

Issue Number	Issue	Officer Response
General		
9.01	The level of immigration should be reduced in order to avoid a need to build houses on the Green Belt.	<p>No amendment to Plan in response to this issue</p> <p>The main drivers of housing need in East Herts are natural change and internal migration. International migration is not a significant component of population growth in the District. Irrespective of this, current national planning policy makes it clear that local authorities must seek to meet their full objectively assessed housing needs and these have been identified in the Strategic Housing Market Assessment (SHMA).</p>
9.02	The scale of proposed housing is disproportionate to the size of the existing town.	<p>No amendment to Plan in response to this issue</p> <p>Apart from the SLAA and former Co-op Depot sites, which would jointly deliver 32 homes (which is considered to be small in scale), the Preferred Options Consultation also proposed development to the North and East of Ware which was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted. While the scale of development should be sufficient to provide the critical mass needed to ensure the provision of necessary infrastructure, services and facilities, it is important that the development should complement the existing character of the town. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.03	There is little awareness of the consultation in Ware. The local meeting was insufficiently advertised and delivery of the summary document was patchy.	<p>No amendment to Plan in response to this issue</p> <p>The consultation, including events, was widely publicised in the media and included delivery of a summary leaflet to every household in the district. While the Council is aware of some issues related to leaflet delivery, it is considered that best endeavours were made to ensure that the consultation was as widely publicised as possible.</p>
9.04	Factors such as control on immigration, greater political interest in preserving the Green Belt, and large scale housing on sites such as Heathrow Airport and Garden City at Ebbsfleet may well reduce housing need in future.	<p>No amendment to Plan in response to this issue</p> <p>Current national planning policy makes it clear that local authorities must seek to meet their full objectively assessed housing needs and these have been identified in the SHMA.</p>
9.05	The Ware Society state that the plan needs to be based on more up to date population statistics as	<p>No amendment to Plan in response to this issue</p> <p>The Preferred Options consultation was based on technical work undertaken by Edge Analytics in</p>

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	things have changed significantly since the original plan was drawn up in 2010.	2012, combined with the 2013 CLG Household Projections. As part of the Edge Analytics technical work, population and household forecasts were disaggregated on a settlement basis. This out-dated evidence base has since been superseded by an updated four-authority Strategic Housing Market Assessment (SHMA), which presents updated evidence on which the housing target contained in the draft District Plan is now based.
9.06	Brownfield land should be developed before the Green Belt.	No amendment to Plan in response to this issue The draft District Plan includes a series of 'Guiding Principles' one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council's past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. A certain amount of development on current Green Belt land is therefore required to ensure that East Herts is able to meet its identified needs.
9.07	Green Belt should not be used for development	No amendment to Plan in response to this issue The draft District Plan includes a series of 'Guiding Principles' one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council's past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. A certain amount of development on current Green Belt land is therefore required to ensure that East Herts is able to meet its identified needs.
9.09	There should be confirmation that development will not take place before the DPD is adopted.	No amendment to Plan in response to this issue While the WARE3 area was designated as a Broad Location in the Preferred Options consultation, a considerable amount of evidence is now in place which means that Officers now consider it more appropriate that the area be brought forward as a Strategic Allocation in the District Plan. The criteria of the policy will ensure that development will be phased appropriately, as part of the overall District Plan Strategy, and timescales for delivery are clearly set out.
9.10	Flooding issues caused by increased surface water run off need to be considered.	No amendment to Plan in response to this issue In respect of surface water or drainage flooding, developments will need to include sustainable drainage measures, in accordance with the Council's Strategic Flood Risk Assessment, which will decrease the risk of flooding rather than exacerbate it. In addition, development proposals would need to demonstrate that drainage issues had been adequately addressed through Masterplanning and the planning application process.
9.11	Information on the District Plan has not been adequately distributed to residents.	No amendment to Plan in response to this issue The consultation, including events, was widely publicised in the media and included delivery of a summary leaflet to every household in the district. While the Council is aware of some issues related to leaflet delivery, it is considered that best endeavours were made to ensure that the

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		consultation was as widely publicised as possible.
9.12	There should be a reason given as to why Ware has the highest proportion of development compared to other settlements.	<p>No amendment to Plan in response to this issue</p> <p>The NPPF requires the Council to seek to meet the full objectively assessed housing needs of the District. The premise of the District Plan is to ensure that development takes place in the most sustainable locations and Ware is one of the highest performing settlements in the District in this respect, when taking into consideration access to services and facilities. However, it is acknowledged that a number of constraints exist in Ware which limit the capacity for future growth. In terms of the level of development proposed in the Preferred Options consultation, it should be noted that this was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted.</p> <p>While the scale of development should be sufficient to provide the critical mass needed to ensure the provision of necessary infrastructure, services and facilities, it is important that the development should complement the existing character of the town.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.13	Why does the District Plan propose more housing in Ware than the identified housing need of 2,261 homes?	<p>No amendment to Plan in response to this issue</p> <p>The NPPF requires the Council to seek to meet the full objectively assessed housing needs of the District. The Preferred Options consultation was based on technical work undertaken by Edge Analytics in 2012, combined with the 2013 CLG Household Projections. As part of the Edge Analytics technical work, population and household forecasts were disaggregated on a settlement basis. This out-dated evidence base has since been superseded by a four-authority Strategic Housing Market Assessment (SHMA), which presents updated evidence on which the housing target contained in the draft District Plan will now be based. It should be noted that the SHMA does not seek to apportion dwelling targets to individual settlements, but rather identifies the level of need on a district-by-district basis. Proposed allocations emanating from this assessment have been made on the basis that provision should be balanced across the district where possible and delivered in the most sustainable locations.</p> <p>In terms of the level of development proposed in the Preferred Options consultation, this was phrased as a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to</p>

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		<p>information provided by other service providers, means that Officers consider that the upper levels of development should be discounted.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.14	<p>English Heritage welcomes the references to maintaining the character of the town, however the Plan should include policies which seek to conserve and adapt the industrial archaeology of the town.</p>	<p>No amendment to Plan in response to this issue</p> <p>The importance of heritage assets is recognised in the Heritage Assets Chapter, which includes policies that would address both the need to conserve the town's historic features and to guide future development in such cases.</p>
9.15	<p>The District Plan focuses on the needs of the developers not the needs of the population of Ware. People of Ware should be able to decide the scale of development in Ware.</p>	<p>No amendment to Plan in response to this issue</p> <p>The NPPF requires the Council to seek to meet the full objectively assessed housing needs of the District. The Strategic Housing Market Assessment (SHMA) presents evidence on which the housing target contained in the draft District Plan will be based. The sieving process, which has underpinned the development of the District Plan, proposes that development occurs in the most sustainable locations. While the District Plan relies on land being made available for development by site promoters to enable housing delivery, the plan making process which the Council has followed has ensured that only the most sustainable locations have been brought forward through objective assessment.</p>
9.16	<p>There should be more involvement of the community with regards to planning. Planning processes should create more innovative neighbourhoods.</p>	<p>No amendment to Plan in response to this issue</p> <p>Development of the WARE3 site would be the subject of Masterplanning, which would involve public participation in the design process.</p>
9.17	<p>Ware Town Council and Ware Neighbourhood Plan Steering Group state that consideration needs to be made on the provision of cemeteries.</p>	<p>Proposed amendment to Plan in response to this issue</p> <p>Agreed. Proposed that additional criterion be included within the social infrastructure element of policy relating to development to the North and East of Ware.</p>
9.18	<p>Existing employment designations should be re-considered using up to date assessments.</p>	<p>No amendment to Plan in response to this issue</p> <p>The Council's latest technical evidence base for Ware, the Hertford and Ware Employment Study, June 2016, suggests that the Council seeks to stem the on-going loss of employment floorspace in Hertford and Ware and that existing employment areas should be retained for employment uses. However, due to the loss of some employment uses already experienced in the currently designated Widbury Hill Employment Area, Officers consider it appropriate that a revised boundary for this area be drawn on the accompanying Policies Map and that it be renamed Star Street Employment Area to reflect the location of the remaining businesses in this area.</p>
9.19	<p>Agricultural land should not be used for development as this land needs to be protected for food production.</p>	<p>No amendment to Plan in response to this issue</p> <p>The vast majority of agricultural land in the district is Grade 2 or 3 and is therefore of relatively high quality. The land to the North and East of Ware is categorised as being within either Agricultural</p>

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		Land Classification Grade 2 or 3, dependent on location. Taking into account a comparative assessment of the suitability of locations across 21 topics as part of the sieving process underpinning the Development Strategy, while it is acknowledged that some of the land proposed for development is currently in agricultural use, it was considered that, on balance, the location performed well overall and therefore would be suitable for inclusion in the Plan.
9.20	Development should not increase the risk of flooding.	<p>No amendment to Plan in response to this issue</p> <p>In respect of surface water or drainage flooding, developments will need to include sustainable drainage measures, in accordance with the Council's Strategic Flood Risk Assessment, which will decrease the risk of flooding rather than exacerbate it.</p> <p>In addition, development proposals would need to demonstrate that drainage issues had been adequately addressed through Masterplanning and the planning application process.</p>
9.21	Is the proposed housing for local people or is it going to be used to relieve the pressure from London?	<p>No amendment to Plan in response to this issue</p> <p>The main drivers of housing need in East Herts are natural change and internal migration. Current national planning policy makes it clear that local authorities must seek to meet their full objectively assessed housing needs and these have been identified in the Strategic Housing Market Assessment (SHMA). While the District Plan therefore proposes delivering housing to meet those needs, there is nothing to preclude people who currently reside outside of East Herts choosing to locate in the district.</p>
Introduction		
9.22	Paragraph 9.1.2 should state that although green belt release will happen, it would be kept to a minimum, with historic parks and archaeological sites protected.	<p>Proposed amendment to Plan in response to this issue</p> <p>The draft District Plan includes a series of 'Guiding Principles' one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council's past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. A certain amount of development on current Green Belt land is therefore required to ensure that East Herts is able to meet its identified needs.</p> <p>In respect of historic parks and archaeological sites, while (as district-wide rather than site specific issues) their protection would be covered by policies in the Heritage Assets chapter, it is considered appropriate to draw attention to the need to protect wildlife sites 46/004 and 60/001 and the designated Historic Parks and Gardens at Fanhams Hall and Poles Park, Hanbury Manor within the policy.</p>
9.23	Providing housing without sufficient employment will turn Ware into a dormitory town	<p>No amendment to Plan in response to this issue</p> <p>East Herts is a mainly rural district which, by its nature, is partly reliant on larger neighbouring urban areas to meet the employment needs of its residents, e.g. it has an historic pattern of rail</p>

