business, residents and wildlife	All Policies
B	To identify and protect built heritage, including listed and locally listed buildings, and enhance their settings	HHD6 HHC1 HHC2
C	To ensure that new development is accessible to and meets the needs of our community	HHD2 – HHD6 HT1 HWB3
D	To improve transport links (car, bus, rail, bike and walking), and reduce the effect of excessive heavy goods traffic, street parking, speeding and rat-runs in the light of the increasing demands from developments outside the area	HT1 HE6
E	To promote healthy lifestyles through maintenance and improvement of recreational and community facilities to enhance the health and wellbeing of residents	HWB1 – HWB3 HIM1
F	To encourage employment opportunities within the parish across all ages, skills and market sectors in order to support residents and other village assets (shop, pubs)	HB1
G	To protect and enhance features important to the visual appearance and rural character of the parish; cherished views; green spaces; woodland; and natural habitats and watercourses	HHD1 HHD6 HE1 – HE6

5.2 The Policies Map is an essential part of the Neighbourhood Plan which illustrates each of the designations, site allocations and protected views.

Policies Map

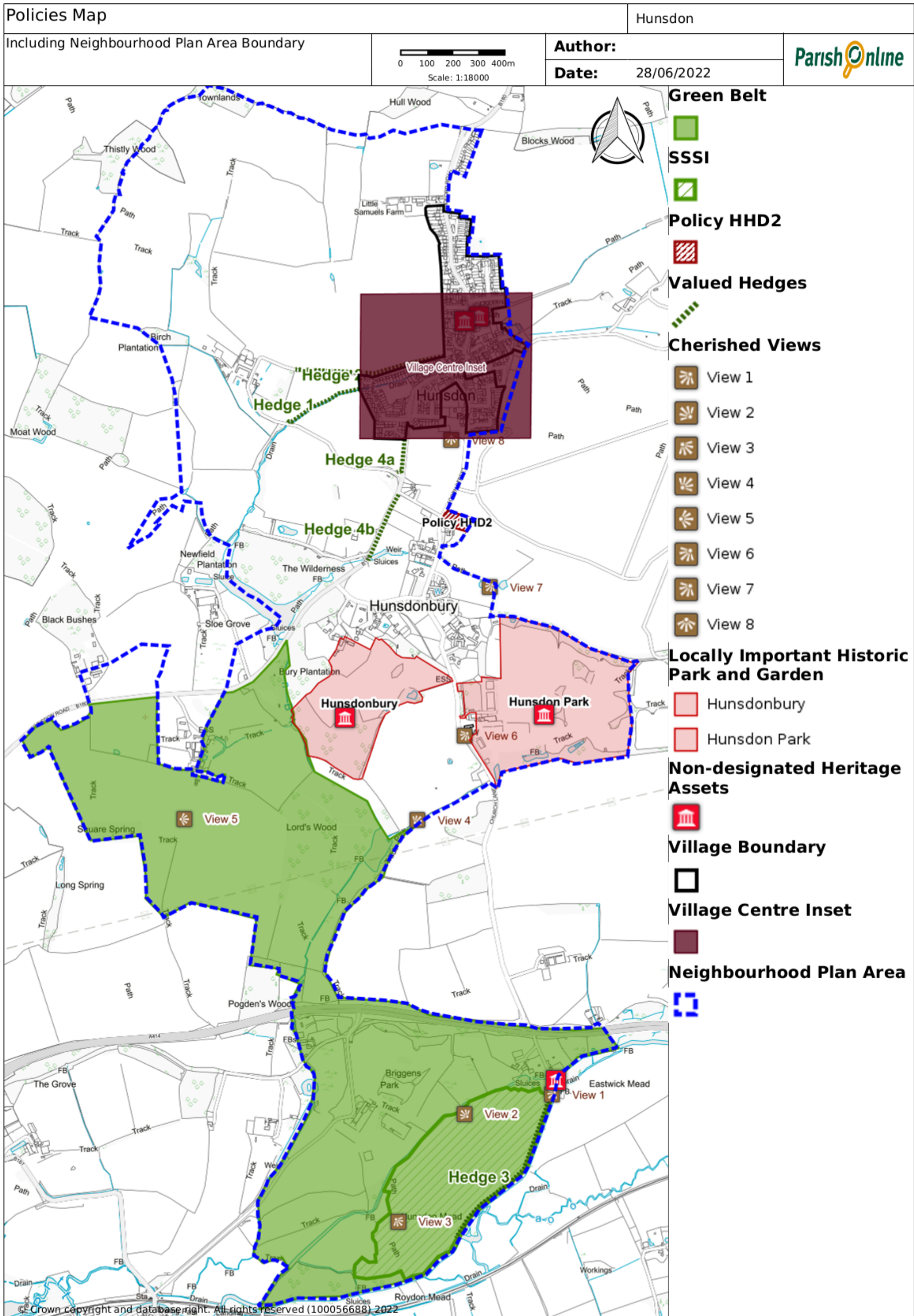


Figure 11: Policies Map - Neighbourhood Plan Area

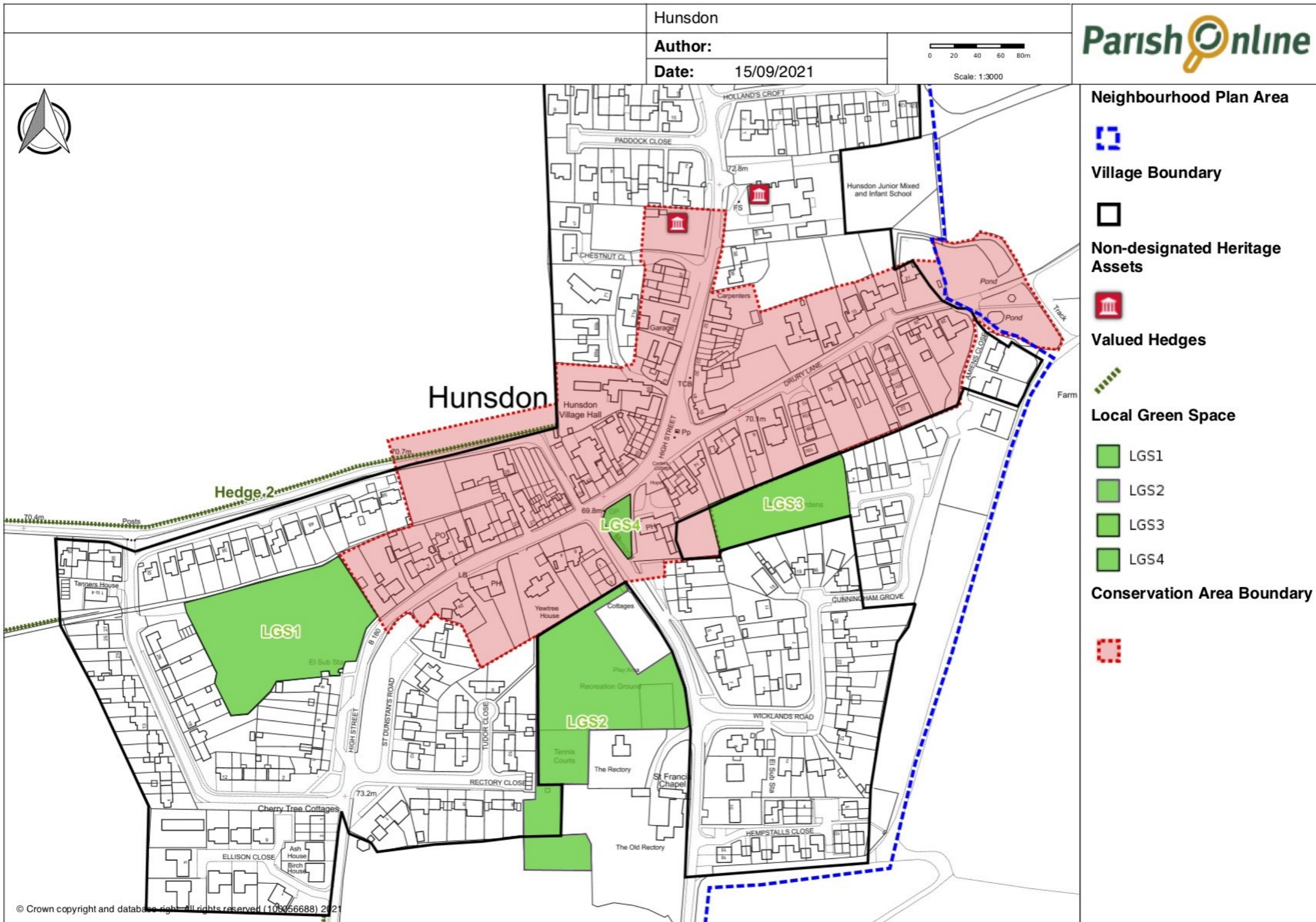


Figure 12: Policies Map - Village Inset

6 Housing Development

Protection of the Green Belt

- 6.1 The southern part of the Neighbourhood Plan Area, including the valley of the River Stort and the Briggens House Estate, is covered by the Green Belt, the extent of which is shown on the Policies Map. The context for Green Belt policy is set out in the National Planning Policy Framework (NPPF) and in Policy GBR1 of the adopted East Herts District Plan. The aims and purposes of the Green Belt are clearly set out in the NPPF.
- 6.2 Paragraph 140 of the NPPF states that, once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified through the preparation or updating of plans. The extent of the Green Belt in the Stort Valley was established in the Hertfordshire County Structure Plan, approved in 1979. Detailed boundaries were shown in the East Hertfordshire District Plan, adopted in 1982 and in subsequent reviews. In the preparation of the current District Plan 2018, East Herts Council successfully made the case for the establishment of the Gilston Area to the north of Harlow. Consequently, there have been major local changes to the Green Belt boundary, thus reducing its coverage. Full details are set in Chapter 11 and Policy GA1 of the District Plan. The Gilston Area forms part of the Harlow & Gilston Garden Town.
- 6.3 As a result of these most recent changes to accommodate the Gilston Area Development, the District Council does not expect that any further alterations will be made to the Green Belt boundary in the area, (see paragraph 11.1.2 of the District Plan). A significant part of Hunsdon's Green Belt lies in the designated Gilston Area and has been removed from the Green Belt on adoption of the District Plan in 2018, after the designation of the Neighbourhood Plan Area in 2017.
- 6.4 Both the NPPF and planning practice guidance (PPG) have been updated since the adoption of the District Plan. Consequently, the strategic plan does not include policies for compensatory improvements to the environmental quality and accessibility of Hunsdon's remaining Green Belt land. NPPF and PPG encourage such compensatory improvements. Proposals for new or enhanced green infrastructure, woodland planting, landscape enhancement, biodiversity improvements including connecting existing habitat, and improved access will be supported where they meet the requirements of the policies in this Neighbourhood Plan.
- 6.5 To the north of Harlow, the Gilston Area Development will consist of seven distinct "villages". One of these, named Village 7, subject to planning consent will be located within the adjacent Gilston Area Neighbourhood Plan. It is expected to accommodate up to 1,500 dwellings. Retention of the visual and spatial openness of the Green Belt in the Neighbourhood Plan Area will be a paramount consideration in any development proposal, including proposals for enabling development to secure the future conservation of a heritage asset.

6.6 Residents feel strongly about the retention of the Green Belt to the south of the village. This was demonstrated by 92% of visitors to the consultation event in February 2019 confirming that the Green Belt is very important to them and 91% responding to the Household Survey thought said that protection of the Green Belt was important or very important (Figure 13: Extract from results of the Household Survey - How important is it to minimise the impact of development on the Green Belt).

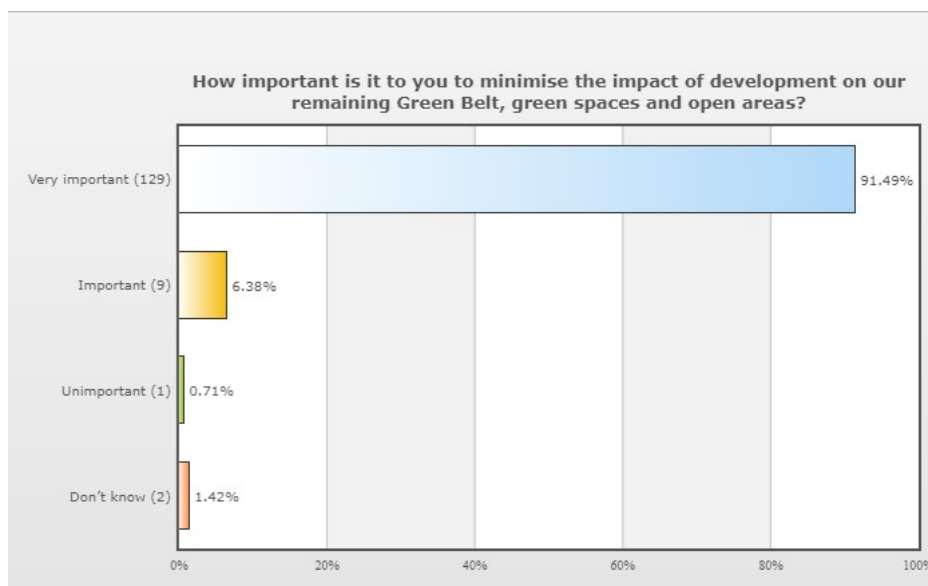


Figure 13: Extract from results of the Household Survey - How important is it to minimise the impact of development on the Green Belt

POLICY HHD1 Green Belt

Green Belt land in the Neighbourhood Plan Area will be protected in accordance with the National Planning Policy Framework, current planning practice guidance and Policy GBR1 of the East Herts District Plan.

Housing Land Supply

6.7 The northern part of the Neighbourhood Plan Area, including Hunsdon village and the hamlet of Hunsdonbury, is designated in the East Herts District Plan as Rural Area Beyond the Green Belt. Details are set out in Policy GBR2 of the District Plan. Village settlement policies are contained in Chapter 10 of the District Plan, including a hierarchy of settlements. In Policy VILL1, Hunsdon is classified as a Group 1 village, and will need to accommodate at least a 10% increase in housing stock (based on the 2011 Census) over the 16-year period between 1st April 2017 and 31st March 2033. In its village policy the District Council gives positive support to parish councils to provide for this housing growth in Neighbourhood Plans.

- 6.8 According to Table 10.1 of the District Plan there were 367 households in Hunsdon village at the time of the 2011 Census. Over the period of the District Plan therefore, the 10% increase would amount to 37 dwellings. Calculations by the Parish Council show that this figure had already been exceeded by the spring of 2019, with a net total of at least 37 dwellings having been permitted since 1st April 2017.
- 6.9 Not all these dwellings, however, are located within the Hunsdon village boundary, as depicted on the District Plan Policies Map. One site is in the hamlet of Hunsdonbury, which is classified in Policy VILL3 of the District Plan as a Group 3 village. In terms of Policy VILL3, only limited infill will be permitted in these smaller settlements, if this is supported by a Neighbourhood Plan.
- 6.10 In consultation with the District Council planning policy team, the Parish Council has considered the implications of the District Plan policies. It has been agreed that the requirements of Policy VILL1 have been fulfilled. **Appendix F: Housing Calculation**, sets out how this has been achieved. Although some of the 37 dwellings have been permitted in Hunsdonbury, the hamlet is closely related to the main village of Hunsdon, both geographically and functionally. At the time of preparing the final draft of the Neighbourhood Plan, housing on the Hunsdonbury site was under construction. To ensure that the full number of permitted homes are counted in the housing requirement for Hunsdon, the site is the subject of a housing allocation in the Neighbourhood Plan, **Policy HHD2** below.

