

# Watton-at-Stone Neighbourhood Plan

## Consultation Statement

September 2022



WATTON AT STONE

# Watton-at-Stone Neighbourhood Plan Consultation Statement September 2022

## 1. Introduction

This consultation statement has been prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations 2012 in respect of the Watton at Stone Neighbourhood Plan (WASNP).

The legal basis of the Statement is provided by Section 15(2) of Part 5 of the 2012 Neighbourhood Planning Regulations, which requires that a consultation statement should:

- Contain details of the people and bodies who were consulted about the proposed Neighbourhood Plan
- Explain how they were consulted
- Summarise the main issues and concerns that were raised
- Describe how those issues and concerns have been considered and, where relevant, addressed in the proposed Neighbourhood Plan.

## 2. Background to the Neighbourhood Plan

At a meeting of the Watton at Stone Parish Council held in November 2015 it was decided that, in light of the East Herts District Plan in which Watton at Stone was deemed as a village for further growth, that the best way forward would be to initiate the development of a Neighbourhood Plan. It was agreed that this would best be achieved by the formation of a steering group of interested and committed residents of the village who would represent a wider view of the community.

## 3. Aims of Consultation Process

The Watton at Stone Neighbourhood Plan Steering Group (WASNPSG) embarked on the process of community consultation with the following aims:

- To engage all sections of the community in the opportunity to shape the future of Watton at Stone Parish through the creation of a Neighbourhood Plan
- To strengthen the sense of community by ensuring the Plan was informed by the views of local people and stakeholders from the beginning of the neighbourhood planning process
- To engage as many local people as possible in the neighbourhood planning process through a combination of traditional and online media, and public events
- To ensure that outcomes from key consultation events fed directly into policy amendments and improvements to the Plan.

## 4. Community Engagement

Since its formation in January 2016 the Steering Group has informed and consulted the community by means of a series of open meetings, consultation events, and meetings with several stakeholders.

All consultation information was placed on the Watton at Stone Neighbourhood Plan website firstly at [www.was-np.org](http://www.was-np.org) (no longer active) and then from January 2022 on [Watton-at-Stone Parish Council website](#).

Updates have been included in the printed monthly parish magazine which is hand-delivered to every household. Presentations have been given at village meetings in 2016, 2017, 2018 and 2019.

Exhibitions open to all members of the public were held in April and November 2016 and lastly in January 2020. The exhibitions have been publicised using several methods including:

- flyers delivered to each household
- entries on all village notice boards
- banners displayed in prominent locations in the village
- notices on the Parish Council and Neighbourhood Plan web sites.

The **Consultation Statement** provides a comprehensive report showing who was consulted and how, along with evidence of how comments were considered and taken into account in the preparation of the Plan. The programme of key community involvement events is set out in Appendix1.

## 5. The Launch of the Plan

The Neighbourhood Plan was launched at an open event on 23<sup>rd</sup> April 2016 held at the Nigel Poulton Community Hall. The objective of this event was to explain the neighbourhood plan process and to seek a list of volunteers to assist in running a village-wide consultation by means of delivering a questionnaire to every household and, where possible, completing it on a face-to-face basis on each doorstep.

The consultation process was given the strap line of “Your village, your say” and a logo was designed at the village school. An example poster is shown in Appendix 2.



Figure 1: Neighbourhood Plan Logo

## 6. The First Consultation (May/June 2016)

The aim of the first phase of consultation was to provide an opportunity for local people to set out their thoughts on how the village could develop, regarding housing, infrastructure and amenities.

The first consultation period started on 14<sup>th</sup> May 2016 with an exhibition in the Nigel Poulton Community Hall which was very well attended. People were able to talk directly to steering committee members and submit their views by filling out a questionnaire.

The Steering Group also staffed a stall at the Church Fete on 30<sup>th</sup> May 2016 which, as usual, was well attended by many residents of the village. Members of the Steering Group also spent time during the consultation period going around the village, delivering further questionnaires and collecting further feedback. In addition, meetings were held with local businesses, landowners, and other interest groups.

More than 150 questionnaires were returned from across the village which provided a useful record of people's views and ideas for the future from a wide cross section of the community.

## 7. The Second Consultation (November 2016)

The next stage of the consultation process was to report back on the findings of the first phase and to confirm the next steps. The Steering Group considered this to be a significant event and so to encourage the maximum participation of the community decided to hold it on two consecutive days on the weekend of 26<sup>th</sup>/27<sup>th</sup> November 2016.

The event was attended by over 200 people. The exhibition provided an update on work on the Plan with particular emphasis on how future development could evolve and the location of possible development sites. As a result of the event a further 115 questionnaires were returned from across the whole village providing useful feedback on the nature and location of future development.