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		commuting into London. However, the SHMA has considered the relationship between housing and the need to plan for additional employment opportunities and, accordingly, the District Plan seeks to balance the need for homes and jobs over the Plan period.
9.24	The plan needs to consider provision of a greater number of bungalows.	No amendment to Plan in response to this issue The need for a mix of accommodation types across the District is acknowledged and the Housing Chapter includes policies to address this.
9.25	A definition of affordable housing is required.	No amendment to Plan in response to this issue Affordable housing is defined within the NPPF.
9.26	New housing needs to contain more internal space and larger gardens.	No amendment to Plan in response to this issue As district-wide, rather than settlement specific, issues these would be covered by policies in the Design and Landscape chapter, notably Policy DES3.
9.27	There should be additional provision for Council housing.	No amendment to Plan in response to this issue The need for a mix of accommodation types across the District is acknowledged and the Housing Chapter includes policies to address this. What was formerly known as 'Council housing', is now classed as affordable housing, where specific policies at the district-wide level apply. However, it should be noted that Policy WARE3 specifically details the need for the provision of affordable housing as part of that development.
9.28	Question the need for additional schools when the school at the top of New Road has remained closed and undeveloped.	No amendment to Plan in response to this issue While Musley School in Ware closed in 2003, this was largely due to its size and operational requirements. Since the Preferred Options consultation, St Catherine's school has expanded to two forms of entry to meet demand for school places in the town. Therefore, further school places will be required to meet demand generated by additional development.
9.29	The Summary document refers to a need for new secondary and primary schools whereas this paragraph only refers to the 'potential' construction of schools.	No amendment to Plan in response to this issue The Summary document referred to the need for the development to consider the need for new schools, which is a similar, if differently phrased, expression of the potential need for new schools. As the development strategy proposed in the Preferred Options consultation for Ware could have fallen within a range of 232 dwellings and 3,032 dwellings, the need for additional school places would vary considerably depending on the final level decided. While 232 dwellings, or a figure towards the lower end of the scale, might only require expansion of existing facilities, larger numbers would be likely to generate the need for standalone new school provision. Whereas secondary school provision for the town comes under the Hertford and Ware school planning area and thus the educational needs of both towns are taken into account in balancing demand and provision across the combined area, primary education needs would be met locally. The Council has, and will continue to, work with HCC (as the Local Authority with responsibility for education in Hertfordshire) to ensure that the educational needs of current and future residents can

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		be met throughout the plan period.
9.30	Question whether extending schools would involve building on playing fields as school children should take healthy exercise and there is already a shortage of club and youth amenities in Ware.	<p>No amendment to Plan in response to this issue</p> <p>HCC is the Local Authority with responsibility for education in Hertfordshire and would be responsible for ensuring that mitigation can take place where development involving existing playing fields occurs. Such mitigation may take the form of a Multi Use Games Area (MUGA), improvements to remaining sports pitches, or the use of a detached playing field. HCC works with Sports England to ensure that there are no objections to proposals for schools expansions. Also, community use agreements can result, which enables new and existing facilities on school sites becoming accessible to the local community outside of school hours.</p>
9.31	HCC Property seeks the removal of the Priors Wood Primary school site from the Green Belt.	<p>No amendment to Plan in response to this issue</p> <p>The Council does not generally seek to remove school sites from Green Belt. The potential need to expand schools, such as Priors Wood School Primary school, is considered to represent the 'very special circumstances' required to allow development within Green Belt areas. Such proposals should therefore be pursued through the planning application process.</p>
9.32	HCC Property seeks the removal of the Sacred Heart Catholic Primary school site from the Green Belt.	<p>No amendment to Plan in response to this issue</p> <p>The Council does not generally seek to remove school sites from Green Belt. The potential need to expand schools, such as Sacred Heart Catholic Primary school, is considered to represent the 'very special circumstances' required to allow development within Green Belt areas. Such proposals should therefore be pursued through the planning application process.</p>
9.33	HCC Property seeks the removal of the Presdales secondary school site from the Green Belt.	<p>No amendment to Plan in response to this issue</p> <p>The Council does not generally seek to remove school sites from Green Belt. The potential need to expand schools, such as Presdales secondary school, is considered to represent the 'very special circumstances' required to allow development within Green Belt areas. Such proposals should therefore be pursued through the planning application process.</p>
9.34	There used to be two mixed secondary schools in Ware, one has had housing built on it.	<p>No amendment to Plan in response to this issue</p> <p>The former Trinity secondary school closed in 1983 when it was amalgamated with Fanshawe school to create the Chauncy school, with capacity to better serve pupils on a single site, and which has since involved considerable expansion. Secondary provision for the town comes under the Hertford and Ware school planning area and thus the educational needs of both towns are taken into account in balancing demand and provision across the combined area.</p>
9.35	Upgrades to bus services are required, travel to Lister is needed.	<p>No amendment to Plan in response to this issue</p> <p>Most buses in Hertfordshire are run commercially by bus companies. HCC subsidises around 11% of services to fill some of the gaps in the commercial network. Any large-scale development in the area would be expected to contribute to bus provision and it would be for HCC, as Transport Authority, to determine how best such provision should be made via the planning application</p>

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		process.
9.36	Thames Water suggest change of wording to read that a new sewer will be 'required' instead of 'constructed'. This new sewer is not currently on Thames Water's business plan. If development occurs, developers would be expected to construct sewer or requisition it.	Proposed amendment to Plan in response to this issue Agreed that suggested amended wording would provide greater clarity.
9.37	Businesses to the north of the high street should be persuaded to move elsewhere so this area can be released for retail and housing.	No amendment to Plan in response to this issue The district relies on the presence of small and medium enterprises to provide local services to residents and employment opportunities. The existing businesses are provided in a sustainable location and serve a useful function in the town. Furthermore, these sites have not been suggested for redevelopment through the SLAA process and thus cannot be considered available.
9.38	The Canal and River Trust supports the enhancement of river frontages including improved access. The Trust may seek contributions to enhance towpaths or cover increased maintenance costs if increased public usage is likely. This should be adequately covered by Planning Obligations policies.	No amendment to Plan in response to this issue Support noted and welcomed. Policy DEL2 would apply in respect of Planning obligations.
9.39	This chapter should develop policies for conservation and adaptation of the industrial archaeology. Specific design policies should relate to scale and height of new buildings.	No amendment to Plan in response to this issue The importance of heritage assets is recognised in the Heritage Assets Chapter, which includes policies that would address both the need to conserve the town's historic features and to guide future development in such cases. Policy DES3 'Design of Development' would also apply in respect of scale and height of new buildings.
9.40	Moles Farm would be a suitable location for a new water tower.	No amendment to Plan in response to this issue The District Plan is a strategic document which seeks to allocate sites for development. The detail of any proposed development would be agreed through the planning application process.
9.41	Ware only has one major employer so the town's eggs are all in one basket when it comes to employment and opportunity and this is already a very dangerous social situation. Shops and businesses have been closing in the town in recent times. The local economy cannot support and sustain more businesses, especially out in the middle of nowhere.	No amendment to Plan in response to this issue East Herts is a mainly rural district which, by its nature, is partly reliant on larger neighbouring urban areas to meet the employment needs of its residents, e.g. it has an historic pattern of rail commuting into London. However, the SHMA has considered the relationship between housing and the need to plan for additional employment opportunities and, accordingly, the District Plan seeks to balance the need for homes and jobs over the Plan period. Policies in the Economic Development chapter would apply in respect of suitability of provision, where not covered by site specific policies in the Plan. The draft District Plan seeks to address the loss of retail units within the main town centres. Notwithstanding permitted development rights set out in The Town and Country Planning (General Permitted Development) (England) Order 2015, policies RTC3 and

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		RTC4 seek to protect the vitality and viability of Primary and Secondary Shopping Areas. For development proposed to the North and East of Ware, it is intended that the development would involve a local retail presence that would serve the locality without compromising the role of Ware Town Centre.
9.41a	Site promoter suggests that every Ware policy should include a locational plan in terms of: Type of housing, affordable housing allocation, new infrastructure provided, highways mitigation, sustainable transport measures, landscaping, social infrastructure provided, green space allocated and planning obligations.	No amendment to Plan in response to this issue Each of the proposed site allocations in the Plan feature a location plan. The related policies include criteria that detail specific requirements in respect of the level of infrastructure, etc, required on a site specific basis. As the Officer view is that land to the North and East of Ware should now be proposed as a site allocation, greater clarity in respect of location and boundaries of development will be provided in the Plan going forward.
9.41b	Request for Trapstyle Wood off Park Road, Land Registry HD 293923 to be released from the Green Belt. This site will not affect the open countryside/green belt as there are already barriers in place (A10 bypass).	No amendment to Plan in response to this issue This site has previously been submitted to the Council as part of the Call for Sites process, and is currently being assessed through a technical document known as the Strategic Land Availability Assessment (SLAA). The role of the SLAA is to provide a high level strategic assessment of all sites in order to determine whether they are likely to be considered developable within the plan period. Work on the SLAA is currently ongoing and the final document will be presented to Members in August. While acknowledging that the SLAA is not yet complete, Officers do not consider that the site should be identified as an allocation within the District Plan because, while the site is within the area bounded by the A10, it is within the Green Belt and much of the site is subject to a Tree Preservation Order. Furthermore, while it could be perceived as being well related to existing development, the site provides valuable green infrastructure and acts as an amenity buffer between the A10 and existing residential development. As such the site is not considered to be suitable for development or inclusion in the District Plan.
9.41c	Ware Society states that there should be no development to the East of the town because of highways/congestion related issues.	Since the Preferred Options consultation took place, detailed Paramics transport modelling work has been undertaken by the site promoters in order to provide evidence to understand the potential impact of development, both on the strategic and local highway networks, and any mitigation measures that may be required. The model has considered various development scale scenarios and potential mitigation measures that could be provided for each, dependent on the level of development. This work has been assessed by HCC, as Highway Authority. While development to the North and East of Ware is likely to have an impact, both in terms of trip generation locally in the town and also wider, e.g. in respect of the A10, A602 and A414, following consideration of the mitigation proposals (including, inter alia, a new link road and sustainable transport measures such as new bus route provision), the Council now has an agreed position with HCC in respect of the number of dwellings that could be brought forward to the north and east of the town in the plan period.