POLICY HHD2 Housing Allocation

In accordance with Policy VILL1 of the East Herts District Plan, the site of Well House, Acorn Street is allocated for housing 12 dwellings. The site is shown on the Policies Map.

Settlement Pattern

- 6.11 The East Herts District Plan, in its settlement hierarchy, makes a clear distinction between the main village of Hunsdon (Group 1) and the hamlet of Hunsdonbury (Group 3). The farmland separating the two is in the Rural Area Beyond the Green Belt in the East Herts District Plan. This green gap is an important part of the character of the area, showing a change in scale between the main settlement and the subsidiary but closely related hamlet. This area is highlighted in the Landscape Character **Policy HE3**.

Providing for Local Housing Needs

- 6.12 The views of the Parish Council were borne out by the public response to the consultation event, held in March 2019 and the Household Survey. Comments from residents at both events showed that 80% of respondents felt that no further housing should be built in the village in the Neighbourhood Plan period. Nevertheless, there was some support for the provision of affordable

housing for local people, particularly for the young and the elderly age groups.

- 6.13 The policies below reflect the current housing circumstances. No additional sites for market housing have been allocated in this Neighbourhood Plan. In addition to the VILL1 policy having been satisfied, there are three other factors. First, there is clear evidence that local facilities are stretched to the limit, particularly at the village school and the Doctors' GP surgery. Second, there is the longer-term prospect of the construction of the Gilston Area Development, including Village 7, which would more than provide for the needs of Hunsdon. Thirdly, additional homes will be car dependant because of the lack of public transport.
- 6.14 A key objective of the adopted East Herts District Plan seeks to ensure that all new housing is accessible and meets the needs and aspirations of local communities. Hunsdon Parish Council endorses this policy aim and has considered the issues of housing needs expressed by residents in consultation and in survey results.
- 6.15 The District Plan (Chapter 14) sets out the aspirations of East Herts Council for the supply of housing of various types. There are policies relating to the type, mix, and density of new housing and the provision of affordable housing. Overall requirements were informed mainly by the West Essex and East Herts Strategic Housing Market Assessment (SHMA), the East Herts Housing and Health Strategy, as well as population and housing statistics and forecasts. The SHMA set out the criteria for housing tenure and size mix. These are elaborated in District Plan policy HOU1, which requires "an appropriate mix of housing tenures, types, and sizes" in proposed developments of five or more dwellings.
- 6.16 The Parish Council supports the general thrust of policy HOU1 with regards to housing mix. Figures from the District Plan show that the average age of the population in Hunsdon is increasing. Responses from the Household Survey show that there is considerable interest from the older age groups in down-sizing. When asked for whom new homes in Hunsdon should be built, 61 respondents said for 'the elderly'. Opportunities to down-size, however, are extremely limited in the current housing market. In addition, 61 respondents said homes should be built for 'young people'.
- 6.17 Residents were asked what sort housing was needed in Hunsdon at the consultation event in February 2019 and again in the Household Survey. In addition to the 80% that didn't want any housing, 15% felt housing for local needs could be acceptable. When asked in the survey, for whom new homes should be built, 112 answered for 'local people'. There were also over 40 comments from respondents reiterating this.
- 6.18 In response to the Regulation 14 consultation, residents reiterated their views. The housing policies were widely supported although some residents opposed even infill development, most supported it with a concentration on small affordable homes for local people and thought that when development was allowed, it should be in keeping with the existing character of the village.

The impact of development on traffic in the parish was a concern of many. Adaptation for climate change and renewable energy had support too.

- 6.19 The results of the surveys are reinforced by the conclusions of the Gilston Housing Needs Survey, which were published in the autumn of 2019. This showed that Hunsdon had a high proportion of retired households and those suffering from a life-limiting health problem. Current housing stock is typically larger than in the surrounding parishes. The report indicated a "latent demand" for down-sizing, with a particular need for two-bedroom accommodation.
- 6.20 At the same time, there are very limited opportunities for younger people, born and bred locally, to obtain accommodation, either to rent or to buy. The problems are exacerbated by a shrinking pool of housing on the open market. In community terms, a stable population profile is required to support local businesses, the public houses, and other facilities and services. In these circumstances, an appropriate mix of housing types and tenures is essential.
- 6.21 The extensive consultation that was carried out with residents also concluded that small scale developments of between 1 and 20 homes were preferred by most respondents and that 93% of respondents would prefer development to be on brownfield sites. In addition, 20% of respondents thought infill in gardens of existing homes would be acceptable. To provide for local housing needs, the Neighbourhood Plan supports small-scale housing developments on infill sites within the village boundary defined on the Policies Map. District Plan Policy VILL1 (VII.) provides criteria on which an application for development in Group 1 villages should be judged.
- 6.22 Outside the boundary, some limited developments for the provision of local needs may be permitted, in accordance with District Plan Policy HOU4. Other than the site allocation in this Neighbourhood Plan, there is no other development identified in Hunsdonbury and in accordance with District Plan Policy VILL3, development will not normally be permitted. There is a presumption against housing development in the Green Belt, unless very special circumstances can be demonstrated, in accordance with the NPPF.

POLICY HHD3 Infill Development

Applications for small scale housing units on infill sites within the Village Boundary will be considered favourably if they make a positive contribution to the street scene and to settlement character and meet policy HHD4 on housing mix

POLICY HHD4 Housing Mix

There will be a mix of housing tenures, types, and sizes in accordance with current and future local housing need and market assessments. Priority will be given to the following types of housing:

- **Starter homes and smaller dwellings, including First Homes**
- **Affordable housing for rent or shared ownership**
- **Smaller units, including bungalows, for older residents to down-size.**

POLICY HHD5 Affordable Housing

All affordable housing will be prioritised for applicants with a strong local connection. The eligibility criteria are as follows:

- a) In the first instance, affordable housing units shall be allocated to an applicant(s) who:**
- **have been ordinarily resident for the 12 months immediately preceding the date of application for the affordable housing unit or who have at any time previously resided in the Parish for at least five years, or;**
 - **have a strong local connection with the Parish through (a) a close family connection or (b) being employed within the Parish.**
- b) In the second instance, if no applicant qualifies under the first set of criteria, those who are resident in, or have a strong local connection with, neighbouring parishes.**

Design of Development

- 6.23 Chapter 12 of the NPPF seeks to achieve high-quality places through good design. The East Herts District Plan also recognizes the importance of design quality, which helps to protect and enhance local character. Detailed criteria are set out in Chapter 17 and Policy DES1 (Design and Landscape) and Policy DES4 (Design of Development) of the District Plan. From the response to the surveys and public consultation, it is clear that residents feel strongly that any new housing should be constructed in sympathy with the historic environment of Hunsdon.
- 6.24 Whilst some of the recent housing development in Hunsdon is visually attractive, some is architecturally disappointing and not in keeping with the locality. This is evident in the detailed designs and choices of materials which are more akin to a modern urban setting. New developments should reflect

the local character distinctiveness of traditional properties in rural East Hertfordshire.

- 6.25 There are many examples of typical construction techniques in the village, mainly timber framed with weatherboard or timber framed with brick infill and lime or cement render. Over the years other dwellings have been built using similar techniques but with more modern materials. Some of these are conversions of other structures such as barns and larger outbuildings.
- 6.26 Roofs tend to be steep pitches and covered with clay tiles with only one or two slate roofed buildings which tend to have been built or converted in the late 40s. There are also numerous examples of gables both full size and smaller dormer style gables in roofs. These are finished with decorated or sculpted barge boards. Property boundaries, particularly in the High Street within the Hunsdon Conservation area are predominantly traditional. Good examples can be seen in Figure 4 above and Figure 14 and Figure 15 below.



Figure 14: Historic cottages in the Conservation Area-High Street



Figure 15: New Houses built in 2020 off Drury Lane show sympathetic design and reflection of character of local boundary treatment



Figure 16: Homes under construction at Well Court in Hunsdonbury reflect roof lines and dormer features

- 6.27 The District Plan also supports the principles of sustainable design, setting out the Council's approach to the determination of planning applications. This includes the use of Design Codes in paragraph 17.5 and Design Reviews in paragraph 17.6 along with reference to use of the Hertfordshire Design Review Panel in Policy DES4. This positive attitude to good design is supported by Hunsdon Parish Council. Accordingly, when proposed new housing potentially conflicts with policies in this Neighbourhood Plan, such as impacting on public views or the setting of historic buildings, developers must show that the design of the scheme seeks to minimise its impact. The following policy HHD6 will be applied.
- 6.28 Hertfordshire County Council's Local Transport Plan (LTP4) seeks to encourage a switch from the private car to sustainable transport modes wherever possible. However, in rural villages this will take longer to achieve than in urban centres. Objectives in the LTP include preserving the character and quality of the environment and reducing carbon emissions. Policy 12(e) in the LTP however, recognises the need to control on-street parking to prevent congestion. The centre of Hunsdon village experiences congestion at busy times due to residential parking on the road. Where possible, additional residential parking on the roads in the centre of the village should be avoided by providing space to park off-road.

POLICY HHD6 Design Criteria

The scale and design of new development will reflect the traditional character of the built environment in the parish of Hunsdon. The following guidelines will be applied:

- a) All new development must respect the historic design vernacular of the parish and its local setting.**
- b) Building materials should be in harmony with existing properties, with particular attention to detail in Hunsdon Conservation Area.**
- c) The boundaries of properties on the High Street, within the Hunsdon Conservation Area should be traditional, i.e. iron railings, picket fences or formal hedges.**
- d) New buildings should respect neighbouring roof heights (normally no more than two storeys except where adjacent buildings are higher), profiles, and pitches, the characteristic spaces between buildings, historic building lines, and the overall density of development in the surrounding area.**
- e) Applications for the extension or alteration of dwellings in the village of Hunsdon, to provide more bedrooms and which are likely to create additional parking demands, should include additional off-street parking space in recognition of the lack of off-street parking spaces in the village centre, the lack of public transport available and the need to reduce overspill onto the road.**
- f) Where planning permission is required, the loss of gardens areas to create more off-street parking should be constructed of porous materials to reduce run-off.**
- g) Infilling in the settlements should not obscure public views of the surrounding countryside or the settings of historic buildings, nor should it significantly reduce the garden areas which are essential to the setting of existing residential properties.**
- h) Replacement, alterations, or extensions to historic farmsteads and agricultural buildings should be sensitive to their distinctive character, materials, and form.**
- i) Integrated bird and bat boxes will be required in housing or commercial developments bordering open spaces or wildlife habitat.**
- j) The enclosure of the gardens of new homes should be designed to include access for hedgehogs.**
- k) New Homes should meet a minimum energy efficiency of EPC C or above or Passivhaus Standard.**

7 Environment

- 7.1 The community greatly values the green spaces in and around the village. In rating the attributes of the village's natural and heritage environment, the most valued are green spaces and the rural character of the area. The village of Hunsdon and the settlement of Hunsdonbury to the south sit in open countryside comprising farmland (mostly arable) with scattered woodlands. South of the A414, Hunsdon Mead lies in the valley of the River Stort. The area is rich in wildlife with farmland birds, skylarks, red kites, buzzards, deer, badger, hare, otters, bats and newts. Support for the protection of green spaces and wildlife habitats, was reflected in 40 of the recorded consultation responses.
- 7.2 The village lies on the Hunsdon Plateau, identified as Character Area 83 in East Herts Landscape Character Assessment. It is also mentioned in the Gilston Area Landscape and Visual Appraisal 2016. From the plateau, the land gradually falls southwards towards the River Stort. South of Hunsdon House and the Church the terrain becomes more undulating and attractive with views over the Stort valley.
- 7.3 The valley of the River Stort defines the southern extent of the parish and early in the period of 'canalmania' an Act was passed to make the river navigable from its junction with the River Lea at Feildes Weir, east of Hoddesdon, to Bishops's Stortford. Work began in 1766 and took three years to make the gently winding 14 miles of river navigable. At the southern end of Hunsdon Mill Lock (now known as Hunsdon Lock), the towpath swaps from the south/east bank to the north/west bank and continues on that bank through Hunsdon Parish westwards, to beyond the Parish boundary. For information on the heritage value of Hunsdon Lock see Chapter 8 Heritage and Conservation.
- 7.4 This green corridor provides a well-used recreational footpath which is tranquil with attractive views along it. The towpath also provides the best place to view Hunsdon Mead SSSI glimpsed through the hedge and to access the Mead. The towpath itself is a statutory right of way, Footpath 016. Any hard surfacing of the towpath, that is impermeable or has the appearance of a road surface or widening or lighting the towpath will be considered on the merits having regard to **Policy HE5** II. Hunsdon Mead and the towpath are vulnerable to increased use for commuters using Roydon station as Gilston Area Development is built and occupied.

Rural Footpaths and Bridleways

- 7.5 An extensive network of footpaths and bridleways affords easy access to the countryside. The network is well maintained and enjoyed by many ramblers and dogwalkers (see [Hertfordshire Country Council Rights of Way Map](#)) and "[Walking Around Hunsdon](#)" produced by Hunsdon Parish Council Parish Paths Partnership. Hunsdon Parish Council is a member of the HCC Parish Paths Partnership.

Wildlife Sites, Habitats and Corridors

- 7.6 Hertfordshire's State of Nature (2020) report builds on work done nationally and uses the latest local knowledge to understand where conservation efforts should be focused in the county. It includes ideas on how landowners and local communities can help to create a wilder future.
- 7.7 Sites within the Neighbourhood Plan area are designated for their conservation value and information on their value is kept by the Herts Environmental Records Centre see Table 2 below. Local Wildlife Sites (LWS) are local sites designated by the Hertfordshire Local Wildlife Sites Partnership (which includes Herts and Middlesex Wildlife Trust (HMWT)). Public access is often not compatible with the management of these sites for conservation. Of the LWS in the list below, only the Hunsdon Churchyard (around the church) is publicly accessible.

Description	Ref No.	Designation	Access
Hunsdon Mead		SSSI part of HMWT Nature Reserve	Footpath and adjacent towpath
Thistly Wood	61/005	Ancient Woodland	Adjacent footpath
Lords Wood	61/004	Ancient Woodland & LWS	Adjacent footpath
Hunsdon Churchyard	61/007	LWS	Public access
Tanners Way Area	61/030	LWS	Public highway
Bury Plantation	61/034	LWS	Private property no public access
Bonningtons (part of the lake only)	61/002	LWS	Private property no public access
Hunsdon Mill House Meadow	61/024	LWS	Private property no public access

Table 2 Sites of Conservation Value

- 7.8 In addition, Veteran and Mature Trees of significance are recorded at St Dunstan's Church, Lords Wood, Copthall, Hunsdonbury and Olives Farm.
- 7.9 Although the Local Wildlife Sites (LWS) have no statutory protection, they must be considered in the planning process and are recognised in the NPPF as sites of importance for biodiversity. To minimise the impacts on biodiversity and geodiversity, these sites are identified in the Neighbourhood Plan to promote their conservation, restoration, and enhancement.
- 7.10 Development proposals that may irreversibly damage important species or habitats should be resisted and the enhancement of biodiversity through incorporating mitigation and the long-term favourable management of biodiversity rich sites are encouraged.
- 7.11 Herts and Middlesex Wildlife Trust have identified areas where priority species and habitats listed under Section 41 of the Natural Environment and Rural

Communities Act (2006) (NERC) are present in Hunsdon Parish (coloured green (habitat category 1). Also identified on the Hertfordshire Environmental Record Centre (HERC) Ecological Network Mapping are areas with habitat not currently qualifying under NERC but with high potential to do so and where enhancements and restoration would be appropriate (coloured purple (habitat category 2)). Development should be avoided in both these areas as it is quicker and more cost effective to protect and restore existing habitats than replace them elsewhere. Other areas (habitat category 3a, b, and c) are where new habitats should be created to link areas of existing NERC habitat as part of development proposals.