There was a strong desire that the development of existing brownfield sites should be a priority and precede any loss of green belt land. However, most respondents also recognised that brownfield development would only deliver a limited number of dwellings and that further development was going to require a limited release of green belt land. The most popular green belt sites for development were to west of Walkern Road and the land on the western side of the Stevenage Road in the north of the village.

Parking was by far the biggest issue, and many were concerned that the existing parking and traffic issues had not been solved. Adequate off-street parking was therefore seen as essential.

There was clear concern about the impact new development would have on services and infrastructure within the village and that there should be expansion of school provision and medical facilities. The traffic implications of additional development

were of concern and the Steering Group noted it should be addressed at the planning stage with improvements to highway provision, bus and rail services and cycle links to the neighbouring area.

Many respondents endorsed the proposals made by local organisations and in particular there was agreement that there should be provision for football pitches. There was very strong support for making improvements to the scout hut on its existing site. There was a general desire for improved facilities for all age groups. Finding ways to improve access to the river and developing a riverside walk was a frequent response.

## 8. Update Presentation May 2019

Because a long time had elapsed since the November 2016 consultation, a presentation was arranged in the school hall on Monday May 20<sup>th</sup>, 2019. The presentation was given by the Steering Group to explain progress to date, including the impact on the Neighbourhood Plan of the adoption of the East Herts District Plan. This event was well attended.



Figure 2: Presentation May 2019

## 9. The Third Consultation (January 2020)

As explained elsewhere in this document, the delay between consultation events was caused by both the uncertainty over whether a Neighbourhood Plan could advise on release of green belt and the formal examination and acceptance of the East Herts District Plan. However, during this period the Steering Group continued to meet on a regular basis and continued to inform the community by means of regular public meetings and announcements in the parish magazine, reports in the Parish Council minutes and on the website.

The third consultation centred around an exhibition held on Sunday 19<sup>th</sup> January 2020 in the Nigel Poulton Community Hall. The usual range of actions were carried out to publicise the event including large banners displayed around the village.

The exhibition comprised several display boards which covered the broad approach to the NP and a separate board for each draft policy (See Appendix X).

A questionnaire was available at the exhibition and the consultation period was extended to 2<sup>nd</sup> February for people who were not able to submit completed questionnaires at the exhibition to return them online or in a collection box in Londis.

More than 270 people visited the exhibition. This was a record number for all the previous NP exhibitions held in the village.

A total of 135 questionnaires were returned at the exhibition. A further 8 were submitted in Londis and 2 were received online. In addition, several letters were received.

## **10. Regulation 14 Pre-submission Consultation (January 2022 to March 2022)**

The Regulation 14 Pre-submission Consultation ran from 17 January to 6 March 2022. A Summary Brochure was distributed to all households. A letter/email was sent to all statutory consultees, adjacent authorities, local businesses and organisations that might have had an interest in the Plan.

The table below includes the statutory and other consultees that were contacted about the Regulation 14 Consultation.

<b>List of Bodies Consulted at Regulation 14</b>
Aston Parish Council
Datchworth Parish Council
Tewin Parish Council
Bramfield Parish Council
Stapleford Parish Council
Little Munden Parish Council
Benington Parish Council
Sir Oliver Heald
HCC Chief Executive
HCC Fire
HCC Police
HCC Highways
HCC Councillor Ken Crofton
East Hertfordshire District Council
District Councillor - Sophie Bell
PCSO
Watton Place Clinic
Coal Authority
Natural England
Environment Agency
Historic England
Network Rail Govia Thameslink Railway
Highways Agency
Hertfordshire highways
Herts and Middlesex Wildlife Trust
CPRE Hertfordshire Branch

Open Reach (BT)
Virgin Media
NHS East and North Hertfordshire CCG
UK Power Networks
British Gas
Thames Water
Affinity Water
National Grid
Citizens Advice Bureau
Sustrans
Homes England
Hertfordshire LEP
Hertfordshire Gardens Trust
Herts Mind Network
Hertfordshire Association for the Blind
Hertfordshire Age UK
Circle Housing South Anglia
Clarion Housing
Watton at Stone School
Heath Mount School
Children's Centre
Watton Parish Church
Methodist Church

In addition, Landowners with an interest in the Plan and local voluntary bodies were also consulted.

The Report of Regulation 14 Comments is attached at Appendix 7 – Report of Regulation 14 Comments.

The Summary Brochure that was hand delivered to all residents in the parish (Neighbourhood Plan Area) is attached at Appendix 8 – Regulation 14 Summary Brochure.