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		The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
Development in Ware		
9.42	Site promoter has suggested that Ware has other green belt urban edges which are capable of being allocated and developed independently of further testing of the north/east Ware broad location.	<p>No amendment to Plan in response to this issue</p> <p>While all sites submitted through the SLAA process will be subject to objective assessment, it should be noted, firstly, that certain areas have already been excluded through the sieving process, and, secondly, that the Council has to consider the cumulative effects of development for the town as a whole, especially in respect of traffic generation and educational requirements.</p>
9.43	Site promoter states that the policy WARE1 requires greater clarity regarding the amount of housing to be delivered in this area and suggests that Part II of the policy should be amended to say 'up to 3,000 homes will be provided.....'	<p>No amendment to Plan in response to this issue</p> <p>In terms of the level of development proposed in the Preferred Options consultation, it should be noted that this was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted.</p> <p>While the scale of development should be sufficient to provide the critical mass needed to ensure the provision of necessary infrastructure, services and facilities, it is important that the development should complement the existing character of the town.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.44	HCC advises that the traffic generated by 32 new homes within Ware would not cause any particular issues that could not be addressed through the planning application process. With regard to development north and east of Ware, detailed transport modelling is required to understand the impact on the existing urban area of Ware and the wider highway network.	<p>No amendment to Plan in response to this issue</p> <p>Comments noted in respect of the 32 dwellings proposed within Ware.</p> <p>In respect of potential development to the North and East of Ware, since the Preferred Options consultation took place detailed Paramics transport modelling work has been undertaken by the site promoters, in order to provide evidence to understand the potential impact of development on both the strategic and local highway networks, and any mitigation measures that may be required. It should be noted that development to the North and East of Ware is likely to have an impact both in terms of trip generation locally in the town and also wider, particularly in respect of the A10, A602 and A414. This modelling, which has considered various development scale scenarios, has been assessed by HCC as Highway Authority.</p> <p>The constraints of A414 are well known, and the Council will therefore continue to work with HCC,</p>

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		<p>which has already carried out a Hertford A414 specific study, to seek to identify measures to mitigate congestion as part of ensuring that the highway network can operate effectively with the additional development proposed in the Plan.</p> <p>HCC is also currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes, and East Herts Council is fully engaged with, and contributing to, this process, as appropriate.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be considered through a Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.45	Have the premises above the shops on the High Street, Baldock Street and Amwell End been considered for the provision of flats?	<p>No amendment to Plan in response to this issue</p> <p>The Ware chapter of the District Plan is primarily concerned with strategic scale allocations; however, provision of residential units via the conversion of premises above shops may be possible without specific policy provision through the provisions of Class O, Part 3 of the General Permitted Development Order 2015, as amended.</p>
9.46	Why was development to the south east and south west of Ware ruled out?	<p>No amendment to Plan in response to this issue</p> <p>Both of these areas were assessed during the options testing phase. For land to the south west of Ware, while the area scored well against a number of criteria, it was considered that development in this location would cause significant harm to the strategic gaps that currently exist between Ware and its neighbouring settlements, in particular Hertford, Hertford Heath, Great Amwell and Hoddesdon. It is also likely that development would cause significant harm to designated wildlife sites and Post Wood which is designated as Ancient Woodland.</p> <p>The assessment of land to the south east of Ware concluded that this area should not be taken forward due to issues concerning flood risk, natural asset and wildlife constraints; effect on the Lee Valley Regional Park and coalescence with the neighbouring settlements of Great Amwell, Stanstead Abbots and Hoddesdon.</p>
9.47	Site promoter has stated that it seems only reasonable that the Plan should include some greenfield development over and above windfalls within the urban area, both to provide people with some choice and more adequately reflect the position of Ware in the settlement hierarchy and give balance to the housing allocations. The sites 05/004 (3.5h) south of Fanhams Hall Road and 05/003 (9h) land bound by the A10T and A1170 known as the 'Nuns Triangle', for 80 dwellings and 200 dwellings, respectively, should form	<p>No amendment to Plan in response to this issue</p> <p>It is considered that piecemeal development would not benefit the town and that the area should be planned as a coherent whole through the Masterplanning process. The resultant phasing of the overall scheme could result in some areas coming forward ahead of others, but this must be decided in the context of the comprehensive planning of the overall site.</p> <p>In respect of the Nun's Triangle element, this area was submitted through the Call for Sites and originally featured as part of the wider area considered for inclusion within the Broad Location. In terms of the sieving process, it performed badly in comparison to other areas and was considered potentially appropriate for consideration for use as a business park.</p> <p>Since the Preferred Options consultation, the detailed technical Transport Paramics work that has</p>

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	allocations in the Plan.	been undertaken has identified considerable constraints in the highway network, which mean that the upper level of development is no longer considered appropriate by Officers. Given that the area of development is to be significantly reduced, it is important that the most appropriate areas be selected to be taken forward. As the Nun's Triangle performed the worst out of the sub-areas considered through the sieving process (and it is important to note that the Nun's Triangle forms part of a designated Historic Park and Garden), it is now considered that development of the Nun's Triangle would be inappropriate. Therefore, Officers' opinion is that this area should not form part of the proposed Site Allocation for the area to the North and East of Ware.
9.47a	Site promoter objects to clause II in Policy WARE1. This should be amended to include specific identification of a strategic allocation including an indicated housing provision for the balance of the broad location site.	Proposed amendment to Plan in response to this issue Instead of the Preferred Options approach, which included it as a Broad Location, it is the view of Officers that the development of land to the North and East of Ware should be brought forward as a Site Allocation in the Plan. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
9.48	Support from Ware Town Council and Ware Neighbourhood Plan Steering Group for excluding development south west and south east of Ware.	No amendment to Plan in response to this issue Support noted and welcomed.
9.49	Land at 4 Francis Road, Ware should be included within the District Plan.	No amendment to Plan in response to this issue The Ware chapter of the District Plan is primarily concerned with strategic scale allocations; however, as the site is within the urban area, it could be brought forward through the submission of a planning application. In this respect, it is noted that an application (3/16/0430/FUL) for the erection of 10 dwellings was submitted in February 2016, but was subsequently withdrawn.
9.50	Fairview New Homes objects to the reliance on large Broad Locations in the Green Belt which cannot be delivered until late in the plan period. They object to the Green Belt assessment which only sought to find large scale Green Belt releases. They consider that land next to Crane Mead employment area could be released from Green Belt and used for housing.	No amendment to Plan in response to this issue Having tested the strategic options for development through the sustainability appraisal, it is considered that larger strategic sites can deliver greater benefits for the community in terms of provision of infrastructure and services and facilities. While not all of these larger allocations may deliver housing until the latter part of the plan period, the District Plan allocates sufficient land to ensure that the Council can demonstrate a 5 year supply of deliverable sites for the period 2017 – 2022 and provides a trajectory to ensure that the objectively assessed need of the district can be met over the Plan period. In respect of the land adjacent to Crane Mead, the Sieve 2 assessment in respect of land to the south east of Ware concluded that this area should not be taken forward due to issues concerning flood risk, natural asset and wildlife constraints; effect on the Lee Valley Regional Park and coalescence with the neighbouring settlements of Great Amwell, Stanstead Abbots and Hoddesdon.

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		In respect of this specific site, while all sites submitted through the SLAA process will be subject to objective assessment, it should be noted that the majority of it lies within a Wildlife site designation and that, in respect of a previous submission of the site, the Inspector to the 2007 adopted Local Plan stated that the site "To me, it fulfils the function of restricting sprawl of a large built up area, assists in safeguarding the countryside from encroachment and, as part of the river landscape, enhances the setting of the town".
9.50a	The Ware Society states that infrastructure provision is already stretched. Doctors and dentists in East Herts and Ware are full and additionally there are also long waits for hospitals.	The Council continues to liaise with NHS England and other health providers in order to understand any capacity issues and ensure that appropriate provision can be made in relation to patients generated by new development. The scale of development to the North and East of Ware should be sufficient to provide the critical mass needed to ensure the provision of, and/or contributions to, healthcare
Former Co-op Deport, Star Street		
9.51	Support for redevelopment of this site (Co-op Site, Star Street).	No amendment to Plan in response to this issue Support noted and welcomed. Since the Preferred Options consultation planning permission 3/13/0513/FP has been implemented and the development is now complete.
9.52	The Environment Agency indicates that the site is within Flood Zone 2 and so should be subject to a Level 2 SFRA.	No amendment to Plan in response to this issue Since the Preferred Options consultation planning permission 3/13/0513/FP has been implemented and the development is now complete.
9.53	Support from English Heritage for retaining the existing façade at the site. Character and appearance of the conservation area should be protected.	No amendment to Plan in response to this issue Support noted and welcomed. Since the Preferred Options consultation planning permission 3/13/0513/FP has been implemented and the development is now complete.
North and East of Ware		
9.54	A development of 3,000 dwellings would be more appropriate as a new town/settlement elsewhere in the District.	No amendment to Plan in response to this issue Various options for the potential location of a new settlement within the District were tested in the early stages of plan preparation. However it is considered that, beyond the proposed level of development at Gilston, a new settlement would need to be substantially larger than 3,000 dwellings in order to provide the critical mass needed to deliver all of the necessary infrastructure that would be required to create a community that does not rely on services and facilities elsewhere.