- 7.12 District Plan Policies NE1, 2 and 3 provide the background for nature conservation and enhancement in the Neighbourhood Plan Area. However, **Policy HE1** seeks to recognise this important work carried out by Herts and Middlesex Wildlife Trust, providing more specific information for Hunsdon and highlight its use in making development management decisions to benefit biodiversity and compensate for unavoidable loss of species or habitat.
- 7.13 Wildlife corridors, whether comprised of green or blue (streams, rivers, ponds etc.) infrastructure provide the means for wildlife to move between habitats. These habitats should be protected and wherever possible enhanced. The opportunity can also be taken to create new corridors as part of development proposals. Existing corridors in Hunsdon, identified in this plan include the River Stort, the River Stort Navigation and Hunsdon Brook and mature hedgerows. Hedgerows are dealt with specifically in **Policy HE4**.

POLICY HE1 Conservation and Enhancement of Biodiversity

I. Development proposals must conserve and enhance biodiversity and deliver net biodiversity gains of at least 10% (in accordance with the current best practice DEFRA Biodiversity Metric).

II. Development proposals that would impact on designated sites identified in Table 2 must show how these sites will be protected, managed and where possible enhanced.

III. Developments located in the top two categories in the Hertfordshire Environmental Record Centre (HERC) Ecological Network Mapping dataset for the Neighbourhood Plan Area should be avoided.

IV. Where development proposals would impact priority habitats, a buffer of 10 m of complementary habitat would be required.

V. If habitats must be relocated or replaced, then biodiversity offsets are required which should be of at least the same ecological standard and they should preferentially be located within the Neighbourhood Plan area and contribute towards enhancing ecological connectivity.

VII. Existing wildlife corridors should be retained in all development proposals and the opportunity to improve existing wildlife corridors or create new ones should be taken wherever possible.

VIII. Any development proposal adjacent to Hunsdon Brook, the River Stort Navigation, and the River Stort should be designed with a naturalised buffer zone of at least 10m from the top of the banks to protect and enhance the conservation value of the watercourse and ensure access for flood defence maintenance.

Local Green Space (LGS)

- 7.14 Local Green Spaces can be designated in Neighbourhood Plans under Paragraph 101 of the National Planning Policy Framework 2021. Potential LGS's in and around the village have been assessed in accordance with the criteria contained in paragraph 102 of the NPPF and other recommended criteria. Sixteen sites were assessed. This detailed appraisal can be seen in **Appendix C: Local Green Space Assessment**. The designated LGS are shown on the Policies Map and the results are summarised below. Table 3 Local Green Space (LGS) Areas Designated shows which spaces were assessed and designated. Table 4 LGS Areas Assessed but not Designated shows those sites which did not meet the criteria together with an

explanation of why they were not designated and notes on alternative methods of protecting those spaces.

- 7.15 The management responsibilities for LGS lie with the landowner and no specific restrictions or obligations are placed on the landowner. In addition, the designation of an LGS does not infer public access. Some LGS are designated primarily for other ecological reasons where increased human activity may not be beneficial. For example, The Dell is designated as a tranquil area and not for active recreation.

No	Description	Justification for Designation
1	The Dell	Central to village, tranquil leisure and wildlife area
2	Recreation Ground (playing field/land around former tennis courts)	Central to village, general recreation and play area
5	Allotments	Central to village, community allotments
7	War Memorial Green with car park	Community facility at heart of village

Table 3 Local Green Space (LGS) Areas Designated

No	Description	Why the spaces did not meet the criteria
3	Spratt's Field (glebe land)	Although important to the community is pastureland providing buffer between village centre and Hunsdonbury.
4	Land East of Widford Road	Site outside the NP designated area
6	School Playing Field	LGS designation would jeopardise potential expansion of the school
8	Meadow and Pond, Drury Lane	Site outside the NP designated area.
9	St Dunstan's Churchyard	Has adequate statutory protection
10	Hunsdon Graveyard	Has adequate statutory protection
11	Field North of Nine Ashes	Field providing buffer to prevent coalescence and ribbon development in Hunsdonbury. See Cherished View 7.
12	Lords Wood	Ancient Woodland, Listed Monument, and wildlife habitat. Adequate protection.
13	Hunsdon Mead	Has adequate statutory protection as SSSI
14	Land South of Whitehall Cottages	Pastureland providing buffer between village centre and Hunsdonbury.
15	Green Belt at Olives Farm	Land providing setting and conservation of Lords Wood See Cherished View 5.
16	Land to the east of Lords Wood	Protection required to safeguard the setting and conservation of Lords Wood. See cherished View 6.

Table 4 LGS Areas Assessed but not Designated

POLICY HE2 Designated Local Green Spaces

I. The areas listed below and in Table 3 are locally significant and are designated as Local Green Space (LGS). They are shown on the policies map and described in further detail, including photographs below.

- LGS1 The Dell
- LGS2 Recreation Ground comprising playing field, playground and former tennis courts
- LGS3 Allotments
- LGS4 War Memorial Green and car park

II. New development will only be allowed within a designated Local Green Space which does not conflict with the purpose of its LGS designation, is necessary for maintenance or preservation of the space or contributes to its enhancement or appreciation.



Figure 17: Extract from Policies Maps showing detail of Local Green Space Designation



Figure 18: LGS1 The Dell

7.16 The Dell is a small green space with a public right of way crossing it. It is on a long lease to the Parish Council from East Herts Council. The central village location provides a tranquil leisure and wildlife area, the vision for which is to enhance the wildlife habitat and make it a more accessible natural area (see also the Community Health and Wellbeing chapter where proposals for the improvement of the space are laid out).



Figure 19: LGS2 The Recreational Ground/Playing Fields and children's playground

7.17 The Recreation Ground comprises a playing field, playground and land around the former tennis courts, central to the village general recreation and play area and leased to the Parish Council from the Diocese of St Albans. New equipment has been installed for children and there are plans to provide outside gym equipment for older children and adults. Two very poor quality and underused tennis courts adjoin the recreation ground. There are plans to convert the tennis courts into a Multi-Use Games Area.



Figure 20: LGS3 The Allotments

- 7.18 The Allotments are located in the centre of the village and well used by local people. They are owned and managed by the Parish Council. They are an essential part of village life.



Figure 21: LGS4 War Memorial green with car park

- 7.19 The War Memorial Green is a triangle of land to the south of a small car parking area and bounded to the east by the Crown PH. The whole area is an important focal point within which there are several signs, decorative, directional, and informational. The grass treatment around the War Memorial, recently listed Grade II, and the tarmac surface of the car park are simple and effective. The Green was known as Harlowes Green. According to "Hunsdon Heritage, People and Places" by Gladys Palmer (published by The Hunsdon Local History and Preservation Society (copyright 1998 the late Gladys Palmer of Olives Farm, Hunsdon):

"Harlowes Green was sited opposite what is believed to have been the home of John Harlow, a yeoman living in the village in the 15th century. That house is thought to have been developed over the years to become the present Village Hall. The green would have largely occupied the area on which the War Memorial now stands".

Landscape Character and Cherished Views

- 7.20 Protecting locally valued views and vistas from inappropriate development, particularly in rural areas, helps to preserve landscape character. The NPPF says that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes.
- 7.21 In landscape terms Hunsdon falls into two Landscape Character Areas. The main village and northern part of the parish is in the Hunsdon Plateau (Character Area 83 in East Herts Landscape Character Assessment (LCA)). The area is focused on Hunsdon village and Hunsdonbury and the south of the parish is in Stanstead to Pishiobury Parklands (Character Area 81). The Landscape Character Assessment describes Hunsdon House as being on the outskirts of the village of Hunsdon confirming the concept of one village.
- 7.22 The green gap between Hunsdon village and its hamlet, Hunsdonbury fulfils the function of both unifying the two parts of the settlement and showing the distinction in character between them. This green field between the village and hamlet is glebe land; in ecclesiastical law the land devoted to the maintenance of the incumbent of the church. In this case St Dunstan's church located to the south next to Hunsdon House. Its existence is most likely the reason why the hamlet and village have not entirely joined.



Figure 22 Spratt's Field - separating Hunsdon and Hunsdonbury

- 7.23 The glebe land, known as Spratt's Field, is paramount in maintaining that distinction between the primary and secondary parts of the settlement. The 1842 Tithe Map of Hunsdon (See Figure 2) shows the glebe land to have been a larger field which was later divided by the B180 road. The LCA tells us that whereas the landscape is largely open and tranquil, fields are mainly large with much of the original field pattern lost. Spratt's Field still feels enclosed and tranquil. The view from Hunsdon towards Hunsdonbury is Cherished View 8.

- 7.24 To the south, the LCA describes Landscape Character Area 81, on the north side of the Stort valley, as characterised by parkland. These parklands include Hunsdonbury, Hunsdon House and Briggens, described in Chapter 8.
- 7.25 The open character of the landscape comprising the setting of the settlement in the Neighbourhood Plan area, the spaces within the settlement and the views into and out from Hunsdon, should be protected and enhanced.
- 7.26 Views on and from the Hunsdon Plateau and elsewhere have been identified as cherished by the community. Views are over open countryside contributing to the appreciation of the landscape and to the setting of significant landmarks and heritage assets. Each view is identified on the Policies Map and listed in **Policy HE3**.
- 7.27 Mitigation of cherished views could take the form of natural screening such as mitigation planting/boundary treatment (Landscape Issues in your Neighbourhood Plan (CPRE)). Site specific design of buildings and structures could include a careful colour choice, lowering heights, or using appropriate materials. Proposals where a harmful impact is identified will only be permitted where effective mitigation measures can be delivered.
- 7.28 To assess the landscape and visual impact on cherished views an appropriate methodology should be used. The use of Verified Views such as annotated photographs or photomontages are two such methods (see Historic England Research Report Series 17-2019).
- 7.29 Photographs of all views can be found in the following paragraphs, along with a description of why the view is cherished. Further information is also available in **Appendix D: Cherished Views Evidence**.

POLICY HE3 Landscape Character and Cherished Views

I. Development proposals will only be supported where it can be demonstrated that measures have been taken to contain and mitigate the visual impacts of development on the open character of the landscape setting of Hunsdon.

II. 8 cherished views have been identified on the Policies Map and are detailed below, including photographs and specific features of each view identified are provided in the associated paragraphs:

View 1: Along the River Stort Towpath south westwards from Hunsdon Lock and the entrance to Hunsdon Mead

View 2: From Hunsdon Mead SSSI north towards Briggens House Estate

View 3: Hunsdon Mead SSSI across the Stort Valley to Harlow Eastend

View 4: From Footpath H1 towards Hunsdon House and the Church

View 5: From footpath H2 just south of Olives Farm east towards Lords Wood and the Bury Plantation

View 6: From Hunsdon church carpark looking southwest towards Lords Wood

View 7: From Nine Ashes Lake and Field south to southwest

View 8: Across Spratt's Field from Hunsdon to Hunsdonbury

III. Any development proposals within the identified views should include a landscape and visual impact assessment, using an appropriate methodology, of harm to cherished views. Proposals where a harmful impact is identified will only be permitted where effective mitigation measures can be delivered.



Figure 23: View 1 Along the River Stort Towpath south westwards from Hunsdon Lock and the entrance to Hunsdon Mead

7.30 View 1 is taken from Hunsdon Lock south-westerly over River Stort towards Roydon with the towpath and hedgerows between the towpath and Hunsdon Mead SSSI, the entrance to which is at the gate with signage. Nicholson’s (Collins Nicholson Waterways Guides Grand Union, Oxford & the Southeast No. 1 ISBN 978-0-00-814652-8) describes this area as “East of Roydon the river flows through quiet water meadows to Hunsdon Mill Lock, with Hunsdon Mead Nature Reserve to the north, an enchanting area.”



Figure 24: View 2 From Hunsdon Mead SSSI north towards Briggens House Estate

7.31 View 2 is from Hunsdon Mead SSSI across the original River Stort northwards to Briggens House Estate (grade II listed parkland) with its timber water tower in the mid distance. The setting of both the SSSI and the Historic Park should be retained and enhanced.



Figure 25: View 3 from Hunsdon Mead SSSI south towards Harlow Eastend

- 7.32 View 3 is from the northern side of Hunsdon Mead SSSI showing the line of hedgerow in the mid distance as it runs along the towpath of R Stort and then encompasses the view across the Stort Valley rising to the treeline of Harlow Eastend. Visual encroachment of buildings or towpath structures should be avoided to retain the character of the open landscape.



Figure 26: View 4 From Footpath H1 towards Hunsdon House and Church

- 7.33 View 4 is of St Dunstan's Church and Hunsdon House (both Grade I listed) as approached from the south. The former deer park was a view depicted in William Scrots famous 1546/7 painting of Edward VI which is inset in Figure 26. A deer park can be seen through the window on the left of the painting, with Hunsdon House, in the distance. The setting of these important heritage assets should be preserved or enhanced.



Figure 27: View 5 From footpath H2 just south of Olives Farm and looking east towards Lords Wood and the Bury Plantation

- 7.34 View 5 is taken from footpath H2 just south of Olives Farm looking east towards Lords Wood and the Bury Plantation. A stunning view of Ancient Woodland, an irreplaceable natural asset and wildlife habitat, and Local Wildlife sites seen from across open fields make this view a historic and environmentally significant landscape. Visual encroachment of buildings or structures should be avoided.



Figure 28: View 6 From the church carpark looking southwest towards Lords Wood

- 7.35 Ancient woodland forms the backdrop of View 6, across the undulating slopes of the north of the Stort Valley. This is an exceptional landscape, despite the electricity pylons above the skyline.



Figure 29: View 7 Nine Ashes Field above and with Nine Ashes Lake in the foreground below.

- 7.36 View 7 looks over the lake and field north of Nine Ashes back to the hamlet. The lake is a tranquil site within the former confines of Hunsdon House's deer park; there is a distinctive view from the lake over the field across to a tight knit cluster of nine Grade II listed structures comprising a farmhouse and associated buildings at Nine Ashes and the lake and fields are an important part of their setting. The setting of these heritage assets should be preserved or enhanced.



Figure 30 View 8: Spratt's Field

- 7.37 View 8 across Spratt's Field can be seen in Figure 22 above. The view is taken from within the Recreation Ground at its most southerly point, directly south. The new homes at Well House on Acorn Street can be seen to the left in the distance and to the right are Whitehall Cottages. This view is dual-purpose in that it shows both the gap within the overall settlement of Hunsdon and the connection between the main part of the village and Hunsdonbury. The landscape is described in more detail in paragraph 7.23.

Hedgerows

- 7.38 In the East Herts District Plan, policy NE3 states that development which would result in the loss or significant change to trees, hedgerows or ancient woodlands will not be permitted. Public consultation on the Neighbourhood Plan has revealed a widespread concern about the loss of hedgerows in the parish of Hunsdon. In what is still a predominantly rural area, the patchwork of hedges forms an important part of its landscape character as well as providing habitats for a wide range of flora and fauna and act as wildlife corridors.
- 7.39 The Hedgerow Regulations aim to protect important hedgerows in the countryside by controlling their removal through a system of modification, where there is a presumption in favour of protecting and retaining important examples. Whilst the Neighbourhood Plan does not seek to specify important hedgerows under the Hedgerow Regulations, it does identify several hedgerows of local significance which should be protected for the benefit of future generations. These are set out below in **Policy HE4**.