## List of Appendices

Appendix 1 - Schedule of Key Community Involvement Events

Appendix 2 – Example Consultation Publicity Poster

Appendix 3 – Display Boards used at Open Meeting on 23rd April 2016

Appendix 4 – Consultation First Round Consultation Report

Appendix 5 – Consultation Second Round –Consultation Report

Appendix 6 – Consultation Third Round –Consultation Report

Appendix 7 – Report of Regulation 14 Comments

Appendix 8 – Regulation 14 Summary Brochure

## Appendix 1 - Schedule of Key Community Involvement Events

Date	Event	Purpose	Evidence
12/11/2015	Village Meeting	<p>Public meeting organised by the Parish Council to discuss planning issues in the village. Presentations by Chair of Parish Council and District Councillor for the village. Attended by over 120 people. Meeting agreed that a Neighbourhood Plan for the village should be developed and attendees were invited to express an interest in ongoing involvement.</p>	<p>Note of meeting circulated in Parish Magazine</p> <p>Principal concerns were the high levels of traffic in the village and the threat of further development which could be on Green Belt land.</p>
27/01/2016	Interested Parties Meeting	<p>E mail invitation from Parish Council to 33 people who had expressed an interest in being involved following the meeting on 12/11/2015. Presentation from District Council officer on Neighbourhood Planning. Agreed the plan area and identified initial members of a Steering Group and a list of people prepared to volunteer further support as a scrutiny panel.</p>	<p>Agenda</p> <p>PC Good and bad analysis circulated. This highlighted the strengths of a village which retained many local facilities located within a pleasant rural environment. However, the threat of future development could have an adverse impact on the transportation network, the local environment and in particular place additional burdens on the school and health facilities.</p> <p>This report provided a sound starting point to understanding the big issues in the village.</p>
09/03/2016	Wider Group Meeting	<p>E mail invitation to the 33 to discuss initial views on issues and process following an initial meeting of the Steering Group. Presentations from Steering Group on</p>	<p>Powerpoint presentation</p> <p>Note of meeting set out how evidence from sources such as 2011 Census would be combined with outcome of community</p>

<b>Date</b>	<b>Event</b>	<b>Purpose</b>	<b>Evidence</b>
		process, evidence and community involvement. Agreed to have launch event on 23 April.	consultations to determine forward strategy and relevant objectives and policies in the plan. Website set up
23/04/2016	Open Event	NP Launch Event held in Community Centre attended by over 100 people. Poster publicity around village. Notice in PM. Exhibition boards. Purpose to outline NP process and obtain initial views on issues and priorities. Seek volunteers for local consultation.	Poster publicity Exhibition boards set out the process and also highlighted some of the relevant issues and constraints affecting development in the village such as flooding zones, green belt designation and heritage sites.
May-June 2016	Public Consultation First Round. Six week consultation period following Open Event.	Obtain views and priorities Questionnaire circulated to all households in the plan area.	158 questionnaires returned in total. Consultation Report described process and summarised key issues to take forward. Major concern about the impact of on street car parking Outcome note distributed in Parish Magazine
30/05/2016	Public Consultation First Round. Village Fete Stall	Obtain views and priorities Questionnaire	Questionnaire. Consultation Report highlights key issues to take forward
01/06/2016	Public Consultation First Round. Business meeting – The Bull	Invitation to all businesses in the village. Meeting attended by 4 businesses to obtain views and priorities	Note of meeting Specific issues highlighted in the display board for next consultation round.
26/11/2016 27/11/2016	Public Consultation Second Round. Village Exhibition Community Centre	Obtain views and priorities Exhibition and Questionnaire	Exhibition boards. Provided update on outcome of First Round of Consultation and took the themes and ideas forward. Specifically sought views on which plots of land would be suitable for development, including those in the green

<b>Date</b>	<b>Event</b>	<b>Purpose</b>	<b>Evidence</b>
			<p>belt. Which amenities and other community benefits the village would like. Which sustainability objectives and policies should be included in the plan</p> <p>Detailed points about design and density. Over 200 people attended from across the whole village and 113 questionnaires were returned see Consultation Report</p>
24/05/2017	Interested Parties Event Watton at Stone School	Discuss outcome of consultation PowerPoint presentation by SG	<p>PowerPoint Presentation updated on outcome of previous consultation. Sought more detailed views on potential development sites and possible benefits. Considered different forward strategies. General agreement on way forward.</p> <p>Note of meeting</p>
05/12/2017	Interested Parties Event Watton at Stone School	Obtain views and priorities on draft policy areas Powerpoint presentation by SG	<p>PowerPoint Presentation on update to approach to Green Belt release for development sites. Agreed to proceed with work on developing local policies.</p> <p>Note of meeting</p>
01/05/2018	Interested Parties Event Watton at Stone School	Discuss outline of planning policy areas and development site locations Powerpoint presentation by SG	<p>PowerPoint Presentation on schedule of draft policies for discussion. Including broad layout of major development sites at Walkern road, Stevenage road and the depot site</p> <p>Note of meeting</p>
20/05/2019	Open Meeting Watton at Stone School	Invitation to interested database. 40+ attended meeting at School.	<p>PowerPoint presentation on update on progress, overall strategy, discussions held with developers. Potential benefits package discussed.</p> <p>Notes of meeting</p>