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9.55	Some of the roads into Ware town centre from the new development should be made into one way roads.	<p>No amendment to Plan in response to this issue</p> <p>Detailed Paramics transport modelling has been undertaken in order to understand the potential impact of development to the North and East of Ware and to investigate mitigation measures to ensure that the road network can operate in the most efficient manner throughout the town. Any refinements to the existing network would be brought forward as part of a future planning application in conjunction with HCC, as Highway Authority.</p>
9.56	Ware Town Council, and Ware Neighbourhood Plan Steering Group and others consider that development towards the higher end of the 200 – 3,000 scale would have a hugely adverse impact on the town.	<p>No amendment to Plan in response to this issue</p> <p>The Council would only support a level of housing in this location where it is satisfied that the services and infrastructure provided would successfully mitigate the impact of such development and would allow for successful integration with the town. Furthermore, dependent on the scale of the final number of dwellings delivered, the new development would have the scope to bring a range of additional facilities and services (e.g. school/s, health, etc) which would enhance provision in the town.</p> <p>In terms of the level of development proposed in the Preferred Options consultation, this was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.57	Ware Town Council and Ware Neighbourhood Plan Steering Group state that while the development would be located in Wareside Parish, it is Ware which would be impacted the most. The boundary issue would need to be resolved.	<p>No amendment to Plan in response to this issue</p> <p>Boundary issues are beyond the remit of the District Plan and would be a matter for consideration through the Boundary Commission at a later date.</p>
9.58	The setting of Fanhams Hall would suffer as a result of the proposals (development and link road).	<p>No amendment to Plan in response to this issue</p> <p>The boundary of the development site will need to acknowledge that Fanhams Hall, and its designated Historic Park or Garden, plays an important role in defining the character of that local area. Proposals would need to demonstrate that any potential impact on the setting of the Hall and its estate can be mitigated through the provision of a suitable buffer and careful design.</p>
9.59	Ware Town Council and Ware Neighbourhood Plan Steering Group state that it is vital that the way in which the first 200 homes are built should not prevent the provision of the relief road which is vital. The route	<p>No amendment to Plan in response to this issue</p> <p>The proposed phasing of the scheme would ensure that infrastructure is delivered at appropriate times in the development process through the comprehensive planning of the overall site. This would ensure that no one part of the development would stymie the ability of other aspects to be</p>

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	of the road should therefore be agreed before any development takes place.	delivered.
9.60	Ware Town Council, and Ware Neighbourhood Plan Steering Group and others suggest that traffic control/calming measures would be needed on the High Street and that there would be additional pressure on other roads due to the development.	<p>No amendment to Plan in response to this issue</p> <p>Detailed Paramics transport modelling has been undertaken in order to understand the potential impact of development to the North and East of Ware and to investigate mitigation measures to ensure that the road network can operate in the most efficient manner throughout the town. Any refinements to the existing network would be brought forward as part of a future planning application/s in conjunction with HCC, as Highway Authority.</p>
9.61	Ware Town Council and Ware Neighbourhood Plan Steering Group state that the provision of large scale car parks in the centre of Ware would be detrimental to the town's historic character and that a Park and Ride facility should be provided.	<p>No amendment to Plan in response to this issue</p> <p>The District Plan proposes no new additional town centre car parks, but that sustainable transport measures should be introduced to encourage modal shift. The potential for provision of a Park and Ride facility was examined through the Hertford and Ware Urban Transport Plan in 2010 to serve both Ware and Hertford, as a scheme serving either town individually would be most unlikely to be viable (based on experience elsewhere in the country). Bringing forward such a scheme would require appropriate associated bus priority (including High Occupancy Vehicle lanes on the A414) and area wide parking strategy and a location to act as a hub between the two towns would need to be identified.</p> <p>As this would involve such high level transport planning it is considered that such a measure is beyond the scope of the District Plan and is more appropriately considered through HCC's 'Hertfordshire 2050 Transport Vision', which is considering strategic schemes as part of its remit. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.</p>
9.62	Ware Town Council and Ware Neighbourhood Plan Steering Group raise concerns that the proposals will lead to an increase in surface water runoff.	<p>No amendment to Plan in response to this issue</p> <p>In respect of surface water or drainage flooding, developments will need to include sustainable drainage measures, in accordance with the Council's Strategic Flood Risk Assessment, which will decrease the risk of flooding rather than exacerbate it.</p> <p>In addition, development proposals would need to demonstrate that drainage issues had been adequately addressed through Masterplanning and the planning application process.</p>
9.63	The site promoters and others object to Criterion I of WARE3 and consider that the policy is too imprecise in terms of dwelling yield, due to the large variance in the range, and also that an amount of housing should be delivered in this area prior to 2021.	<p>Proposed amendment to Plan in response to part of this issue</p> <p>Instead of the Preferred Options approach, which included it as a Broad Location, it is the view of Officers that the development of land to the North and East of Ware should be brought forward as a Site Allocation in the Plan. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>

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9.64	Green belt land should not be compromised by this development as countryside areas need to be safeguarded. The Plan does propose to alter Green Belt boundaries in the location of the Broad Locations. This is contrary to the NPPF which requires that such changes are made through a Local Plan.	<p>No amendment to Plan in response to this issue</p> <p>The draft District Plan includes a series of ‘Guiding Principles’ one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council’s past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. A certain amount of development on current Green Belt land is therefore required to ensure that East Herts is able to meet its identified needs. However, it should be noted that, instead of the Preferred Options approach, which included it as a Broad Location, it is now proposed that the development of land to the North and East of Ware be brought forward as a Site Allocation, with its Green Belt Boundaries clearly defined.</p>
9.65	Revised Green Belt boundaries should be permanent in the long term. The Broad Locations will only provide for development up to 2025 at the latest.	<p>No amendment to Plan in response to this issue</p> <p>Instead of the Preferred Options approach, which included it as a Broad Location, it is the view of Officers that the development of land to the North and East of Ware should be brought forward as a Site Allocation, with its Green Belt Boundaries clearly defined. The site is intended to provide housing up to the end of the Plan period and, potentially, beyond. The Green Belt boundary will be established to take this longer term growth into account to ensure that Green Belt boundaries will not need to be reviewed again at the end of the Plan period, which is in accordance with the NPPF.</p>
9.66	It will be difficult to improve access to the town centre by cycling and walking due to the narrow nature of the roads in that part of Ware. In addition, the proposed site is too far from the centre of the town for people to walk to it.	<p>No amendment to Plan in response to this issue</p> <p>It is noted that the historic nature of the town centre presents a challenge in respect of providing additional cycling and pedestrian links to the town centre. However the scale of development to the North and East of Ware presents an opportunity to design a development that encourages the use of such links and also creates new routes within the site, such as a direct footpath and cycleway from the High Oak Road area to Wodson Park and the A1170, for which provision is included in Policy WARE3.</p>
9.67	Many of the walkways and paths are not walkable (Wadesmill Road) as they are in poor condition or too narrow. This will restrict the ability of people to walk from the new development to the town centre.	<p>No amendment to Plan in response to this issue</p> <p>While the maintenance of existing footways is a matter for Hertfordshire Highways and lies outside the scope of the District Plan, it is considered that they are still able to provide the ability for residents of the new development to utilise them. The scale of development to the North and East of Ware also presents an opportunity to design a development that creates new routes within the site, such as a direct footpath and cycleway from the High Oak Road area to Wodson Park and the A1170, for which provision is included in Policy WARE3.</p>
9.68	The railway service and access to the station needs to be improved to cope with the demands arising from new development.	<p>No amendment to Plan in response to this issue</p> <p>While the ability to directly affect service provision is beyond the scope of the Plan, discussions have taken place during the plan making process with the relevant Train Operating Companies</p>

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		<p>and Network Rail and are ongoing. Furthermore, when consultations regarding rail services affecting the district take place, the Council actively responds seeking to achieve improved service provision.</p> <p>Hertfordshire County Council is also currently in the process of updating its Rail Strategy, which will also influence how train services can adapt to growing demand.</p> <p>In respect of access to the station, WARE3 proposals would include sustainable transport measures, and it is considered essential that this would include bus provision to the station in order to mitigate the number of car-borne trips.</p>
9.69	Ancient trees, woodland and wildlife in the area of the Broad Location should be protected. Tree planting schemes should also be implemented.	<p>No amendment to Plan in response to this issue</p> <p>The importance of these features is recognised and would be taken into account both through Policy WARE3 criteria II. (e) and (o), as well as through other district-wide policies in the Plan.</p>
9.70	Water supply and sewage are already at breaking point in Ware.	<p>No amendment to Plan in response to this issue</p> <p>The relevant service providers have been invited to comment and been involved throughout the plan making process, where their input has been taken into account and will help shape the final policy in respect of this location. In particular, in criterion II. (g), the issue of water supply and acceptable water pressure is included, and criterion (f) would require the provision of a new sewer for larger scale development.</p>
9.71	The Broad Location should be a self-contained development as far as possible with its own services and facilities in order to reduce pressure on Ware. Provision for employment should also be made (industrial development as well as retail outlets).	<p>No amendment to Plan in response to this issue</p> <p>It is the view of Officers that the development to the North and East of Ware would be of a sufficient size to ensure provision of new services and facilities including school/s, local retail and employment opportunities within the site, as appropriate to the scale of development. While these would ensure that motorised trips from the area would be reduced, it is important that the new development should not be viewed as a single entity, but rather that it should integrate successfully with the existing town and its facilities to ensure social cohesion.</p>
9.72	A narrow strip of Green Belt should be maintained to the north of the Broad Location in order to prevent further sprawl in future.	<p>No amendment to Plan in response to this issue</p> <p>The issue of the need to avoid coalescence with neighbouring settlements is important and this will be reflected in the approach to Green Belt boundary revision.</p>
9.73	The Broad Location should be served by new bus services.	<p>No amendment to Plan in response to this issue</p> <p>This issue is addressed by criterion II. (k) of the policy.</p>
9.74	Utilities companies should be consulted with regard to future development in this area.	<p>No amendment to Plan in response to this issue</p> <p>Utility companies have been involved and invited to comment throughout the plan making process and would be further involved through the future planning application process.</p>
9.75	Building 3,000 homes would be excessive, how can you propose nearly doubling the population of Ware. Is it not possible to build several smaller developments?	<p>No amendment to Plan in response to this issue</p> <p>The NPPF requires the Council to seek to meet the full objectively assessed housing needs of the District. The premise of the District Plan is to ensure that development takes place in the most</p>

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		<p>sustainable locations and Ware is one of the highest performing settlements in the District in this respect, when taking into consideration access to services and facilities. However, it is acknowledged that a number of constraints exist in Ware which limit the capacity for future growth. In terms of the level of development proposed in the Preferred Options consultation, it should be noted that this was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted.</p> <p>While the scale of development should be sufficient to provide the critical mass needed to ensure the provision of necessary infrastructure, services and facilities, it is important that the development should complement the existing character of the town.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.76	The interchange between the A10 and the A1170 does not have sufficient capacity to meet the needs of additional development.	<p>No amendment to Plan in response to this issue</p> <p>Matters in respect of traffic movements and capacity of the road network to accommodate additional trips would be considered by HCC, as Highway Authority, through a detailed Transport Assessment that would be submitted through the planning application process. A specific Paramics transport model has already been developed in respect of this development which will aid HCC's consideration of this matter.</p>
9.77	The link road suggested would not relieve the congestion coming into the town. Would this link road affect the countryside further? An ideal solution would be to build a link road between the A10 North and the A414 (between Ware and Harlow).	<p>No amendment to Plan in response to this issue</p> <p>The link road, which would be delivered as part of the development of the site, would be proposed to mitigate traffic movements at the local level. It would be intended to run through, rather than round, the site and would thus not impact further on the countryside.</p> <p>In respect of more strategic route issues, HCC is currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.</p>
9.78	Wodson Park sports centre state that development will create increased traffic on Wadesmill Road. Children using the Wodson Park play area would be at even greater danger when crossing this road.	<p>Proposed amendment to Plan in response to this issue</p> <p>Matters in respect of traffic movements and capacity of the road network to accommodate additional trips would be considered by HCC, as Highway Authority, through a detailed Transport Assessment that would be submitted through the planning application process. This would encompass walking routes in addition to traffic movements and appropriate mitigation measures would be sought. However, while the policy requires the provision of sustainable transport measures, it is considered that the policy could be strengthened by the addition of wording to</p>