POLICY HE4 Valued Hedgerows

I. The following hedgerows, as shown on the Policies Map are important as boundaries and wildlife habitats, although not registered on the Herts Ecological Survey, shall be retained wherever possible to minimise disruption to wildlife and retain local landscape character:

Hedge 1: Bordering Hunsdon Brook between Tanners Way and Fillets Farm access road

Hedge 2: Hedge along north side of Back Lane, between the Village Hall and Fillets Farm

Hedge 3: Hedges between Hunsdon Mead and the river towpath

Hedge 4: Hedgerows on both sides of the Stanstead Road (B180) within the designated area

II. Where hedgerows are enhanced or new hedgerows planted, species should be climate resilient.



Figure 31: Hedge 1 Bordering Hunsdon Brook between Tanners Way and Fillets Farm access road

- 7.40 The hedge bordering Hunsdon Brook is of mixed native species: hawthorn, hazel, ash, oak, field maple, blackthorn, dogwood and wild rose with 2 bird sown walnut trees.



Figure 32: Hedge 2 Hedge along north side of Back Lane, between the Village Hall and Fillets Farm

- 7.41 According to the Hunsdon Conservation Appraisal and Plan 2013 this hedge to the north of the well-used footpath from Tanners Way to the High Street is visually important and clearly defines the open countryside to its north whilst enclosing the linear stretch extensively used by walkers. It comprises mixed native species: oak, ash, sycamore, hawthorn, dogwood and wild rose.



Figure 33: Hedge 3 Hedges between Hunsdon Mead and the river towpath

- 7.42 The hedges that run between Hunsdon Mead and the river towpath within the Neighbourhood Plan Area are on the right-hand side here and comprise a stretch of mature hedgerows between the towpath of the River Stort up to Hunsdon Lock and the SSSI of Hunsdon Mead. They were probably first planted after the Navigation was constructed in the 18th century. They consist of very mature hawthorn, blackthorn, dogrose and more recent ash.



Figure 34: Hedge 4 Hedgerows on the B180 road

- 7.43 Hedge 4 comprises mixed native hedgerows with hawthorn, blackthorn, field maple, wild rose, sessile oak.

Hunsdon Mead SSSI

- 7.44 There is one Site of Special Scientific Interest (SSSI) in the designated area, at Hunsdon Mead. The area was originally notified in 1980 but was extended to include part of the adjacent Roydon Mead in 1993. It is jointly owned and managed by the Essex Wildlife Trust and the Hertfordshire and Middlesex Wildlife Trust.
- 7.45 Hunsdon Mead lies on the flood plain between the Stort Navigation and the old River Stort, covering an area of 27 hectares (65 acres). It is registered Common Land and is of critical importance as one of the last remaining sites in Hertfordshire to be managed under the Lammas system of summer hay making followed by winter grazing. As result of this system of traditional management, the site supports a considerable variety of flora, many of which are extremely rare. Evidence of otters on this stretch of the Stort is supported by Herts & Middlesex Wildlife Trust and residents. In winter, the Meads support large feeding flocks of migratory birds. Insect varieties are also prolific.
- 7.46 Survival of the SSSI and its species will depend on the continuance of the system of management which has prevailed for centuries. In particular it is essential that the pattern of winter flooding continues, ensuring that alluvial deposits provide nutrients for the survival of the protected habitats and species. It will be important to ensure that the quality of flood water and nutrients are maintained, and that surface water run-off from the proposed Gilston Area Development or any other development within the catchment area as defined by the Impact Risk Zone for this SSSI does not lead to contamination of the water regime.
- 7.47 Alongside the SSSI and the Stort Navigation runs the towpath between Hunsdon Lock and Roydon. It was constructed originally to support the use of boats on the water and remains important for water-based leisure activities. The Canal & River Trust have a [National Towpath Policy and Code](#) which is available as a download. At its heart, on page 7, is the Trust's 'SHARE YOUR SPACE, DROP YOUR PACE' slogan, emphasising the importance of towpaths

as places to be enjoyed by everyone and suggesting that if you are in a hurry, you should consider an alternative route.

- 7.48 In most places, this section of the towpath is delineated from the surrounding land by ancient hedgerows on the landside of the bank (see **Figure 33** Hedge 3 and **Policy HE4**). The path width is barely a metre wide. A significant increase in the width of the towpath would result in environmental damage to flora and fauna on both the landside and the waterside edges and would change the historic character of this stretch of the Stort Navigation. Lighting the towpath could also have a detrimental impact on the wildlife that inhabits the natural boundaries and uses the towpath as a wildlife corridor.

POLICY HE5 Hunsdon Mead

I. In accordance with the Hertfordshire Biodiversity Action Plan, the part of the Hunsdon Mead SSSI within the Neighbourhood Plan Area should not be impacted by development and should be managed to ensure the enhancement of biodiversity and continued protection of its habitats and wildlife species.

II. Proposals on the borders of the SSSI, including increasing the capacity for recreational use of the towpath should respect the views along the River Stort, including Cherished view 3, and the sensitivity of the site to additional visitors or greater footfall. Any proposal for the alteration of the towpath must pay careful regard to the historic importance and ecological value of the towpath and its surroundings. Proposals for its use or alteration for purposes other than recreational purposes will not be supported.

III. Development proposals within the catchment area of the site with the potential to negatively impact the SSSI will be assessed in by Natural England or its successor bodies. The Parish Council will strongly oppose any development which affects the quality of winter flood water and alluvial deposits.

- 7.49 Management principles should also be applied to the landscape setting and the environs of the SSSI to protect hedgerows and small woodlands. The adjacent towpath should be maintained in a semi-natural state and visitor movements should be sensitively managed (See also paragraph 7.4 above).

Environmental Sustainability

- 7.50 The East Herts District Plan sets out a commitment to addressing the climate change emergency, with reference to Building Futures, the Hertfordshire on-line guide to promoting sustainable development. In the guide, there are modules on Climate Change Adaptation and Energy and Climate Change. The District Plan contains specific policies on adaptation (Policy CC1) and mitigation (Policy CC2). Both policies show ways in which the design of new buildings and developments can assist in reducing the impacts of climate change.

- 7.51 The Parish Council fully supports these approaches to adaptation and mitigation through design. The Parish Council will work with the Flood Authority and Environment Agency to ensure that watercourses draining through the area are managed to maintain capacity and so minimise risk of flooding and with owners and developers of Gilston Area Development to secure appropriate SUDS. Proposal for reforestation and extension of parkland will also be negotiated by the Parish Council for the benefit of Hunsdon residents (see **Appendix B: Task List**, for more details).
- 7.52 The Neighbourhood Plan Area Plan includes areas located in Flood Zones 2 and 3. For development proposals within areas of high flood risk the Sequential Test should be undertaken. The application of the Sequential Test should be informed by EHDC Strategic Flood Risk Assessment.
- 7.53 The District Plan also acknowledges the role of renewable energy in tackling climate change, and the opportunities for generating clean energy. At the same time, the District Council is also mindful of the balance which needs to be achieved between the benefits of renewable energy and other planning constraints and policy considerations. This balance is expressed in District Plan Policy CC3, which gives support to development of sources of renewable energy generation, subject to a list of general criteria.
- 7.54 Judging from the public response to the Neighbourhood Plan consultation, there is clear community support for renewable and low-carbon energy. The District Plan policy is appropriately applied for larger-scale schemes. At the more local level, the following policy expresses the support of the Parish Council for renewable energy. It also provides a set of specific criteria by which domestic and small-scale proposals can be evaluated.

POLICY HE6 Renewable Energy

I. Proposals for individual and community-scale energy from solar photovoltaic panels, local biomass facilities, anaerobic digestions, and wood fuel products will be supported subject to the following criteria:

- a) The siting and scale of the proposed development is appropriate to its setting and location in the wider landscape; and**
- b) The proposed development does not create an unacceptable impact on the amenities of residents; and**
- c) The proposed development does not have an unacceptable impact on a feature of nature or biodiversity significance.**

II. Other non-domestic renewable energy schemes, if acceptable in accordance with other policies in this plan, should be located outside areas already liable to flooding or future flooding.

8 Heritage and Conservation

- 8.1 This section of the Neighbourhood Plan addresses the built environment and historic designed landscapes.
- 8.2 There is widespread archaeological and topological evidence of settlement in the Hunsdon Area spanning the Stone Age, Bronze Age, Roman occupation and Anglo-Saxon Period, although there are no building remnants from any of these periods. Hertfordshire Historic Environment Record has provided key information on the abundance of heritage assets within the Neighbourhood Plan Area.
- 8.3 Hunsdon is recorded in Domesday Book as having 19 households, comprising "4 villagers, 8 smallholders, 2 cottagers, 3 slaves, 1 priest and 1 Frenchmen". Its cultivated land and assets comprised "5 ploughlands, 1 lord's plough teams, 1 lord's plough teams possible, 2 men's plough teams, 2 lord's lands, meadow, 5 ploughs, woodland, 40 pigs and 1 mill, with a value 10 shillings". The presence of a priest in the village at this time would suggest that a church of some description already existed.
- 8.4 Otherwise, the earliest surviving buildings in Hunsdon date from the C15 and include several houses and cottages in - what is now - the High Street, as well as the original structure of Hunsdon House. From that period onwards, the concentration of settlement became the High Street area, with various houses and cottages remaining from the C16 to the present day.
- 8.5 Over the same period from the C15, some isolated building developed in the 'gap' (of 1½ km) south of the village near the church / Hunsdon House as stated in paragraph **2.10**.
- 8.6 The valley of the River Stort defines the southern extent of the parish and this was the location of the mill referred to in Domesday Book. A timber-built mill is recorded on a map of 1676. In late C18 or C19 the mill was extensively rebuilt and, later, a steam driven mill added on the south side of the original mill. The mill buildings were eventually demolished in either 1901 or 1902.
- 8.7 In the latter half of the C18, consideration was given to make the river navigable from its junction with the River Lea to Bishop's Stortford (and perhaps beyond to Cambridge and the River Great Ouse) to provide a means of moving agricultural produce into London. In 1766 work started under the direction of the engineer Thomas Yeoman and it took three years to canalise the river from the Causeway in Bishop's Stortford to the junction with the Lee Navigation at Feildes Weir near Hoddesdon. Apart from being dredged, widened and, in places, re-routed and straightened out, 13 wooden turf-sided and 2 brick-built locks had to be constructed. Unfortunately, the Stort Navigation never achieved the level of commercial return that had been hoped and it passed through many ownerships until being nationalised under the 1947 Transport Act and incorporated into the British Transport Commission, later the British Waterways Board and - in 2012 - the Canal and River Trust.

- 8.8 The working tradition of the Stort Navigation is recalled in the various extant functional features associated with the waterway, such as the towpath, locks, bridges, mills and weirs, as well as smaller items such as bollards and markers. The Navigation is enjoyed by increasing numbers of leisure boaters as well as a diversity of towpath users, including many people engaging in healthy travel. The historic environment associated with that section of the Stort Navigation defining the southern edge of the Neighbourhood Plan area forms a key component of the heritage of the parish. It is important to preserve the integrity of the Navigation as a linear landscape and the special interest of heritage features along it, as well as promoting access to, and an awareness of the historic waterway for the benefit of local communities.



Figure 35: Hunsdon Mill

- 8.9 Perhaps the greatest structural change in the community occurred during World War II, when a large tract of agricultural land to the east of the parish was commandeered by the Ministry of War to build an airfield. Between 1941 and 1945, RAF Hunsdon formed a key component of the defence of the Southeast and subsequent preparation for invasion of Europe.
- 8.10 Hunsdon retains a pride in its heritage and desire to conserve those parts of the built environment which provide a clear sense of identity. It is rich in structures which are nationally recognised as having historic significance, including 80 Listed Buildings, 2 Scheduled Ancient Monuments and 1 Historic Park and Garden. These are listed for reference in **Appendix A: Designated Heritage Assets**. There are also three locally listed Parks and Gardens detailed in **Policy HHC2**.
- 8.11 The centre of the village including, in particular, the High Street within which are many of the Listed Buildings is designated as a Conservation Area in the East Herts District Plan 2018. Hunsdon Parish Council facilitated the undertaking of the Hunsdon Conservation Area Appraisal and Management Plan in 2013 and endorses the observations and suggestions made within that plan. As you enter Hunsdon from the south, you will see the Grade II Listed War Memorial on your right.



Figure 36: The War Memorial

Hunsdon Church

8.12 Hunsdon church is a Grade I listed building and the churchyard contains several Grade II* and Grade II listed monuments. The earliest parts of Hunsdon Church, in particular the north wall of the Nave, are thought to be 11th- 12th century. The rest of the building varies in dates through the 14th, 15th, 16th and 17th centuries. The bell tower and north porch are early 15th century, probably built by John Tyrell who held the Manor from 1423 to 1428. The south Chapel was built by John Carey, 3rd Lord Hunsdon and in about 1610 (in his own lifetime) he commissioned a tomb for him and his wife. He died in 1617 and his monument in alabaster is of the highest sculptural quality then available in England. The screen and pulpit were supposedly erected at the same time. The altar rails are also 17th century with recent additions at the ends. The font is circa 1500 but was recut in 1851 to the original design, and the old alms box is thought to be 17th century. The current pews were installed in 1872 and are the work of Philip Webb-an associate of and architect for the William Morris Company. From about the time of the Reformation, the building was known only as Hunsdon Church. In about 1880 the Rector at the time had it dedicated to St Dunstan.

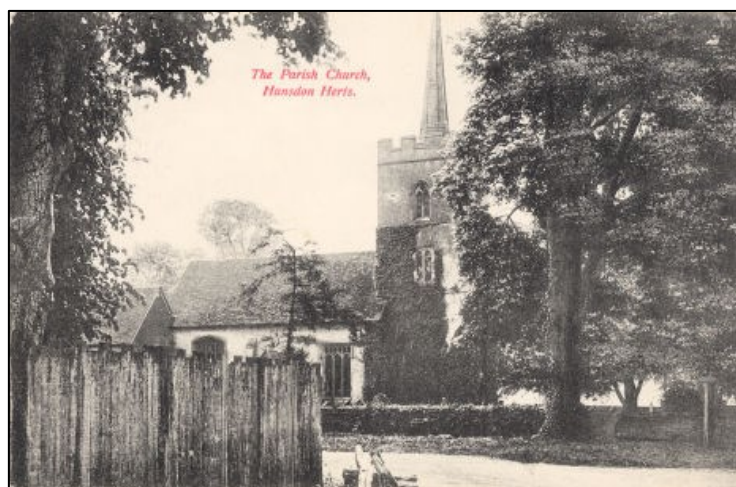


Figure 37: Hunsdon Church

Hunsdon House

- 8.13 Hunsdon House, a Grade I listed building, was built in the 15th century by Sir William Oldhall, but by the 16th century the house and extensive parks were in the hands of the Crown. Henry VIII rebuilt the house making it into a splendid palace. He spent much of his leisure time at Hunsdon hunting in the well-stocked deer park. His children, Mary, Elizabeth and Edward spent their formative years in the house and are recorded as worshipping in the nearby church. In 1558 Queen Elizabeth gave Hunsdon House to her cousin Sir Henry Carey, creating him Lord Hunsdon. After several changes of ownership through Lord Willoughby in 1653, Matthew Bluck in 1671 and Josiah Nicholson in 1743 it was inherited by Nicholson Calvert in 1759. The Calvert family who made several major changes to the structure of Hunsdon village and the area about during their ownership, finally left Hunsdon when the house and Manor was sold in 1858.



Figure 38: Hunsdon House in the past above and an aerial view of the house and church today

- 8.14 Remnants of the Tudor building and uninterrupted views across the historic Hunsdon Park from the roof of Hunsdon House remain. Further information

about heritage importance and history of Hunsdon House and the Church is usefully contained in the April 2018 Heritage Report of Whirledge and Associates prepared in relation to the proposed Gilston Area Development (see **Appendix E: Sources and References**)

Briggens House Estate

- 8.15 To the south of the parish is the Briggens House Estate. While the earliest references are to Sir Thomas Foster (died 1612 and buried in Hunsdon Church) the configuration of his house are not certain, but a substantial dwelling is indicated on John Seller's map of Hertfordshire in 1676. The extent and form of the pre-C18 designed landscape is equally unknown, but it is said that two pollarded sweet chestnuts immediately to the southwest of the house may be part of an earlier park. Fosters son sold the land to the Crowley family and thence the estate passed to Robert Chester (1675-1732) in 1706. It is likely that Chester, a director of the South Sea Company, either substantially reworked, or entirely rebuilt any earlier building on the site. Chester commissioned Charles Bridgeman in c.1720 to design the pleasure gardens and wider landscape.
- 8.16 By 1723 the estate is described as having a walled kitchen garden of 2.5 acres and a large walled pleasure garden with a park beyond of some 60 acres. In 1728 Nathaniel Salmon noted that the 'avenue to it hath at the entrance a large basin, through which a small stream runs', and its features included 'graceful plantations of trees with a variety of slopes adorned with statues', (History of Hertfordshire). The 'slopes' probably refer to turfed ramps and terraces which were familiar elements in Bridgeman's designs and the statues were probably the works of Andrew Carpenter who is documented as being paid over £70 for 'vauzes'.
- 8.17 Water features were also important elements of the scheme, the Juicy Brook being infilled to form a canal, engineered by Richard and William Cole, who installed a pumping house at the terminal of the canal containing the water engine which harnessed the waterpower from the stream and probably pumped water to other features.
- 8.18 Over the 19th Century the house passed through several owners. The Arts and Crafts Gardens were added at the time of the then Lord Aldenham, laid out to the southeast of the house with a formal sunken garden, shrub beds and terracing. In 1907, it was acquired by the Hon Herbert Gibbs who took the title of Lord Hunsdon in 1923. His son, Walter, inherited the further title of Lord Aldenham and the second Lord Aldenham eventually sold the estate in 1979 when it became a hotel. The hotel is currently disused.



Figure 39: Briggens House

- 8.19 Briggens House itself is a Grade II listed building and several other structures on the estate are similarly listed. The surrounding parkland is included on the Register of Historic Parks and Gardens by Historic England for its special historic interest.

Olives Farm

- 8.20 Olives Farm House is a Grade II* listed building; the stables and The Old Bungalow are Grade II listed. Olives Farm House is possibly the oldest house standing in Hunsdon at the present time, the oldest part of the house being of early 15th century or late 14th century construction. In the 17th century the house was greatly enlarged, with a new kitchen and other rooms added, running parallel with the hall to make a double block. The third alteration occurred in the early 19th century, with the addition of a single storey wing and cellar to the south of the building. The adjoining brick outbuildings, stables, granary and walled farmyards (some of which are in Stanstead Abbots parish) date from the same period and represent a significant development of the whole farm site.
- 8.21 The area around Olives Farm House seems to have had occasional – possibly continuous – occupation from very early, pre-Roman times. Some rough, coarse, hand-made pottery, which could be dated to the end of the Bronze Age, has been found, as well as later Iron Age pottery with finger-nail decoration. An aerial survey (c. 1970) disclosed a possible ditched enclosure of an Iron Age farmstead, to the south of the Farm House. Subsequent field draining turned up some Iron Age pottery in the same area. The fields around the farmstead show evidence of later, widespread Roman occupation. Close to the Farm House is a moat, which surrounds about an acre of garden but not the house itself. Very little is known about the history of the moat although some pieces of medieval pottery have been found in this area. On other parts of the farm there are remains of four small medieval crofts. There are a number of springs at the farm which led to Henry VIII's purchase of the land to protect the water supply to the ponds in the valley below.

Individual Buildings and Clusters

- 8.22 Both individual heritage buildings and clusters of buildings are important. **Policy HHC1** seeks to protect the character and appearance of the important buildings or clusters of buildings or hamlets outside the village and its Conservation Area. In addition to the individual qualities of the buildings themselves, there are other factors such as the relationships of the buildings with each other, the quality of the spaces between them and the vistas and views that unite or disrupt them.

POLICY HHC1 Heritage and Conservation

I. Development proposals should preserve and enhance the character and appearance of the Hunsdon Conservation Area as set out and noted in the Hunsdon Conservation Area Appraisal and Management Plan 2013. The architectural quality of listed buildings in Hunsdon conservation area is in part due to the sensitive decoration of white weatherboarding and render, in the High Street. This uniformity should not be eroded.

II. Throughout the conservation area, important views and spaces contribute to the areas of heritage value. Views along the High Street in both directions, and along Drury Lane in both directions are important and should be protected

III. Development proposals which affect all designated heritage assets should preserve and enhance the significance of the assets and their settings (Listed Buildings, Scheduled Monuments and Registered Historic Parks and Gardens) in the Area. Enabling development to retain heritage assets at risk will only be supported where the heritage benefits of the proposed development would outweigh the disbenefits in accordance with District Plan Policy HA9.

IV. Development proposals which affect outlying clusters of Listed Buildings and Scheduled Monuments should preserve and enhance the overall character and appearance of that cluster, specifically:

- **Hunsdonbury to Hunsdon House Gatehouse**
- **Hunsdon Pound, including Hunsdon Lock and other artificial watercourses associated with the River Stort Navigation**
- **Briggens House Estate**
- **Olives Farm**
- **Hunsdon Brook Fishponds.**

- 8.23 There are other buildings or structures that make an important architectural or historic contribution within the Neighbourhood Plan Area, including below ground archaeological remains. Information for Hunsdon, received from Hertfordshire Country Council's HER, was analysed in detail. Fillets Farm was considered as a non-designated heritage asset, but the farm buildings referred to have since been extensively converted to residential units, with only passing reference to what is now regarded as Fillets farmhouse, so it has not been included in the **Policy HHC2**.
- 8.24 Five non-designated heritage assets have been identified. The importance of historic designed landscapes including Deer Parks in Hunsdon are a particular feature of the area and in recognition of their contribution to the character of the central part of the Neighbourhood Plan Area, two locally listed parks and gardens have been added as Non-designated Heritage Assets.

POLICY HHC2 Non-designated Heritage Assets

I. The following non-designated heritage assets have been identified:

- **Wynchlows, No. 91 High Street**
- **Hunsdon School**
- **Hunsdon Lock**
- **Hunsdon House Historic Park**
- **Hunsdonbury Historic Park**

II. Development proposals, which affect the above-named assets or other non-designated heritage assets, will take into account the significance of the heritage asset to enable a balanced judgement to be made having regard to the scale of any harm or loss and the significance of the heritage asset.



Figure 40: Wynchlows, 91 High Street

- 8.25 This is the only such building that has been identified in the Hunsdon Conservation Area Appraisal and Management Plan 2013, namely No. 91 High Street, a tall distinctive early 20th century house, with painted brickwork, a slate roof and 2 no. tall chimneys with pots. The central door is recessed and there are two bay windows on the ground floor with vertical sliding sash windows. It is identified as an unlisted building that makes an important architectural or historic contribution to the street scene with selected features that are worthy of protection.



Figure 41 Hunsdon School

- 8.26 Hunsdon School is a landmark building at the northern end of High Street which should be considered as a non-designated heritage asset, both by virtue of its visual contribution to the street scene and to its cultural

contribution to village life. The main building was opened in 1926 to replace the school in, what is now, the Village Hall. Several extensions have been built onto the original, but the frontage – and in particular its iconic cupola bell-tower – remain unaltered.



Figure 42 Hunsdon Lock near Hunsdon Mill

- 8.27 Whilst both Hunsdon Mill House and the bridge, abutments and base of the former water mill are Grade II listed, Hunsdon Lock is not listed. The original turf-sided lock at Hunsdon Mill was constructed early in the 18th Century. It was rebuilt in brick and concrete in 1914, however other, older structural elements around the lock and watercourses associated with the mill and the Mill House remain (see [Lee and Stort 'Hunsdon Mill Lock'](#)).
- 8.28 Hunsdon House and Hunsdonbury Historic Parks are identified in East Herts District Council Supplementary Planning Document, September 2007, Appendix C Locally Important Historic Parks and Gardens. Further detailed information exists on both parks.
- 8.29 Hunsdon House Park was subject of a Heritage Assessment by Donal Insall Associates as part of a planning application in 2019 (3/19/2124/OUT) and additionally in a Heritage Impact Report by Worledge Associates in April 2018 in relation to the proposed Gilston Area Development. Originally part of a vast deer park, the identified Non-designated Heritage Asset in this Neighbourhood Plan is the visibly distinct parkland remaining within the Neighbourhood Plan Area.

8.30 Hunsdonbury has been the subject of a recent report by Hertfordshire Gardens Trust called the History of the Park and Gardens at Hunsdonbury, Hunsdon, by Elizabeth Waugh, 2018. Of the original 59-acre estate, the largest part, 40 acres remains as the grounds of Hunsdonbury House itself. The identified Non-designated Heritage Asset in this Neighbourhood Plan relates to the 40-acre grounds of Hunsdonbury. It consists of a large attractive garden laid out as a continuous space, beyond which lies extensive woodland managed by the owner as a conservation area.



Figure 43: Hunsdonbury from Footpath No. 4 near Church Lane

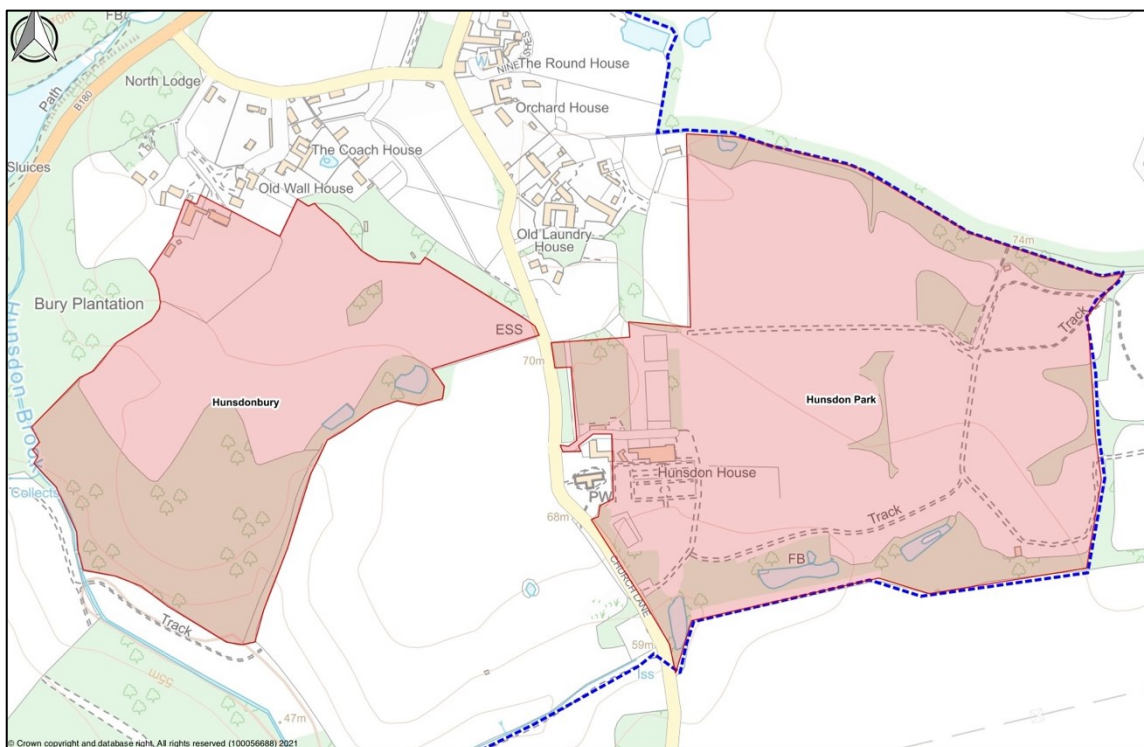


Figure 44: Non-designated Heritage Assets, Hunsdon and Hunsdonbury Historic Parks

9 Infrastructure, Roads and Transport

- 9.1 Hunsdon is on the main road (B180) running from Stanstead Abbots in the southwest to Widford to the northwest. In the village it forms the High Street which is joined in the centre by Acorn Street. That becomes Church Lane as it runs south through Hunsdonbury to the junction with the A414. In between the village and the A414, on Church Lane is the parish church, St Dunstons which is directly adjacent to Hunsdon House.
- 9.2 There are several interconnecting roads which service areas of the village. Figure 45 Map of Hunsdon in 1875 shows a Map of the Village in 1875 and a comparison of this with present day routes shows that there has been little significant change in the roads which serve Hunsdon nowadays.
- 9.3 The ancient nature of the roads was not designed for heavy goods or modern faster vehicles which create, in places, significant issues around the village which has been amplified in recent years. There are several pinch points in the village around the school; Rosella bend; Hunsdonbury Lane, and the Hunsdon Church bends.
- 9.4 As a rural parish 3 miles northwest of Harlow, the road system carries commuting, HGV traffic associated with local farming, and more recently the significant traffic associated with a waste recycling operation, sited just south of the village centre.
- 9.5 The capacity of wastewater infrastructure is a potential issue for new development in the Neighbourhood Plan Area. To ensure that development proposals comply with Policy WAT6 of the East Herts District Plan developers are advised to contact Thames Water at an early stage to discuss the drainage requirements for their development. Information about the [Thames Water pre-application service](#) can be found on their website.

Traffic Impact

- 9.6 The community consultation and the household survey revealed several significant issues that, if resolved, would benefit life in the village. As is evident in the analysis of the survey, traffic problems are foremost; three of the top four bugbears about living in Hunsdon were centred around traffic problems, particularly heavy goods vehicles and road safety. The Neighbourhood Plan seeks to address these issues and those that may be associated with any expansion of the village in the future.
- 9.7 The survey revealed a significant shortfall in public transport provision. Those without access to a car are isolated in the village for much of the day and evening. From the survey 77% plus of the respondents rated the transport links as 'Poor'.