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		ensure that improvements to the existing walking and cycling provision in the locality are also provided.
9.79	The A414 particularly between Welwyn Garden City, Hertford and Ware will not cope with the level of development proposed.	<p>No amendment to Plan in response to this issue</p> <p>The constraints of this route are well known and investigations are being undertaken by HCC to seek to mitigate congestion as part of ensuring that the highway network can operate with the additional development proposed in the Plan. HCC is currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit and the A414 through Hertford is a key issue for consideration through this process. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.</p>
9.80	A10 junction into Ware from the north needs to be redesigned as it is dangerous and further development will make this a greater hazard.	<p>No amendment to Plan in response to this issue</p> <p>Matters in respect of traffic movements and capacity of the road network to accommodate additional trips would considered by HCC, as Highway Authority, through a detailed Transport Assessment that would be submitted through the planning application process. A specific Paramics transport model has already been developed in respect of this development which will further aid HCC's consideration of this matter.</p>
9.81	Development to the north and east of Ware would destroy valuable, high grade agricultural and farm land.	<p>No amendment to Plan in response to this issue</p> <p>The vast majority of agricultural land in the District is Grade 2 or 3 and is therefore relatively high quality. The land to the North and East of Ware is categorised either within Agricultural Land Classification Grade Two or Three, dependent on location. Taking into account a comparative assessment of the suitability of locations across 21 topics as part of the sieving process underpinning the Development Strategy, while acknowledging that some of the land proposed for development is currently in agricultural use, it was considered that, on balance, the location performed well overall and therefore would be suitable for inclusion in the Plan.</p>
9.82	Proposals will lead to increased traffic congestion in the town and the surrounding areas e.g. Hertford.	<p>No amendment to Plan in response to this issue</p> <p>Matters in respect of traffic movements and capacity of the road network to accommodate additional trips would considered by HCC, as Highway Authority, through a detailed Transport Assessment that would be submitted through the planning application process. The constraints of the A414 through Hertford are well known and investigations are being undertaken by HCC to seek to mitigate congestion as part of ensuring that the highway network can operate with the additional development proposed in the Plan. HCC is currently preparing its 'Hertfordshire 2050 Transport Vision' which is considering strategic mitigation schemes as part of its remit and the A414 through Hertford is a key issue for consideration through this process. East Herts Council is fully engaged with, and contributing to, this process, as appropriate.</p>
9.83	Population growth caused by this development is going to lead to more people visiting the town centre and	<p>No amendment to Plan in response to this issue</p> <p>The District Plan proposes no new town centre car parks, and encourages the introduction of</p>

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	there is a lack of sufficient car parks to cope with demand.	sustainable transport measures to encourage modal shift away from car borne journeys where possible. However, it should be noted that the Council is, separate to the District Plan process, also undertaking a parking study for Ware to, inter alia, better understand the needs of the town in relation to the potential need for additional public parking provision.
9.84	There are not enough GP/dentist surgeries in Ware to deal with the suggested development.	No amendment to Plan in response to this issue The Council continues to liaise with NHS England and other health providers in order to understand any capacity issues and ensure that appropriate provision can be made in relation to patients generated by new development. The scale of development to the North and East of Ware should be sufficient to provide the critical mass needed to ensure the provision of, and/or contributions to, healthcare.
9.85	Development will cause an increase in air and noise pollution.	No amendment to Plan in response to this issue The Plan seeks to mitigate the effects of development through development in sustainable locations. Specifically, the application of policies contained in the district-wide topic chapters, in particular Environmental Quality, will ensure that the potential for increased pollution is minimised.
9.86	Increase in traffic caused by this development will become a hazard to children walking to school.	Proposed amendment to Plan in response to this issue Matters in respect of traffic movements and capacity of the road network to accommodate additional trips would be considered by HCC, as Highway Authority, through a detailed Transport Assessment that would be submitted through the planning application process. This would encompass walking routes in addition to traffic movements and appropriate mitigation measures would be sought. Furthermore, HCC's Safe and Sustainable Journeys in Schools team work with schools, countywide, to encourage children and young people and their parents and carers to travel to school using active and sustainable modes.
9.87	Linking the road systems in this way would hugely increase traffic in the Widbury Hill area, the town centre and other parts of the town.	No amendment to Plan in response to this issue One of the aims of the link road would be to reduce the amount of additional traffic that would otherwise need to use the town's existing road network. It would provide an alternative route to the A10 to the north of Ware, which would help mitigate the number of trips in the town centre.
9.87a	If there is a link road constructed this should start at Waterplace Farm.	No amendment to Plan in response to this issue As Waterplace Farm is located a significant distance away from the proposed development, not only would it involve additional journey time which would have a greater environmental impact, it would also mean a greater incursion into the Green Belt and countryside. It is therefore not considered likely to be an appropriate access point.
9.88	The 'Nun's Triangle' to the north of the town bound by the A10, Wadesmill Rd and Quincy Rd should be protected.	No amendment to Plan in response to this issue This area was submitted through the Call for Sites and originally featured as part of the wider area considered for inclusion within the Broad Location. In terms of the sieving process, it performed

Issue Number	Issue	Officer Response
		<p>badly in comparison to other areas and was considered potentially appropriate for consideration for use as a business park.</p> <p>Since the Preferred Options consultation, the detailed technical Transport Paramics work that has been undertaken has identified considerable constraints in the highway network, which mean that Officers consider that the upper level of development is no longer appropriate. Given that the area of development is to be significantly reduced, it is important that the most appropriate areas be selected to be taken forward. As the Nun's Triangle performed the worst out of the sub-areas considered through the sieving process (and it is important to note that the Nun's Triangle forms part of a designated Historic Park and Garden), it is now considered that development of the Nun's Triangle would be inappropriate. Therefore, Officers do not consider that this area should form part of the Site Allocation (instead of the Preferred Options approach, which included it as a Broad Location) for the area to the North and East of Ware.</p>
9.89	This development will have a direct impact on nearby hospitals (Princess Alexandra, Lister and QE2). There is a lack of access to these A & E departments.	<p>No amendment to Plan in response to this issue</p> <p>The Council continues to liaise with NHS England and other health providers in order to understand any capacity issues and ensure that appropriate provision can be made in relation to patients generated by new development. Contributions would be expected to be provided towards the provision of healthcare.</p>
9.90	The schools in Ware are already over-subscribed. One more secondary school will not be enough to support the level of development.	<p>No amendment to Plan in response to this issue</p> <p>Throughout the plan making process, East Herts has liaised with HCC, as Local Authority with responsibility for education, to ensure that the educational needs of children can be met. The development to the north and east of Ware will include provision for new primary schools and a new secondary school which would help to address existing shortfalls in education capacity while also meeting the needs arising from the new development. Secondary provision for the town comes under the Hertford and Ware school planning area and thus the educational needs of both towns are taken into account in balancing demand and provision across the combined area.</p>
9.91	The proposal for 200 – 3,000 dwellings north and east of Ware is too vague. The scale of development proposed at 3,000 would destroy the historic character and sense of community of the town.	<p>No amendment to Plan in response to this issue</p> <p>In terms of the level of development proposed in the Preferred Options consultation, it should be noted that this was phrased as being within a range of between 200 and 3,000 dwellings.</p> <p>Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted.</p> <p>While the scale of development should be sufficient to provide the critical mass needed to ensure the provision of necessary infrastructure, services and facilities, it is important that the development should complement the existing character of the town.</p>

Issue Number	Issue	Officer Response
		The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
9.91a	According to the Office of National Statistics, the average household size in England is 2.4 and thus building 3000 dwellings would actually equate to a 38% growth, bringing the population of Ware to 25,200.	<p>No amendment to Plan in response to this issue</p> <p>In terms of the level of development proposed in the Preferred Options consultation, it should be noted that this was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted.</p> <p>While the scale of development should be sufficient to provide the critical mass needed to ensure the provision of necessary infrastructure, services and facilities, it is important that the development should complement the existing character of the town.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.92	There needs to be a more detailed description of the route that the link road would take to enable residents to comment. This link road should be built and be functional before the development is built.	<p>No amendment to Plan in response to this issue</p> <p>Detailed design issues, including the precise route that a link road would take, will be addressed through Masterplanning and the planning application process, which would involve public participation in the design process.</p>
9.93	Development in this area would have a significant impact on the Ash Valley.	<p>No amendment to Plan in response to this issue</p> <p>While there will be some impact on the area, it is considered that sensitive planning of the development, especially in relation to boundary treatment, through Masterplanning and the planning application process would help mitigate the effects.</p>
9.94	The Plan should include reference to population statistics that justify the amount of houses required, not just the need to provide 2,261 new homes in Ware.	<p>No amendment to Plan in response to this issue</p> <p>The Preferred Options consultation was based on technical work undertaken by Edge Analytics in 2012, combined with the 2013 CLG Household Projections. As part of the Edge Analytics technical work, population and household forecasts were disaggregated on a settlement basis. This out-dated evidence base has since been superseded by an updated four-authority Strategic Housing Market Assessment (SHMA), which presents updated evidence on which the housing target contained in the draft District Plan is now based.</p>
9.95	Site promoters consider that in order to meet likely housing needs, this broad location will need to accommodate the higher level of housing envisaged.	<p>No amendment to Plan in response to this issue</p> <p>In terms of the level of development proposed in the Preferred Options consultation, this was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local</p>