- 9.8 The area adjacent to the school is seen as requiring attention in order to address safety issues generated by the speed of traffic in the High Street (70% of survey responders consider this to be a very important issue) and the congestion created by the regular pickup and delivery of children to the school where 84% of survey responders favoured improvements.
- 9.9 A significant majority in both the survey and the consultation indicated that it was important to address the issues arising from heavy goods vehicles travelling to and through the village. Children also mentioned HGVs. When asked what would improve the area, 24% replied improved road safety and fewer HGVs.
- 9.10 It is recognised that traffic generated by farming operations is unavoidable in a rural area like Hunsdon. However, other businesses in the parish have exacerbated the situation including a waste recycling site, an aggregate recycling site and industrial units and activities at Little Samuels Farm. Other heavy goods vehicles bound for Widford and Much Hadham also use Church Lane and the village centre. The country lanes are narrow and tortuous and totally unsuitable for these movements. They represent a danger to other road users as well as causing damage to verges, hedges and overhanging trees. The survey indicated that 93% of those responding favoured weight restrictions to help address this issue.
- 9.11 Because of the extreme traffic issues experienced by residents and the large increase in population proposed just to the east and south of the village as part of the Gilston Area Development, Section 106 funding from developments, a future Community Infrastructure Levy, or any other funding related to development proposals could, as a matter of priority, be used towards mitigating the impact of traffic. Some of these issues may be solved through initiating projects and proposals, or through negotiation with Hertfordshire County Council and private public transport providers.
- 9.12 Road proposals arising from Major Developments including Gilston Area Development and changes of land use in or outside the Designated Area could have a considerable traffic impact on the village, roads in the parish and the amenities of the area.
- 9.13 Hertfordshire County Council's Local Transport Plan (LTP4) Objective 8 aims to make journeys and their impact safer and healthier. Traffic Impact Assessments (TIAs) can help to identify issues with development proposals. The detail in TIAs should be in proportion to the size of the proposal. They can also identify alternative solutions, mitigation and options to reduce congestion and make travel, by all modes, safer and more environmentally friendly.
- 9.14 The impact of additional traffic on a range of environmental matters – such as amenities, environmental sensitivities, heritage assets, watercourses – should also be carefully addressed in any proposals creating further traffic. The community gives High Priority to the mitigation of traffic impact in Tasks 10 and 11 in **Appendix B: Task List**.

Sustainable Travel

- 9.15 The residents' household Survey demonstrated residents overwhelming appreciation of, and desire to protect both the nationally and locally recognised assets of its built environment. A major concern identified by the Survey, however, is one of density and speed of motorised through traffic within the Area which has a negative impact on local non-motorised (i.e., pedestrians and cyclists) movement and therefore on cohesion of the main and outlying settlements. The promotion of sustainable modes of transport and the effective maintenance and enhancement of existing public footpaths and bridleways would make an essential contribution towards mitigating traffic impact and provide the opportunity for residents to access heritage and environmental assets.
- 9.16 Policy 1 of LTP4 (HCC Local Transport Plan 2018 – 2031) sets out the County Council's desire to see a significant shift towards more active travel alternatives for short journeys and supports **Policy HT1** of this Neighbourhood Plan.
- 9.17 Hunsdon has an extensive network of ancient public rights of way in and through the parish. The network is recorded, maintained, sign posted and protected from obstruction by the County Council - see Paragraph 7.5. From time to time, improvements and proposals for additional routes are suggested. Those surveyed indicated that 73% saw these paths as Very Important and strongly favoured the access to the countryside the parish benefits from currently.
- 9.18 Every opportunity will be taken to improve the condition of rights of way, subject to environmental constraints including drainage, bound or unbound permeable surfacing and improved slopes to encourage walking and cycling, in accordance with the strategic principles of the Hertfordshire County Council Rights of Way Improvement Plan. There are no cycle paths in the area, only two bridleways and the footpaths are mostly inaccessible to walkers with disabilities or of limited mobility.
- 9.19 The rural surroundings of the local villages are an important leisure asset and provide many opportunities for walking, cycling, equestrianism and other outdoor pursuits. The Parish is an active member of the Parish Paths Partnership, so footpaths are well monitored and maintained. The rural surroundings of the local villages are an important leisure asset and provide many opportunities for walking, cycling and other outdoor pursuits. There is an active cycling proficiency programme at the school, but as roads in Hunsdon are narrow and busy with frequent HGVs, the opportunities for safe routes, especially for children are less than ideal. Active and sustainable travel through safe, integrated walking and cycling routes is a priority for wellbeing as well as the promotion of sustainable travel.

POLICY HT1 Sustainable Modes of Travel

I. The promotion of safe and sustainable modes of transport will be pursued. Development proposals should provide details of how safe and sustainable modes of transport (walking and cycling) will be included in any proposal for development. New and enhanced sustainable travel networks should be accessible to residents of all ages and abilities for commuting, recreation, and other uses. New and enhanced networks may include:

- a well-connected network of attractive, safe, convenient pedestrian and cycle routes within Hunsdon integrated with the wider area and network of paths, bridleways, and cycle routes**
- safe cycle and pedestrian connections to the Gilston Area's planned network of sustainable travel alternatives to reach Harlow's station and the facilities amenities within the Harlow & Gilston Garden Town.**

II. Proposals for development must not adversely affect any Public Right of Way and, where possible, should incorporate measures to maintain and enhance the Rights of Way network. Climate resilient green infrastructure should be planted along new cycle routes and footpaths to increase the pathways resilience to future climate changes.

10 Business

- 10.1 Hunsdon is a rural parish with a small population which as at the 2011 census was 1080 total though that will have increased with house development since then. Of this total 856 were over 18 years of age and 572 were economically active i.e., working, across a range of employments but mostly “white collar”. Research and the results of the residents’ survey indicate that the majority of those employed commute to work by car and/or train, outside the Neighbourhood Plan area.
- 10.2 The present businesses in the Hunsdon Area are:
- A shop and Post Office
 - 2 Pubs
 - Farming businesses with rural diversifications
 - A Garage
 - A number of home-working businesses
 - Small business units on the Airfield/Little Samuels Farm/Fillets Farm
 - A timber and fencing business
 - A skip hire and waste business
- 10.3 The household survey produced a poor response from these businesses as only 2 replied. The survey responses showed that of those requests for new businesses in the Parish, the most popular were for more shops, a café and a taxi service. The majority thought that any new businesses requiring premises should use existing or brownfield sites. Children at Hunsdon School were asked what would improve the area; 16% replied ‘better shops.’
- 10.4 There is general support for home working in the village such that this policy is focussed on businesses that will not create an unacceptable burden on already congested rural roads. 80% of those surveyed indicated that the negative impact of heavy goods vehicles was Very Important to them.
- 10.5 District Plan Policy ED2 considers the rural economy in general and supports the diversity of farms subject to several criteria. Neighbourhood Plan Policy HB1 should be read in conjunction with Policy ED2.

POLICY HB1 New Businesses

There is demand for new business premises to reduce the need to travel to work. Proposals for new business development must demonstrate that they meet all the following criteria:

- a) Be of a scale and a use appropriate to the rural location**
- b) Provide local employment opportunities**
- c) Not generate significant further heavy goods vehicle traffic in the parish**
- d) Not negatively impact on existing residential areas or neighbouring uses through noise, traffic, light or environmental pollution.**
- e) Avoid harm to habitats, species, areas, buildings or features protected or important for wildlife, biodiversity, or natural, historic or scenic value.**
- f) Comply with other relevant policies of the Neighbourhood Plan.**

11 Community Health and Wellbeing

- 11.1 Facilities and spaces for growing food, leisure and recreation should be accessible to all users and support sport and physical activity and recreation across all ages and abilities within the community. The management, maintenance and viability of these facilities and spaces should ensure that they are attractive, safe and enjoyable to use.
- 11.2 Within the Dell and Recreation Ground, there is the opportunity to create community meeting areas particularly for families, isolated new mums and isolated older adults. As we come out of the Coronavirus pandemic, this is even more important. A plan for enhancement of wildlife habitat and creation of tranquil recreation areas is also in preparation.
- 11.3 Lots of good ideas were identified through Neighbourhood Plan consultation events and survey. These have been added to an Action Plan. They include improving and extending existing facilities to provide more exciting and challenging play, sporting experiences and opportunities for the whole community including older children, teenagers, adults and those with disabilities; refurbishment of the playground, including all ability accessible equipment and equipment for older children on the Recreation Ground; installation of a selection of adult fitness equipment; the tennis courts to be converted into a Multi-Use Games Area (MUGA). I. The 5-a-side grass football pitch could be re-laid.
- 11.4 The Action Plan also includes encouragement of activities such as nature walks, exploring opportunities to expand the GP surgeries and dispensary in the Village Hall, and the development of clubs and activities for all ages.
- 11.5 Negotiations are also underway with the Gilston Area developers to create cycleways and enhanced footpath networks for commuters, social recreation and sporting opportunities between residents of Hunsdon and the new Garden Villages.
- 11.6 The popular village primary school is currently oversubscribed. Since the 2011 census which showed 190 children under 16 none of the new housing developments have included green play space for children.

Recreation Areas

- 11.7 Within the village there are two recreation areas:
 - a) The Dell, a small, green open space with a public right of way crossing it. See **Appendix B: Task List** for further details. There are proposals to enhance its natural setting and to create a tranquil recreational area.
 - b) The Recreation Ground contains the only playground equipment in the Parish – New equipment has been installed for younger children and there are plans to provide outside gym equipment for older children and adults. Two poor quality and underused tennis courts adjoin the recreation ground, which also houses a 5-a-side football pitch. There are plans to convert the tennis

courts into a Multi-Use Games Area. The MUGA will provide enhanced sporting opportunities including football, netball, tennis, basketball, futsal, bootcamps, buggy fit, walking sports, over 50's activity sessions, mini-football and mini-netball.

- 11.8 The Parish Council owns and manages 13 allotments centrally located in the village. They are let as 26 half plots and are popular and well-used.
- 11.9 Responses from residents to the household survey and from children on the Hunsdon School visit revealed that 10 children (26%) said they would like more/better play equipment and sports facilities in the recreational ground, two specifically mentioning a zipwire.
- 11.10 A summary of the responses from a community consultation event in relation to community health and wellbeing are as follows (for more detailed results of the community consultation on play and recreation facilities see Hunsdon Playground Consultation Report in the Hunsdon Area Neighbourhood Plan Consultation Statement. These results are based on 100 responses:
- 22 want better play equipment, better cycle paths and footpaths
 - 7 Improve tennis courts - MUGAs
 - 18 Improve playground/equipment
 - 9 Football pitch/sports facilities
 - 18 want expanded, better maintained and more accessible footpaths
 - 12 want a network of cycle paths
 - 7 want more GP surgery hours in the village
 - 2 want to preserve the present allotment system
 - 2 want more activities for older residents
 - 22 stressed the importance of keeping and supporting the village shop
 - 6 want to keep the Village Hall as a resource and venue for the community.
- 11.11 East Herts District Plan Policy CFLR1 guards against the loss of open space, indoor and outdoor recreation facilities. In Hunsdon, the Recreation Ground, The Dell, the former tennis courts, and the allotments are all essential recreation facilities that will be retained under this policy. It is important that these examples of essential community green infrastructure remain useable and resilient to climate change as well as new green infrastructure that may result from future development proposals.

POLICY HWB1 Designing Green Spaces for Climate Change

When improving The Dell, other green spaces and creating new green spaces the following principles should be followed, where they are not contrary to the primary purpose of the land:

- a) Integrate adaption principles into nature improvement areas, such as planting climate resilient flora, to improve the resilience of green infrastructure to extreme weather events (drought, flooding etc.)**
- b) Include tree/shrub planting to provide nature-based solutions to climate change such as shading/cooling**
- c) Where new habitat is created in green spaces, this should link to existing habitat so that species can migrate to respond to climate changes.**

POLICY HWB2 Multifunctional Open Space

Proposals to develop a community multi-functional open space in the centre of the village which offers a range of activities including sport, recreation and play will be supported. These should:

- (a) On Local Green Space 2 (LGS2) in Policy HE2, improvements will be made to extend existing facilities including the playground, the former tennis courts area and Recreation Ground to provide more exciting and challenging play and sporting experiences and opportunities for the whole community, including older children, teenagers, adults and those with disabilities,**
- (b) Ensure a range of appropriate activities and social opportunities for older members of the community and,**
- (c) Develop the Dell as a tranquil, natural space to add to the diverse range of facilities for the parish.**

Health Facilities

- 11.12 Main hospital facilities and health clinics are in Stevenage, Harlow and Bishops Stortford, with the nearest major stroke clinic being in Stevenage. A GP surgery is provided in Hunsdon twice a week with a nurse practitioner consultation on alternate weeks. This is a much-valued asset, especially for elderly patients, families with young children, and those without personal transport. There is also an informal prescription delivery service offered in the Village Hall on a Wednesday morning. The surgery is held in the Village Hall, which is a community asset with the Parish Council acting as one of the trustees. The Covid Emergency curtailed many of these activities.
- 11.13 The Parish Council supports the continued provision of the surgery in Hunsdon. Any development proposals, which would have a negative impact

on health provision in the parish, should show how that impact could be addressed. If the premises at the Village Hall in the High Street were unavailable, alternative accommodation for the surgery should be provided locally in an equally accessible location. The existing Hunsdon GP surgery service and the dispensary held in the village hall should be retained or enhanced so that all residents of Hunsdon have easy and safe access to health facilities.

POLICY HWB3 Access to Health Facilities

The following criteria should be used to assess development proposals which might impact on health facilities:

(a) Any proposals which would reduce the capacity or impact accessibility to the existing health facilities (Currently delivered from the village hall) will be rejected unless better facilities would consequentially be provided in an equally accessible location before the existing facilities cease.

(b) Any development proposals for health facilities in the Neighbourhood Plan Area will be supported if they meet the requirement of other policies in this plan.

(c) Where new health facilities are planned, these should be located where there is a choice of easy and sustainable travel options and should be accessible to all members of the community especially those who do not have access to private transport.

(d) Any development proposals which would have a negative impact on health provision in the parish, should show how that impact could be addressed.

11.14 Community cohesion and engagement is an important aspect of life in a rural village. Proposals to reduce social isolation, improve community cohesion and engagement, and to widen access to sport and culture for all members of the community who are vulnerable or inactive, will be supported and actively encouraged. Ways of achieving this have been proposed through the process of preparing the Neighbourhood Plan. These include providing seating and tables in The Dell and the playground, which will create community meeting points, allowing families, older people and children to come together, interact and mix with other families from across the village, creating social networks, enabling them to build strong relationships and reduce social isolation.

11.15 Other identified activities are:

- a) Development of innovative programmes of play that encourage learning by exploration and stimulate physical activity and pro-social behaviour (collaboration, self-confidence, teamwork), as well as re-educating children about the joys and health benefits of playing in the fresh air with friends.
- b) Development of a range of clubs, activities and social opportunities for older adults to reduce social isolation and improve health and well-being.

12 Implementation and Monitoring

- 12.1 The Neighbourhood Plan will primarily be implemented through the determination of planning applications by EHDC. The Neighbourhood Plan policies will provide a local focus to ensure decisions benefit the local community and will protect those assets most appreciated by residents. Infrastructure improvements will be achieved principally through agreements between the local planning authority, developers and infrastructure providers.
- 12.2 The Neighbourhood Plan policies may be amended at intervals in order to remain in line with the District Plan and any such review will be carried out by Hunsdon Parish Council in accordance with the process and procedures in place at that time.

POLICY HIM1 Spending Priorities

Spending priorities will be delivered through S106 agreements, the Community Infrastructure Levy (if set by East Herts District Council) or other funding streams, in accordance with the priorities set out in this plan. Funding derived from development in Hunsdon should directly benefit Hunsdon's residents. The list of projects identified in Appendix B: Task List will be reviewed at least once a year by Hunsdon Parish Council.

- 12.3 A number of non-land use proposals have been put forward during the various community consultation events and surveys of residents. These have been worked up into potential projects in consultation with Hunsdon Parish Council and have been included in **Appendix B: Task List**. These projects/tasks will require prioritising by the Parish Council, and where necessary, funding sources assigned.
- 12.4 Funding mechanisms will vary for each project and may be from both public and private funding sources. The Action Plan should be considered by developers when submitting planning applications for development in Hunsdon and by the EHDC and HCC when negotiating Section 106 Agreements. Funding from development in Hunsdon should directly benefit Hunsdon's residents.

13 Appendices

- 13.1 The comprehensive set of Appendices to this document and the separate Consultation Statement provide an evidence base, additional information and complementary references. Documents that are not easily available online can be found in the [Hunsdon Neighbourhood Plan website documents library](#).

Appendix A: Designated Heritage Assets

Listed Buildings

No.	Grade	Description
1.	II	1 and 3, High Street
2.	II	2 and 4, Drury Lane
3.	II	20, High Street
4.	II	21, Drury Lane
5.	II	22 and 24, High Street
6.	II	24 and 26, Drury Lane
7.	II	29-39, High Street
8.	II	34, High Street
9.	II	41, High Street
10.	II	53, High Street
11.	II	Aisled cattleshed at Briggens Home Farm 50 metres NNW of house
12.	II	Barn and attached stable and cattleshed at Brickhouse Farm 25 metres northeast of house†
13.	II	Barn at Hunsdon Lodge Farm attached to south end of the Big Black Barn
14.	II	Bela Down House
15.	II	Brickhouse Farm House along drive 140 metres from road†
16.	II	Bridge and abutments, and base of former watermill, at Hunsdon Mill House 25 metres south of house
17.	II	Briggens Home Farm House and attached wall at east
18.	II	Briggens House Hotel and attached upper terrace and tank at west, along a Drive, 300 metres south of the road
19.	II	Brook Cottage Post Office
20.	II	Campbell Monument in Hunsdon churchyard in the angle of chancel and south chapel
21.	II	Coach House block at Mead Lodge 10 metres south of house
22.	II	Copthall Farmhouse
23.	II	Dovecote at Nine Ashes Farm 40 metres north northeast of house
24.	II	Down Cottage
25.	II	East Barn at Nine Ashes Farm 15 metres northwest of dovecote
26.	II	East Lodge
27.	II	Farm Cottage, the similar range extending to north and the stable and archway joined to the northwest
28.	II	Fox and Hounds Public House opposite the Post Office
29.	II	Gate piers, garden gate and frontage wall at Nine Ashes Farm 45 metres west of house
30.	II	Gates and gate piers at Briggens House Hotel 300 metres north of house
31.	II	Granary at Granary at Nine Ashes Farm 24 metres north of dovecote
32.	II	Hunsdon House Lodge 280 metres north of church
33.	I	Hunsdon House to east of Parish Church
34.	II	Hunsdon Mill House with attached stables, Coach House and retaining walls
35.	II	Hunsdon Pound House 60 metres west northwest of Hunsdon Mill House
36.	II	Hunsdon Stores
37.	II	Hunsdonbury
38.	II	Kitchen garden walls central sundial pillar and 2 Gates at Briggens House Hotel 100 metres east of house
39.	II	Mead Lodge
40.	II	Mead Monument in Hunsdon churchyard 12 metres north of north porch
41.	II	Mistletoe House the Coach House
42.	II	Mock ruin in garden of Longcroft
43.	II	Netherhall

No.	Grade	Description
44.	II	Nine Ashes Farm House opposite the lane to Hunsdonbury
45.	II	North Lodge
46.	II	Northwest Implement Shed at Nine Ashes Farm 70 metres north northwest of house
47.	II	Number 15, set back beside Number 17
48.	II*	Old House
49.	II*	Olives Farm House along track 220 metres from road
50.	II	Orchards
51.	I	Parish Church of St Dunstan (Church of England) ¾ mile south of village
52.	II	Public pump 12 metres north of Rosemary Cottage
53.	II	Rosemary Cottage, Rose Cottage and Rosella
54.	II	Shelter shed at Nine Ashes Farm 60 metres northwest of house
55.	II	Shuttles
56.	II	Spellers
57.	II	Spellers Cottages
58.	II	Stable block at Briggens House Hotel 15 metres north of house
59.	II	Stables and attached carthouse at Briggens Home Farm 30 metres north northeast of house
60.	II	Stables at Nine Ashes Farm 40 metres west northwest of house
61.	II	Stables at Olive Farm 20 metres northwest of house
62.	II*	Tanners
63.	II	Taylor Monument in Hunsdon churchyard 6 metres southeast of chancel
64.	II*	The Big Black Barn at Hunsdon Lodge Farm 500 metres along track
65.	II	The Cottage Tinkwood Cottage
66.	II	The Crown Public House on the corner of Acorn Street
67.	II	The Essex Barn at Hunsdon Lodge Farm 3 metres northeast of the Big Black Barn
68.	II	The Gate House
69.	II	The Lodge at Briggens House Hotel 300 metres north of house
70.	II	The Old Bungalow at Olives Farm 90 metres south southwest of house
71.	II	The Old Post Cottage
72.	II	The Old Rectory
73.	II*	The Pump House
74.	II	Village Hall
75.	II	Village pump and surrounding railing
76.	II	Walker Monument in Hunsdon churchyard next to stables north northeast of chancel
77.	II	Walls, gates and piers of an enclosure at Orchard House along roadside and surrounding the property
78.	II	West Barn at Nine Ashes Farm 65 metres northwest of house
79.	II	West terrace walls, steps and seat at Briggens House Hotel 20 metres south of house
80.	II	White Horses
81.	II	War Memorial

† - Note these are within Hunsdon parish but outside the Neighbourhood Plan Area

Scheduled Monuments

1	Hunsdon Brook Fishponds
2	Hunsdon World War II airfield defences

Historic Parks and Gardens

1	Briggens Park and Gardens
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Note: Non-designated heritage assets area specified in Policy HHC2.

Appendix B: Task List

Task List

Issues raised during the various Neighbourhood Plan consultation stages

Task Priority rating:

Low
High
Medium

Task No	Project/Task	Key Stakeholders	Proposed Action
1	Improvements to “The Dell”	<ul style="list-style-type: none"> Parish Council and Neighbourhood Plan Groups EHC PfP Interested parishioners Gardening Club 	Prepare a plan to: <ul style="list-style-type: none"> Enhance wildlife habitat Plant wildflowers create tranquil recreational area Improve access for disabled Provide informal seating/tables Open up view/access to brook Consider community gardening involvement Create an area for use by the scouts/cubs/beavers
2	Identification of important trees not protected by TPOs	<ul style="list-style-type: none"> Parish Council EHC HANPG Briggens Estate 1 Ltd 	<ul style="list-style-type: none"> Undertake village wide survey Make proposals for new TPO’s to EHDC Replacement of mature trees removed as part of development Additional tree planting around Village 7
3	Manage existing watercourses and run-off from Airfield	<ul style="list-style-type: none"> Parish Council HEGNPG Environment Agency LLSA PfP 	Work with key agencies to: <ul style="list-style-type: none"> Maintain capacity of watercourses Minimise risk of flooding Plan for addition rainwater run-off due to development Obtain drawings showing drainage system in the village Review Hunsdon Brook’s capacity as the main passage for surface water run-off from Village 7 how it will cope and it goes from there.
4	Secure SUDS (Sustainable Drainage System)	<ul style="list-style-type: none"> HEGNPG PfP Briggens Estate 1 Environment Agency LLSA/HCC EHC 	To reduce risk of surface water flooding by: <ul style="list-style-type: none"> Working with owners and developers of Gilston Area NP Designing systems to attenuate surface water run-off Planning drainage systems new watercourses and sacrificial flood areas Ensuring any run-off does not adversely affect the Hunsdon Meads SSSI or Hunsdon Brook and adjoining properties or Hunsdon Pound south of A414

Task No	Project/Task	Key Stakeholders	Proposed Action
5	Village Centre Improvements	<ul style="list-style-type: none"> • HANPG • Parish Council • High Street residents • EHDC • HCC 	Prepare an enhancement plan for the village centre by: <ul style="list-style-type: none"> • Preserving and enhancing the area around the pump • Consulting with village residents • Reviewing parking options around village centre • Reviewing street furniture and property frontages • Encourage residents to maintain property frontage tidy and to an agreed standard for safety, i.e. overhanging trees, bushes etc
6	Creation of a new Hunsdonbury Conservation area	<ul style="list-style-type: none"> • HANPG • Parish Council • EHC • Hunsdonbury Residents 	Propose the creation of a new Conservation area around Nine Ashes, Spellars by: <ul style="list-style-type: none"> • Creating an area plan in consultation with residents • Undertaking an assessment of the proposed area with EHDC Planning Department • Submit an agreed plan area to EHDC for considered adoption
	Develop innovative programmes of play for children	<ul style="list-style-type: none"> • Parish Council • HANPG • HEGNPG • Village Residents • EHC • Sport England • Hunsdon School • Herts Sports Partnership 	Work with Stakeholders to secure funding for a programme of projects to stimulate physical activity by: <ul style="list-style-type: none"> • Providing a MUGA and other playground equipment • Consulting village residents on ideas for new facilities • Introducing more children to the joys of playing outside • Regularly reviewing and updating play equipment • Encourage parents / carers to become more involved in the leisure areas, picnics, family fun days etc • Keeping play areas, a clean healthy and safe place to play • Working with developers to create new leisure and play spaces for older children such as <ul style="list-style-type: none"> ○ Trim Trails, ○ Cycle tracks, off-road trails ○ Horse riding on the new Airfield/Woodlands Park Community Asset

Task No	Project/Task	Key Stakeholders	Proposed Action
8	Raise the profile of St Dunstons Church as a centre of worship and community for existing and new residents of Gilston Area Development	<ul style="list-style-type: none"> • Diocesan Board of Finance, of St Albans • Rector • Parochial Church Council • Places for People • Briggens Estate 1 • HEGNPG 	<p>Work with all stakeholders to agree programme of action and funding</p> <ul style="list-style-type: none"> • Raising the building profile to develop a sense of community • Working with developers to repair the building • Make the building more welcoming by upgrading the heating • Make the church more accessible by foot and sustainable travel from the new developments and the existing village. • A safe footpath from Hunsdon village centre is essential
9	Develop a range of clubs, activities and social opportunities	<ul style="list-style-type: none"> • Parish Council • HANPG • Church • Village Hall • Patient Participation Group 	<p>Reduce social isolation and improve health and well-being by:</p> <ul style="list-style-type: none"> • Promoting and supporting the Village Hall • Encouraging new residents to run new clubs in the Hall • Helping existing clubs with ageing members to continue • Allocating Section 106 or Community Grant monies to improve and repair Village Hall building as a community asset • Link in with Much Hadham / Little Hadham Social Prescribing initiative • Supporting the Parish Council initiative for better community communications
10	Tackle speed of traffic and volume of HGVs travelling through village	<ul style="list-style-type: none"> • Parish Council • HCC • Police and Crime Commissioner • Herts Police • EHC • HEGNPG • Developers PfP and • Briggens Estate 1 Ltd 	<p>Reduce traffic speed and large vehicles through village-by:</p> <ul style="list-style-type: none"> • Working with Gilston Area developers and HCC to secure traffic calming measures to mitigate impact of Gilston Area housing development and improve current conditions • Working with Herts CC and Police and Crime Commissioner to provide speed indication devices • Consulting on implementation of HGV restrictions or weight/width limits through village • Consulting on and mitigating traffic pinch points and accident blackspots e.g. Rosella and Church bends, Church Lane/A4141 junction • Improve signage and village gateways to make drivers aware of our village

Task No	Project/Task	Key Stakeholders	Proposed Action
11	Create new sustainable travel routes, linked with existing settlements	<ul style="list-style-type: none"> Parish Council HEGNPG PfP Briggens Estate 1 Ltd HCC EHC CRT (Canal & River Trust) 	<p>Create new sustainable methods of travel which will benefit all communities by:</p> <ul style="list-style-type: none"> Working with Gilston Developers/HCC on new sustainable travel routes and the maintenance of existing routes Creating new cycleways and an enhanced footpath network with good connectivity with the new developments in Gilston Area and Harlow Station and town centre Develop a cycling map of rides and the level of experience required i.e. road, off road Extending and linking the new network with existing hamlets and villages Improving active communication with HCC/EHC to develop bus services. Work with developers on regular Community shuttle bus services and connected public transport to Harlow and other town centres Linking existing villages to Harlow and National Rail
12	Enhance the St Dunstons Lower Churchyard	<ul style="list-style-type: none"> PCC HEGNPG 	<p>Enhance and extend the St Dunstons lower churchyard to provide additional space for increase in population by:</p> <ul style="list-style-type: none"> Seeking donation of land from adjacent landowner Seeking funding from developers to prepare donated land for end-use by enclosing land Installation of a water standpipe for maintaining graves
13	Village Café	<ul style="list-style-type: none"> Parish Council HEGNPG HANPG EHC (Licences) Local Businesses Village Hall 	<p>Explore the possibility of a Village Café by:</p> <ul style="list-style-type: none"> Including the café as part of the Community Facilities on the Airfield and or; Work with existing caterers and businesses to provide café facilities in their existing premises Extend the Coffee Mornings in the village hall to more regular opening hours Facilities to provide drinks and snacks to users of the new Dell improvements
14	Local Taxi service	<ul style="list-style-type: none"> Parish Council HANPG 	<p>Investigate the formation of a local taxi service by:</p> <ul style="list-style-type: none"> Advertising on Website, parish Magazine and social media for local drivers Contacting adjacent companies to explore a Hunsdon based service Investigating Volunteer driver scheme Investigating Car Pooling Scheme

Task No	Project/Task	Key Stakeholders	Proposed Action
15	Improvements to Village allotments	<ul style="list-style-type: none"> Parish Council PfP Briggens Estate 1 Ltd HEGNPG 	<p>Improve allotments by:</p> <ul style="list-style-type: none"> Provision of additional water standpipes Investigate collection of rainwater run-off or well to reduce water charges Publicising Allotment charges and waiting lists on website. Identifying spare land which could be used as Allotments if sufficient need identified Encouraging developers to allocate land for allotments in new villages.
16	Reduce Fly Tipping	<ul style="list-style-type: none"> Parish Council Herts Police EHC HCC Landowners NFU 	<p>Work with key Stakeholders to reduce incidents of fly tipping by:</p> <ul style="list-style-type: none"> Encouraging Developers to provide a Community Waste Recycling Site within Gilston Area Development Helping to create a <i>Fly Tipping Code of Prevention</i> <ul style="list-style-type: none"> Encourage landowners to block off unused gateways and gaps in fields Encourage landowners to install gates or barriers in regularly used gateways HCC to infill unofficial roadside “laybys” to deter vehicles stopping EHC to clear fly tipping quickly to deter further dumping Installation of Cameras at hotspots Use of OWL or similar notification to alert of fly tipping gangs. Encourage villagers to report fly tipping on line
17	Increased GP and Health Services in Village	<ul style="list-style-type: none"> Parish Council Much Hadham GP Practice Patient Participation Group Village Hall Management Future Gilston Area Development GP Practices NHS 	<p>Investigate improved GP and health services in village by:</p> <ul style="list-style-type: none"> Liaising with Much Hadham GP Practice to run more face to face surgeries Use of existing Village Hall Consultation room for video consultations for those without home facilities Use of existing Consultation Room for other medical services e.g. <ul style="list-style-type: none"> Podiatrists, Physiotherapist Mental Health Teams, Dentist, Travel Vaccinations Facilities for undertaking Blood Tests