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		and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
9.96	Important green spaces such as the Fireworks field, the Round House, the football club and Fanhams Hall and grounds should be retained as part of development proposals.	No amendment to Plan in response to this issue While it is likely that the field, which is used only once a year for the fireworks display, would be developed either all or in part, the Round House, the football club, and Fanhams Hall and grounds lie outside the development area currently proposed by site promoters and would thus not be brought forward for development.
9.97	A site promoter suggests that it would be prudent to plan for 3,000 homes in order that provision can also be made for infrastructure and employment and retail space.	No amendment to Plan in response to this issue In terms of the level of development proposed in the Preferred Options consultation, this was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
9.97a	The site promoter states that paragraph 9.2.10 is somewhat ambiguous. It is not reasonable or realistic to leave 'the testing of feasibility' and 'the setting of parameters' to a subsequent DPD. Doing so would lead to uncertainty for the public and landowners and runs the risk of delaying decision making.	No amendment to Plan in response to this issue While the Preferred Options consultation proposed that the area would feature as a Broad Location and a subsequent DPD be produced, Officers now consider that the area to the North and East of Ware should be an allocation in the Plan, subject to masterplanning, which would involve public participation in the design process. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
9.97b	The site promoter states that the text of 9.2.7 acknowledges that there is a non-strategic scale of development between 200 and 3,000, which would not require new access and highways infrastructure. Two such sites have been identified which it is contended could be allocated in this plan and come forward either as one offs or as the precursors or early phased development of the larger broad location.	No amendment to Plan in response to this issue It is considered that piecemeal development would not benefit the town and that the area should be planned as a coherent whole through the Masterplanning process. The resultant phasing of the overall scheme could result in some areas coming forward ahead of others, but this must be decided in the context of the comprehensive planning of the overall site. Of the two sites promoted, one (north of the town west of the 'Trinity site' and south of Fanhams Hall Road) would potentially be included within the wider area to the north and east of Ware as part of wider Masterplanning. If this turns out not to be the case, then this area would not be proposed for development. Therefore, Officers consider that this area should not be brought forward outside of

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		<p>a planned approach for the overall development.</p> <p>In respect of the Nun's Triangle element, this area was submitted through the Call for Sites and originally featured as part of the wider area considered for inclusion within the Broad Location. In terms of the sieving process, it performed badly in comparison to other areas and was considered potentially appropriate for consideration for use as a business park.</p> <p>Since the Preferred Options consultation, the detailed technical Transport Paramics work that has been undertaken has identified considerable constraints in the highway network, which mean that the upper level of development is no longer considered appropriate. Given that the area of development is to be significantly reduced, it is important that the most appropriate areas be selected to be taken forward. As the Nun's Triangle performed worst out of the sub-areas considered through the sieving process (and it is important to note that the Nun's Triangle forms part of a designated Historic Park and Garden), it is now considered that development of the Nun's Triangle would be inappropriate. Therefore, Officers consider that this area should not form part of the Site Allocation (instead of the Preferred Options approach, which may potentially have included it as part of an undefined area covering the then proposed Broad Location) for the area to the North and East of Ware.</p>
9.97c	<p>One of the site promoters considers (both in response to the Preferred Options consultation and previously in September 2013, in responding to ATLAS that the various parcels of land proposed are capable of accommodating between 2,500 to 3,000 houses. Other land in the same ownership to the north of Ware could be made available either for built development, infrastructure or open space provision should it be required. Mindful of housing need and the concomitant requirements for employment space, retail space and all social facilities, it would appear prudent to plan for the maximum figure and clearly land to support that level of development is available and deliverable. Not only is such a proposal financially viable, but also various impacts upon Ware are capable of mitigation. The north and east of Ware should be confirmed as a suitable strategic broad location.</p>	<p>No amendment to Plan in response to this issue</p> <p>In terms of the level of development proposed in the Preferred Options consultation, this was phrased as being within a range of between 200 and 3,000 dwellings. Technical work undertaken since the consultation, coupled with the HCC Highways' position in respect of the ability of the local and wider road network to accommodate trips generated from development in Ware in addition to information provided by other service providers, means that Officers consider that upper levels of development should be discounted. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>

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9.98	The area North and East of Ware should be allocated in the District Plan. The subsequent DPD can then address the details.	<p>No amendment to Plan in response to this issue</p> <p>While the Preferred Options consultation proposed that the area would feature as a Broad Location and a subsequent DPD be produced, Officers now consider that the area to the North and East of Ware should be an allocation in the Plan, subject to Masterplanning, which would involve public participation in the design process. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.99	It should be explained how applications would be dealt with before a DPD is adopted.	<p>No amendment to Plan in response to this issue</p> <p>While the Preferred Options consultation proposed that the area would feature as a Broad Location and a subsequent DPD be produced, Officers now consider that the area to the North and East of Ware should be an allocation in the Plan, subject to Masterplanning, which would involve public participation in the design process. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.100	The site promoter objects to parts I and III of WARE3. Criteria I is very imprecise in nature with an unrealistically large variance between the lowest and highest dwelling yields. Part III should be amended to remove the need to wait for a DPD to be adopted before any development takes place. Some development in the Broad Locations is required before 2021. Green Belt release should be dealt with through the District Plan and not through a separate DPD.	<p>No amendment to Plan in response to this issue</p> <p>While the Preferred Options consultation proposed that the area would feature as a Broad Location and a subsequent DPD be produced, Officers now consider that the area to the North and East of Ware should be an allocation in the Plan, subject to Masterplanning, which would involve public participation in the design process. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.101	Please explain what the phrase 'quantum of development' means (criterion (a)).	<p>No amendment to Plan in response to this issue</p> <p>Quantum refers to the amount of development proposed.</p>
9.102	It should be stated which technologies for a District Heating System are to be considered. An Energy from Waste facility would not be appropriate.	<p>Proposed amendment to Plan in response to this issue</p> <p>While it was never intended that an energy from waste facility would be provided as part of this development, it is acknowledged that this criterion is too prescriptive and should be deleted. Instead, it is expected that development proposals should comply with the provisions of district-wide policies in the Plan, notably, the Climate Change chapter.</p>
9.103	It should be clarified whether or not the Nun's Triangle forms part of the Broad Location.	<p>No amendment to Plan in response to this issue</p> <p>The Nun's Triangle was submitted through the Call for Sites and originally featured as part of the wider area considered for inclusion within the Broad Location. In terms of the sieving process, it performed badly in comparison to other areas and was considered potentially appropriate for consideration for use as a business park.</p>

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		<p>Since the Preferred Options consultation, the detailed technical Transport Paramics work that has been undertaken has identified considerable constraints in the highway network, which mean that the upper level of development is no longer considered appropriate. Given that the area of development is to be significantly reduced, it is important that the most appropriate areas be selected to be taken forward. As the Nun's Triangle performed the worst out of the sub-areas considered through the sieving process (and it is important to note that the Nun's Triangle forms part of a designated Historic Park and Garden), it is now considered that development of the Nun's Triangle would be inappropriate. Therefore, Officers consider that this area should not form part of the Site Allocation (instead of the Preferred Options approach, which may potentially have included it as part of an undefined area covering the then proposed Broad Location) for the area to the North and East of Ware.</p>
9.104	<p>Sport England objects to the lack of a reference in criterion (m) to a need to provide indoor and outdoor sports facilities. The evidence base identifies a shortfall in such facilities which should be addressed.</p>	<p>Proposed amendment to Plan in response to this issue</p> <p>The omission is acknowledged and agreed. Officers therefore propose that the policy should be amended accordingly.</p> <p>In respect of the evidence underpinning the identification of needs, it should be noted that this is now considered to be out of date and work is currently ongoing in the preparation of an emerging Open Space, Sports and Recreation Assessment. The updated evidence will inform the identification of needs going forward and the level and location of provision required, which would be applied at the Masterplanning and planning application stages.</p>
9.106	<p>Green Belt land should not be used for development. Green Belt in this location is performing an important function when judged against the five criteria contained within the NPPF.</p>	<p>No amendment to Plan in response to this issue</p> <p>The draft District Plan includes a series of 'Guiding Principles' one of which identifies a need to prioritise the development of brownfield land. While the development strategy contained within the Plan does follow this important principle, it should be recognised that, due to the success of this approach in the Council's past adopted local plans, insufficient brownfield land remains available to meet the full housing needs of the District. A certain amount of development on current Green Belt land is therefore required to ensure that East Herts is able to meet its identified needs.</p> <p>Whilst it is acknowledged that the 2015 Green Belt Review concluded that the suitability of Green Belt land for development according to Green Belt purposes for land to the North and East of Ware (parcels 41/42) are very low, the ability of this location to provide sustainable development, coupled with the lack of other alternative sites to provide any expansion potential for Ware, mean that on balance the site should be taken forward in the Plan. It is considered that a sensitive development scheme, brought forward through Masterplanning, will help mitigate the effects. Furthermore, as Officers consider that upper levels of development should be discounted, the impact would be considerably less than could have been the case.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be</p>

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		considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
9.107	A breakdown should be provided regarding housing type and tenure.	No amendment to Plan in response to this issue Policy HOU1 of the draft District Plan indicates that an appropriate mix of housing tenures, types and sizes will be required in accordance with the latest Strategic Housing Market Assessment. The precise breakdown would be established through the Masterplanning process.
9.108	The plan needs to be based on more up to date population statistics as things have changed significantly since the original plan was drawn up in 2010.	No amendment to Plan in response to this issue The Preferred Options consultation was based on technical work undertaken by Edge Analytics in 2012, combined with the 2013 CLG Household Projections. As part of the Edge Analytics technical work, population and household forecasts were disaggregated on a settlement basis. This out-dated evidence base has since been superseded by an updated four-authority Strategic Housing Market Assessment (SHMA), which presents updated evidence on which the housing target contained in the draft District Plan is now based.
9.109	The Plan should include clearly defined density guidance.	Proposed amendment to Plan in response to this issue Policy HOU2 'Housing Density' provides the district-wide approach to this matter. While repetition of the policy is not considered necessary in this site-specific policy, it is considered that signposting to HOU2 would be appropriate.
9.110	Infrastructure is not sufficient to meet the needs of additional development. Essential services will be stretched beyond their limits. New infrastructure should be provided up front before development takes place.	No amendment to Plan in response to this issue The Council is fully aware that, in order to ensure the delivery of sites within the Plan, any necessary mitigating infrastructure must be identified and provided at the most appropriate time in the development process. The District Plan should therefore seek to provide a suitable balance between conveying the requirement for infrastructure to be phased appropriately, without introducing unrealistic expectations about advance provision. Consequently, infrastructure delivery may not always be achieved prior to the commencement of development. An Infrastructure Delivery Plan is currently being prepared which will identify any infrastructure requirements and will include information on how and when specific schemes will be delivered.
9.111	Provision of retail facilities within the Broad Location could put added pressure on town centre shops.	No amendment to Plan in response to this issue Policy WARE3 criterion (p) suggests that any retail development that is located within the broad location north and east of Ware should be to promote self-containment and sustainability rather than to meet the needs of the wider town.
9.112	It should be clarified that development will not take place until the DPD is adopted.	No amendment to Plan in response to this issue While the Preferred Options consultation proposed that the area would feature as a Broad Location and a subsequent DPD be produced, Officers now consider that the area to the North and East of Ware should be an allocation in the Plan, subject to Masterplanning, which would involve public participation in the design process. The final quantum of development to be delivered on land to

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		the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
9.113	The proposals will lead to Ware merging with surrounding villages/towns (Thundridge/Wadesmill).	No amendment to Plan in response to this issue The issue of the need to avoid coalescence with neighbouring settlements is important and this will be reflected in the approach to Green Belt boundary revision.
9.114	This new development will be so far away from the heart of Ware it is likely to not feel part of the town and more like an annex of it. It will not be able to integrate with the main town centre.	No amendment to Plan in response to this issue While local retail and employment opportunities within the site would ensure that motorised trips from the area would be reduced, it is important that the new development should not be viewed as a single entity, but rather that it should integrate successfully with the existing town and its facilities to ensure social cohesion. The provision of primary school/s and a secondary school in this location would help in encouraging integration between the existing urban area and the new development. Sustainable transport provision will also enable the area to successfully integrate.
9.115	This development will greatly affect the house prices of existing houses in the North and East of Ware.	No amendment to Plan in response to this issue Property values are not a planning matter and cannot be taken into account in the plan making process.
9.116	If development takes place in this location then it should also take place to the south west of the town as the visual impact and impact on the Green Belt would be the same.	No amendment to Plan in response to this issue Land to the south west of Ware was assessed during the options testing phase. While the area scored well against a number of criteria, it was considered that development in this location would cause significant harm to the strategic gaps that currently exist between Ware and its neighbouring settlements, in particular Hertford, Hertford Heath, Great Amwell and Hoddesdon. It is also likely that development would cause significant harm to designated wildlife sites and Post Wood which is designated as Ancient Woodland.
9.117	Land north and east of Ware should not be included given that it was concluded as being a 'marginal fail' during the assessment process.	No amendment to Plan in response to this issue While the area was rated as 'marginal fail' for the upper levels of development at the Sieve 1 and Sieve 2 stages, it was noted at that time that: '... if suitable alternative growth locations cannot be identified elsewhere within the district then large-scale development in Ware could be needed in order to comply with NPPF requirements to meet objectively assessed housing need on a district-wide basis'.
9.118	Development would surround existing houses at Moles Farm. A green barrier should therefore be provided which would protect the character of these properties.	No amendment to Plan in response to this issue Detailed design issues will be addressed through Masterplanning and the planning application process.
9.119	Ware Town Council, Ware Neighbourhood Plan Steering Group state that the development should follow the principles of Garden Cities and also should not become a separate isolated development.	No amendment to Plan in response to this issue While no specific amendment is proposed as a result of this response, and the development would not be of sufficient scale to fully embrace Garden City principles, it is important that the design of the area should be of high quality and that new development should not be viewed as a single

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		entity, but rather that it should integrate successfully with the existing town and its facilities to ensure social cohesion. The provisions of Policy WARE3 should therefore set out the requirement to meet appropriate Garden City principles and the detailed design will be resolved through the anticipated Masterplanning of the area, which would involve public participation in the design process prior to the submission of a planning application, to ensure that a sustainable, cohesive development is provided.
9.120	Ware Town Council and Ware Neighbourhood Plan Steering Group state that leisure facilities should be included as part of the development as Wodson Park has limited capacity.	Proposed amendment to Plan in response to this issue Agreed. Proposed that policy should be amended to include provision of leisure facilities, as appropriate.
9.120a	Ware Town Council state that the new development should incorporate tree planting schemes to replace trees that have been removed.	No amendment to Plan in response to this issue The policy, and other district-wide policies, already make provision for landscaping and would be agreed through the planning application process.
9.121	HCC state that sustainable transport should be maximised from the new development to the town.	No amendment to Plan in response to this issue WARE3 proposals make inclusion for the provision sustainable transport measures. The precise form and level of provision would be determined through the planning application process.
9.122	Ware would become principally a commuter town with a significantly increased population.	No amendment to Plan in response to this issue East Herts is a mainly rural district which, by its nature, is partly reliant on larger neighbouring urban areas to meet the employment needs of its residents, e.g. it has an historic pattern of rail commuting into London. However, criterion (p) of the policy would ensure the development would bring with it appropriate levels of employment opportunities to promote self containment and sustainability.
9.123	Public transport links in Ware are extremely poor.	No amendment to Plan in response to this issue WARE3 proposals would include sustainable transport measures, and it is considered essential that this would include bus provision in order to mitigate the number of car-borne trips.
9.124	New schools would need to be provided as part of the development.	No amendment to Plan in response to this issue Throughout the plan making process, East Herts has liaised with HCC, as Local Authority with responsibility for education, to ensure that the educational needs of children can be met. The development to the North and East of Ware would be of a sufficient size to ensure provision of new services and facilities including primary school/s and a secondary school.
9.125	It would be more appropriate to direct development to Hertford given the superior train and road links that exist there.	No amendment to Plan in response to this issue Brownfield opportunities in Hertford have been largely exhausted, due to the success of the Council's approach in past adopted local plans. As the areas on the edge of the town beyond those already identified for development in the Plan are particularly constrained, and matters are further compounded by congestion and air quality issues on the A414, it would not be appropriate

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		to divert any further development to Hertford.
9.126	The area proposed for development is currently used for recreational purposes and should be maintained for those uses.	No amendment to Plan in response to this issue While it is likely that the field, which is used only once a year for the fireworks display, would be developed either all or in part, the football club and Fanhams Hall and grounds lie outside the development area currently proposed by site promoters and would thus not be brought forward for development.
9.127	If traffic surveys are undertaken then they should be done at peak times.	No amendment to Plan in response to this issue Traffic survey work was carried out as part of the technical work aimed at understanding the potential traffic impact for the proposed area to the North and East of Ware. This work involved both peak and off-peak data collection.
9.128	The wooded area next to Widbury Hill contains many trees with preservation orders and these should be retained.	No amendment to Plan in response to this issue Criterion (e) of Policy WARE3 and other district-wide policies (such as DES2 Landscape) would ensure that this aspect would be fully taken into account through the masterplanning and planning application processes.
9.129	The area lies underneath the Stansted flightpath which generates a lot of noise. New development should not be subjected to this noise.	No amendment to Plan in response to this issue Ware lies outside the area of concern as defined by noise contour maps. The area is also outside flight safety zones. Recent changes to flightpath navigation systems have greatly reduced the area of land overflown during take-off and landing.
9.130	The Council should compulsory purchase the proposed land so that landowners in the area do not inflate the price which could impact what infrastructure could be delivered to support growth in the area.	No amendment to Plan in response to this issue Property values are not a planning matter and cannot be taken into account in the plan making process. The delivery of development would be dependent on the provision of necessary infrastructure.
9.131	Provision of school facilities within the new development could impact on the viability of Wareside Primary school which currently draws pupils from a wider area.	No amendment to Plan in response to this issue Throughout the plan making process, East Herts has liaised with HCC, as Local Authority with responsibility for education, to ensure that the educational needs of children can be met. The development to the North and East of Ware would be intended to ensure provision of new primary school/s to serve the number of pupils likely to be generated by the new development.
9.132	Land availability appears to be top of the list in terms of the Councils selection criteria. This should not be the case.	No amendment to Plan in response to this issue While land availability is an important to ensure that sites are deliverable, it is only part of the picture as the main premise of the Plan is underpinned by ensuring that development is able to take place in the most sustainable locations in the district. The detailed sieving process has provided a logical framework in this respect and maintained transparency in its approach.
9.133	Fairview New Homes object to the Broad Location on the basis that not enough detailed work has been done on deliverability, infrastructure needs and the impact of	No amendment to Plan in response to this issue Significant work has been undertaken in respect of infrastructure provision since the consultation, which means that Officers consider that a scale of development could be delivered that would

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	development. The site is also in an unsustainable location, poorly located in relation to local facilities, the town centre and the railway station. Land at Crane Mead should therefore be released from Green Belt and made available for housing.	<p>provide the critical mass needed to ensure the provision of necessary infrastructure, services and facilities, while protecting the existing character of the town.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p> <p>In respect of the land adjacent to Crane Mead, the Sieve 2 assessment in respect of land to the south east of Ware concluded that this area should not be taken forward due to issues concerning flood risk, natural asset and wildlife constraints; effect on the Lee Valley Regional Park and coalescence with the neighbouring settlements of Great Amwell, Stanstead Abbots and Hoddesdon.</p> <p>In respect of this specific site it should be noted that the majority of it lies within a Wildlife site designation and that, in respect of a previous submission of the site, the Inspector to the 2007 adopted Local Plan stated site that “To me, it fulfils the function of restricting sprawl of a large built up area, assists in safeguarding the countryside for encroachment and, as part of the river landscape, enhances the setting of the town”.</p>
9.134	Herts and Middlesex Wildlife Trust states that, should development go ahead, suitable and sufficient mitigation and compensation would be required to make good any harm to wildlife interests, including local and national protected and priority habitats and species, on the two wildlife sites at Wood Lane and Fanhams Hall Meadow. Support is given to preparing a DPD to give additional detail.	<p>No amendment to Plan in response to this issue</p> <p>The provisions of WARE3 (e) would apply in this respect and this would be supported by District-wide policy NE1. Masterplanning of the area, which would involve public participation in the design process prior to the submission of a planning application, would ensure that this issue would be taken into account.</p>
9.135	HCC states that there is potential for mineral sterilisation in this area. Some land has not been assessed by the BGS for minerals reserves in close proximity to the urban area, although the land beyond this area is designated as continuous or almost continuous spreads of mineral beneath overburden. Mineral resource block number 8 covers the eastern part of the broad location. Further investigation is required to establish the extent of mineral reserves and detailed studies for individual sites as they come forward for development.	<p>Proposed amendment to Plan in response to this issue</p> <p>Agreed. Wording to be added to Policy WARE3 to detail this potential requirement.</p>