Appendix C: Local Green Space Assessment

LOCAL GREEN SPACE ASSESSMENT

#	Site description	Grid ref	Site Information						Critical Criteria				Evidence					Other information	Landowner		
			Potential developments site	National designation or right of way	Common land or village green	Private garden	Owner known	Insufficient evidence or criteria	Extant planning permission	Local in character	Extensive tract	Demonstratively special	Reasonably close	Beauty	Intrinsic local character	Historical significance	Recreational			Natural wildlife	
1	The Dell	TL 41145301	N	N	N	N	EHC leased to HPC	N	N	Y	N	Y	Y	Wooded and grass area	Tranquil area	Noted in Conservation Area Appraisal	Yes - traversed by public footpath	Part Local Wildlife Site	HPC project to enhance wild life area	EHC leased to HPC	
2	Recreation Ground	TL 4113 7597	N	N	N	N	DBOF/PCC leased to HPC	N	N	Y	N	Y	Y	Open grassed area	Only play area in Hunsdon	None	Play area and football pitch	Not significant		DBOF/PCC leased to HPC	
3	Gable land	TL41681376	N	N	N	N	DBOF	N	N	Y	Y	Y	Y	Farmland buffer between village centre and Hunsdonbury settlement	None	None	No	No - farmland		DBFO	
4	Land east of Withford Road	TL41851457	Y	N	N	N	Places for People	Y	Y	N	N	N	Y						Outside designation NP area	Places for People	
5	Allotments	TL41861409	N	N	N	N	HPC	N	N	Y	N	Y	Y	NA	Traditional element of community infrastructure	NA	NA	Flowers good for insects, butterflies bees birds amphibians and mammal etc		HPC	
6	School Playing field	TL41941431	Y	N	?	N	Herts CC	?	N	Y	N	Y	Y	NA	NA	None	School playing field	Little		Herts CC	
7	Harlowe's Green and War Memorial	TL41761407	N	N	N	N	HPC	N	N	Y	N	Y	Y	NA	NA	Noted in Conservation Area Appraisal	NA	NA		Aldenhurst Estate	
8	Open area and pond (end of Dairy Lane)	TL42001426	Y	N	N	N	Places for People	N	N	Y	N	Y	Y	Secluded pond and adjacent wooded area	NA	Noted in Conservation Area Appraisal	No	Pond life, ducks, moorhens, orchids	Beyond boundary of designated area	Places for People	
9	St Dunston's Church yard (east of Church Lane)	TL41811270	N	Y	N	N	PCC	N	N	Y	N	Y	Y			Important monuments		Local Wildlife Site	Safeguarded	PCC	
10	Lords Wood	TL41861252	N	Y	N	N	PCC	N	N	Y	N	Y	Y		Key element of community infrastructure					Safeguarded	PCC
11	Field north of New Arches	TL41881326	N	N	N	N	?	Y	N	Y	N	Y	Y	Pasture field and fishing pond	Buffer against ribbon development	Land once ancient deer park	Traversed by public footpath. Fishing lake provides recreation.	Pond in boundary but wood is not	Planning consent for housing refused on appeal	?	
12	Lords Wood	TL41301234	N	Y	N	N	?	N	N	Y	N	Y	N	Attractive woodland presenting cherished view from St Dunstons Church		Scheduled Ancient Monument	Public footpath on southern boundary	Local Wildlife Site & Ancient Woodland	Olives Farm proposed as preferred area for gravel extraction in draft Herts Mineral Plan	?	
13	Hunsdon Mead	TL41751097	N	Y	Y	N	HMWLT	N	N	Y	N	Y	N					Designated SSSI	Not suitable for LGS	HMWLT	
14	Land south of Whitehall Cottages and east of 20/21a	TL415313459	N	N	N	N	Phillip Morris	Y	N	Y	N	Y	Y	Pasture	Buffer to separate village centre and Hunsdonbury settlement	None	Traversed by public footpath.	Little		Phillip Morris	
15	Hurt Hunsdon Mead	TL4078212388	N	Y	N	N	City and Provincial Properties	N	N	Y	Y	Y	N	Undulating farmland in Green Belt affording cherished views from Church Lane, A14 and footpath network	Typical arable farmland in the area	Archaeological remains Roman settlement	Traversed by public footpaths	Wildlife corridor east to west particularly for deer and barn owl	Area is important to retain setting of Lords Wood and conserve the wildlife habitat in and around the wood.	City and Provincial Properties	
16	Hurt Hunsdon Mead	TL4161712606	N	N	N	N	?	N	N	Y	Y	Y	N	Undulating farmland affording cherished view to the south west of Lords Wood and Green Belt	Typical arable farmland in the area		Bordered by public footpath	Wildlife corridor	Area is important to retain setting of Lords Wood and conserve the wildlife habitat in and around the wood.	?	

Key



Already protected
 Meets criteria for Local Green Space
 Potentially meets criteria
 Doesn't meet LGS criteria & doesn't have other form of protection

Appendix D: Cherished Views Evidence

Cherished View	Type	Justification	Design Considerations
1. Along the River Stort Towpath south westwards from Hunsdon Lock and the entrance to Hunsdon Mead	Mid distance view of towpath on River Stort and hedgerows.	Important riverside view and hedgerows.	Seek to retain river frontage, views and hedgerows to retain wildlife habitat.
2. From Hunsdon Mead SSSI north towards Briggens House Estate	Protection of Heritage setting	Countryside setting and appreciation of Grade II Listed countryside Manor houses and the Timber Water Tower.	Retain and enhance Heritage setting and Stort Valley as natural greenspace and habitat.
3. Hunsdon Mead SSSI across the Stort Valley to Harlow Eastend	Long distance Heritage setting	Showing the SSSI in its countryside setting.	Retain and enhance Heritage setting and Stort Valley as natural greenspace separation from Harlow. Avoid foreground encroachment.
4. From Footpath H1 towards Hunsdon House and the Church	Protection of Heritage setting.	Retaining the countryside setting adding to the appreciation of Grade 1 and II listed buildings.	Avoid visual encroachment and location of buildings in full view. Rooftops visible in the distance in between trees acceptable. No floodlights visible from these viewpoints.
5. From Footpath H2 just south of Olives Farm east towards Lords Wood and Bury Plantation.	Mid distance view over countryside	Retaining the view of countryside across open fields	Avoid visual encroachment and location of buildings in full view. No floodlighting visible from these viewpoints.
6. From Hunsdon church car park looking southwest towards Lords Wood.	Long distance view over undulating countryside	Retain view of countryside from a location of local significance. Retain setting of Grade 1 Church and House.	Avoid visual encroachment and location of buildings in full view. No floodlighting visible from these viewpoints.
7. From Nine Ashes Lake and field south to southwest.	Mid distance over countryside.	Retain view across countryside towards the Lake from the edge of the development and protect the integrity Heritage setting.	Retain and enhance Grade II listed Heritage setting as natural greenspace. Avoid foreground encroachment. Rooftops visible in the distance in between trees acceptable.
8. Across Spratt's Field from Hunsdon to Hunsdonbury	Mid distance view over countryside	A visual description of the important open space between the main village and Hunsdonbury	Retain the feeling of space within the settlement whilst still retaining the connection between homes in both parts of the settlement.

Appendix E: Sources and References

National Towpath Policy, Canal & River Trust 2014;
<https://canalrivertrust.org.uk/media/library/8535-national-towpath-policy.pdf>

ONS Statistics:
<https://www.nomisweb.co.uk/reports/localarea?compare=E04004739>

Gilston Area Landscape and Visual Appraisal, August 2016; CAPITA; https://cdn-eastherts.onwebcurl.com/s3fs-public/documents/Landscape_and_Visual_Appraisal.pdf

East Herts Landscape Character Assessment, September 2017; East Herts District Council; https://cdn-eastherts.onwebcurl.com/s3fs-public/documents/Landscape_Character_Assessment_SPD.pdf

East Herts Supplementary Planning Document: Historic Parks and Gardens, September 2007; https://cdn-eastherts.onwebcurl.com/s3fs-public/documents/Historic_Parks_and_Gardens_SPD.pdf

Hunsdon Conservation Area Appraisal and Management Plan 2013; <https://cdn-eastherts.onwebcurl.com/s3fs-public/documents/Hunsdon.pdf>

Heritage Report, April 2018; Whirledge and Associates; prepared in relation to the proposed Gilston Area Development
<http://hunsdonneighbourhoodplan.org.uk/hunsdon-area-neighbourhood-plan#evidencebase>

Hunsdon Playground Consultation Report
<http://hunsdonneighbourhoodplan.org.uk/hunsdon-area-neighbourhood-plan#evidencebase>

"Walking Around Hunsdon" produced by Hunsdon Parish Council Parish Paths Partnership <https://hunsdon.org.uk/footpath/>

Places for People Housing Needs
With Hunsdon Addendum
<http://hunsdonneighbourhoodplan.org.uk/hunsdon-area-neighbourhood-plan#evidencebase>

HANP Household Survey <http://hunsdonneighbourhoodplan.org.uk/hunsdon-area-neighbourhood-plan#evidencebase>

HANP Collated Housing Survey and Consultation Comments Log
<http://hunsdonneighbourhoodplan.org.uk/hunsdon-area-neighbourhood-plan#evidencebase>

HANP Housing Survey Analysis by Insight.
<http://hunsdonneighbourhoodplan.org.uk/hunsdon-area-neighbourhood-plan#evidencebase>

Hertfordshire Environmental Record Centre (HERC) Ecological Network Attributes and Map re Hunsdon area <http://hunsdonneighbourhoodplan.org.uk/hunsdon-area-neighbourhood-plan#evidencebase>

Hertfordshire's State of Nature 2020
https://www.hertswildlifetrust.org.uk/sites/default/files/2020-03/Hertfordshire%27s%20State%20of%20Nature%20Report%202020_0.pdf

Landscape Issues in your Neighbourhood Plan (CPRE) <https://www.cpre.org.uk/wp-content/uploads/2019/11/CPREZLandscapeZZNeighbourhoodZPlanningZtextZonly.pdf>

Hertfordshire County Council's Local Transport Plan (LTP4):
<https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/ltp4-local-transport-plan-4-complete.pdf>

Visualising the Impact on the Setting of Heritage Assets, Historic England Research Report Series 17-2019
<https://historicengland.org.uk/research/results/reports/17-2019>

Appendix F: Housing Calculation

Introduction

Policy HHD2 of the Neighbourhood Plan and the supporting paragraphs provide the context of the plans housing target specified in District Plan Policy VILL1. This appendix sets out how an increase of 10 % in housing stock since 1 April 2017 has been achieved.

Planning Permissions and Dwelling Completions

The table below details the planning permissions granted and the number of dwellings completed since 1 April 2017.

Planning Ref	Date of east Herts Decision Notice	Name of Development	No. of dwellings permitted	Number completed
3/17/2030/REM	06/02/2018	Land South of Tanners Way Now known as Ellison Park	13	13
3/18/0260FUL	17/04/2018	Land South of Tanners Way Now known as Ellison Park	1	1
3/18/1509/VAR 3/15/0206/OP (Appeal reference APP/J1915/W/15/3141268)	15 Jan 2019	Hunsdon Lodge Farm now Amiens Close and Cunningham Grove	14 less 1 demolition =13 net	13
3/15/0260/FUL	8 June 2017	Well House (Dixons Crane Yard) Acorn Street	12 less 1 demolition =11 net	6 Partially TBC
All	2017-2019	Totals:	38 net	27+ 6

Well House

The site known as Well House is outside the VILL1 village boundary in the hamlet of Hunsdonbury, which in terms of the functionality of Hunsdon is closely connected to the centre of the village. As an example of this functionality is that the village church is in Hunsdonbury. Well House is situated only 500 metres to the south of the village centre.

The Case officer's report to the Development Management Committee when considering the application for the Well House development, in December 2017 stated that:

- the 1920/24 historic map of the area showed the application site previously contained a pair of semi-detached houses, a terrace of 6 houses and a public house called the Turkey Cock
- that the site was within walking and cycling distance of the village centre with pedestrian access
- the application site represents the first main area of built form between the village and Hunsdonbury that although the application had a number of factors weighing against permission, it was within the policies of the then emerging District Plan and that the site was reasonably well located to the existing amenities of the village.

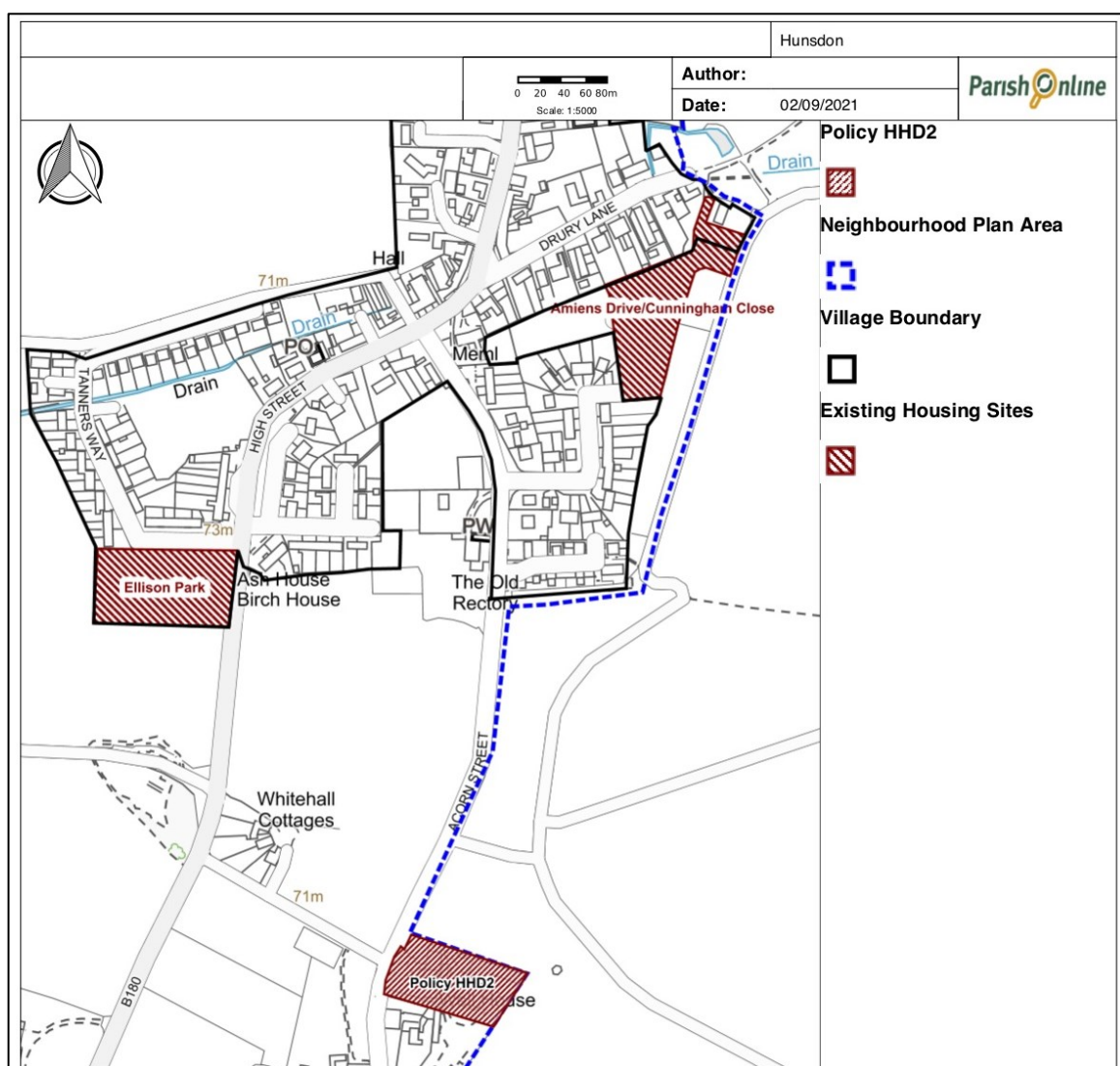


Figure 46: Housing Sites