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9.135a	HCC states that the Preferred Options consultation indicates that 1800 units would be provided in the broad locations up to 2031, with Policy WARE1 identifying provision for a total of up to 3000 homes when development occurring beyond the plan period is included. If these sites were to be brought forward independently they would require separate primary schools, but if they come forward in combination it may be possible to reduce the requirement.	No amendment to Plan in response to this issue Throughout the plan making process, East Herts has liaised with HCC, as Local Authority with responsibility for education, to ensure that the educational needs of children can be met. The development to the north and east of Ware will include provision for new primary schools, the detail of which will be confirmed through the masterplanning and planning application processes.
9.135b	HCC suggest that the proposal for 3000 dwellings will require 3.5 to 6FE of secondary places. The provision of an all through school within the development could be considered an option as a way of managing the primary and secondary need.	No amendment to Plan in response to this issue Throughout the plan making process, East Herts has liaised with HCC, as Local Authority with responsibility for education, to ensure that the educational needs of children can be met. The development to the north and east of Ware will include appropriate provision for new schools, the detail of which will be confirmed through the masterplanning and planning application processes.
9.136	English Heritage suggests that the DPD should make reference to the need to protect and enhance the setting of heritage assets (historic parks/gardens, listed buildings)	Proposed amendment to Plan in response to this issue While it is recognised that policy provisions exist in the Heritage Assets chapter, to ensure the protection and enhancement of heritage assets both within the site area and in the locality, it is considered appropriate that attention be drawn to this aspect via the inclusion of an additional criterion in the policy.
9.137	HCC states that the area covered by the DPD could affect Fanhams Hall Meadow Wildlife Site Ref: 46/044. Damaging impacts should be avoided.	No amendment to Plan in response to this issue The provisions of WARE3 (e) would apply in this respect and this would be supported by District-wide policy NE1. Masterplanning of the area, which would involve public participation in the design process prior to the submission of a planning application, would ensure that this issue would be taken into account.
9.138	This proposed development should be altered so that the development takes the form of a new village to the north. This settlement would have its own services/community facilities so that it does not have a direct connection with Ware.	No amendment to Plan in response to this issue While it is important that the development should include an appropriate level of social infrastructure to serve the development and minimise the need to travel, the development should not be viewed as a single entity, but rather it should integrate successfully with the existing town and its facilities to ensure social cohesion. The provisions of Policy WARE3 and anticipated Masterplanning of the area, which would involve public participation in the design process prior to the submission of a planning application, would ensure a sustainable, cohesive development is provided.
9.139	HCC considers that options for highways improvements need to be investigated to outline mitigation designs for the road network. Affected roads	No amendment to Plan in response to this issue In respect of potential development to the North and East of Ware, since the Preferred Options consultation took place detailed Paramics transport modelling work has been undertaken by the

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	<p>such as A602, A119, High Street, Baldock Street, Viaduct Road, Wadesmill Road, A10, A120 and M25 (J25) will all need to be considered by the Highways Agency (now Highways England). Detailed traffic modelling will be required.</p> <p>The HSGTM suggests that a development of 1,300 dwellings would have some impact on the A10, M25 Junction 25, and the A602 corridor. Further transport work is required to ascertain how these impacts could be mitigated.</p>	<p>site promoters, in order to provide evidence to understand the potential impact of development on both the strategic and local highway networks, and any mitigation measures that may be required. The Council has continued to work with HCC to help identify a mitigatable level of development for this location.</p> <p>The final quantum of development to be delivered on land to the North and East of Ware will be considered through a Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.140	<p>Increase in traffic caused by the development will impact on the capability of emergency vehicles to function within an adequate time frame.</p>	<p>No amendment to Plan in response to this issue</p> <p>In respect of potential development to the North and East of Ware, since the Preferred Options consultation took place detailed Paramics transport modelling work has been undertaken by the site promoters, in order to provide evidence to understand the potential impact of development on both the strategic and local highway networks, and any mitigation measures that may be required. These mitigation measures would ensure that emergency vehicles would be able to access both new and existing developments in an appropriate time scale.</p>
9.141	<p>New residential development should not be within 250 metres of the Westmill landfill site as it could be exposed to odour, noise, dust and pest impacts.</p>	<p>No amendment to Plan in response to this issue</p> <p>Environmental health considerations would be taken into account through the masterplanning and planning application processes.</p>
9.141a	<p>Lee Valley Regional Park Authority wishes to confirm that the park will not be affected by any developments. They wish to be involved in the work on the DPD.</p>	<p>No amendment to Plan in response to this issue</p> <p>Noted. The Plan seeks to support the Lee Valley Regional Park and policies within the Community Facilities, Leisure and Recreation chapter apply in this respect. Masterplanning of the area leading to planning application/s will enable consideration of this valuable asset and the involvement of the Lee Valley Regional Park Authority would be welcomed in this respect.</p>
9.141b	<p>There is no timescale for production of DPD's. There is a requirement for a timetable to be set, it is not sufficient to just state "Consequently a Development Plan Document will be prepared" (9.2.10).</p>	<p>No amendment to Plan in response to this issue</p> <p>While the Preferred Options consultation proposed that the area would feature as a Broad Location and a subsequent DPD be produced, Officers now consider that the area to the North and East of Ware should be an allocation in the Plan, subject to Masterplanning, which would involve public participation in the design process. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.</p>
9.141c	<p>The Ware Society states that a gradual expansion of development would be preferable with a phased improvement of infrastructure. Developers should fund</p>	<p>No amendment to Plan in response to this issue</p> <p>While the Preferred Options consultation proposed that the area would feature as a Broad Location and a subsequent DPD be produced, Officers now consider that the area to the North and East of</p>

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	improvements before housing is built.	Ware should be an allocation in the Plan, subject to Masterplanning, which would include phasing. The final quantum of development to be delivered on land to the North and East of Ware will be considered through the Ware Settlement Appraisal which will be presented to the District Planning Executive Panel on 25th August.
Employment in Ware		
9.142	Objection to the identification of Star Street as an employment area as it is not suitable in terms of type, size, location and quality.	No amendment to Plan in response to this issue The 2016 Hertford and Ware Employment Study considers that “overall the site is of average quality but occupied and functioning well as an employment site” and therefore the Plan should seek to retain existing employment provision in this location.
9.143	The Plan erroneously seeks to retain previous Employment Area designations without taking account of changing circumstances at some sites.	No amendment to Plan in response to this issue The 2016 Hertford and Ware Employment Study concludes that “In the light of the significant reduction of employment floorspace over recent years, and the fact that there is very limited supply of available space, Wessex Economics would recommend that EHDC seek to prevent further loss of employment land in Hertford and Ware in the short to medium term”. The draft District Plan therefore seeks to retain existing employment provision in Ware.
9.144	There is a lack of employment in Ware.	No amendment to Plan in response to this issue East Herts is a mainly rural district which, by its nature, is partly reliant on larger neighbouring urban areas to meet the employment needs of its residents, e.g. it has an historic pattern of rail commuting into London. The town benefits from six existing designated employment areas and other non-designated operations. The proposed development to the North and East of Ware would bring additional employment opportunities to the town.
9.145	The majority of the town’s employment is reliant on one employer. This has been the same for many years and Ware has functioned adequately. Without the redevelopment there will be no need for a ‘new employment area’.	No amendment to Plan in response to this issue The District Plan does not currently propose a new designated employment area for the town; rather, it proposes that development to the North and East of Ware would be expected to bring forward local employment opportunities to promote self containment and sustainability.
9.146	Leaside Depot should be removed from the classification as an Employment Area/Industrial Site.	No amendment to Plan in response to this issue While no amendment is proposed as a direct result of this issue, since the Preferred Options consultation the site now benefits from an extant permission (3/15/0964/FUL) for the provision of a Care Home (Class C2). It is therefore the view of Officers that the Employment Area designation should be removed from this location.
9.146b	DPS2 states that “brownfield locations will be prioritised for mixed-use development”, however there is very little development planned in the centre of	No amendment to Plan in response to this issue Policy DPS2 is provides a district-wide context and would be expected to be implemented as and when opportunities for brownfield redevelopment present themselves. The lack of current

Issue Number	Issue	Officer Response
	Ware. Many of the existing employment areas are in need of investment, yet there are no proposals for enhancement.	opportunity in Ware is not discordant with this approach, as future opportunities may occur. The 2016 Hertford and Ware Employment Study makes recommendations in respect of the existing designated Employment Areas in the town.
Retail in Ware		
9.147	It should be stated that no retail development will take place on the outskirts of Ware other than to provide for the immediate shopping needs of residents in those areas.	No amendment to Plan in response to this issue Policy WARE3 criterion (p) suggests that any retail development that is located to the North and East of Ware should be to promote self-containment and sustainability rather than to meet the needs of the wider town.
9.148	The provision of new retail shops to the north of Ware would impact on the town centre	No amendment to Plan in response to this issue Policy WARE3 criterion (p) suggests that any retail development that is located to the North and East of Ware should be to promote self-containment and sustainability rather than to meet the needs of the wider town.
Leisure and Community Facilities in Ware		
9.149	Sport England object to the lack of specific proposals to address the deficit in the provision of junior football and mini soccer pitches.	Proposed amendment to Plan in response to this issue Agreed. Proposed that Policy WARE3 should be amended accordingly.
9.150	Consideration should be given to meeting the needs of sports other than football.	Proposed amendment to Plan in response to this issue Agreed. Proposed that Policy WARE3 should be amended accordingly.
9.151	Wodson Park Sports Centre indicates that thought should be given to improving their leisure facilities.	No amendment to Plan in response to this issue Development of the WARE3 site would be the subject of Masterplanning, which would involve public participation in the design process. Policy criterion (m) relates to social infrastructure and, with the amendments proposed above (issue number 9.150), the potential needs of Wodson Park could be considered along with other sports and leisure provision through the Masterplanning process.
9.152	Southern Maltings and the Firework Field should be retained for community use.	No amendment to Plan in response to this issue The Plan does not make any proposals for the Southern Maltings and, since the Preferred Options consultation, the continued community use of this building has been confirmed. However, it is considered likely that the field, which is used only once a year for the fireworks display, would be developed, either all or in part.

Issue Number	Issue	Officer Response
9.153	Concerns over the preservation of the green belt area to the South West of Ware. Currently this area provides the only open space where local children can play without the need to cross any major roads.	No amendment to Plan in response to this issue The District Plan does not propose any allocations to the South West of Ware.