<b>Date</b>	<b>Event</b>	<b>Purpose</b>	<b>Evidence</b>
19/01/20 20	Public Consultation Third Round. Village Exhibition. Community Centre	Over 270 people attended exhibition. Exhibition boards on draft policies. 145 questionnaires returned.	Publicity package. Exhibition boards. Questionnaire Consultation Report Outcome article published in PM
17/01/20 22	Pre-submission (Regulation 14) public consultation.	Seek representations on draft full Plan. Summary Brochure distributed to all households. Letter/email to statutory consultees, adjacent authorities, local businesses and organisations having an interest in the plan	Draft full Plan. Summary Brochure. Publicity package. Questionnaire.

## Appendix 2 – Example Consultation Publicity Poster

Watton-at-Stone



NEIGHBOURHOOD PLAN

# Your village, your say!

Our neighbourhood plan will aim to control new housing development and provide new facilities in our parish. Come and find out more, voice your opinion and help shape the future of your village

For further information  
please go to [www.was-np.org](http://www.was-np.org)  
or email [community@was-np.org](mailto:community@was-np.org)

(Logo design by Watton-at-Stone school)

## Appendix 3 – Display Boards used at Open Meeting on 23rd April 2016

Welcome to the first community engagement event for the future Watton-at-Stone Parish neighbourhood plan.

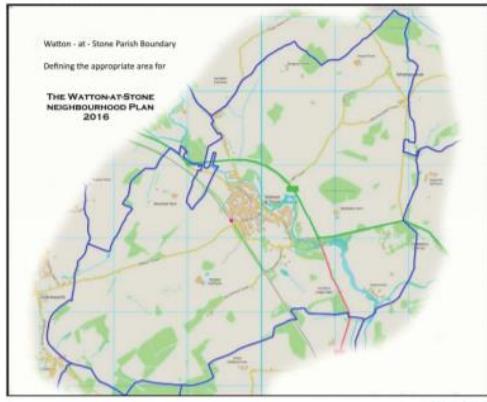


### What is a Neighbourhood Plan?

A neighbourhood plan is a set of community-led planning policies about development, regeneration and conservation in a specified area, which forms part of the formal planning system. It is a way for local people to have a say in what happens in their area alongside the emerging East Herts District Plan as part of East Herts District Council's planning policy for the period up to 2031, including specifying how much new housing is expected to be built in which areas. Most importantly, our neighbourhood plan will be designed by all of us, for our parish.

### What area does the Watton-at-Stone neighbourhood plan cover?

The neighbourhood plan follows the boundary of Watton-at-Stone parish, so includes the whole of the village, plus some of Whempstead, Woodhall Park, local farms, and the surrounding countryside (see the map of the parish boundary).



Stage 1 Community Engagement - 23rd April 2016

[www.was-np.org.uk](http://www.was-np.org.uk)

WATTON-AT-STONE  
NEIGHBOURHOOD PLAN

### The Process

#### Overview of the process



#### How long will it take to write and finalise?

We hope to send our final draft to EHDC in Spring 2017, after which EHDC's processes (Phase 4) are likely to take at least a year.



**Preliminary phase** • Designation of parish as 'Neighbourhood Plan area' - 1 month  
1. Gathering evidence and planning  
2. Development of neighbourhood plan  
3. Drafting and consultation  
4. EHDC examination and finalise

• Complete in 12 months  
• Complete in 3 months!

**Phase 1:** Preliminaries: The decision to create a neighbourhood plan for Watton-at-Stone parish was taken at the parish council meeting in November 2015. A meeting of the Parish Council and people who had expressed an interest was held in January 2016, during which the steering committee was chosen to lead the preparation and development of the plan, on behalf of the Parish Council.

**Phase 2:** starting with a blank sheet of paper, the steering committee will collect existing evidence about the parish, commission new evidence about housing needs, and collect ideas from people living and working in the parish. This Open Day is the start of the broad consultation process. It will be followed by six weeks of detailed consultation by the steering committee, PC and wider volunteers, going from door to door to ask questions, speaking to landowners, local businesses and other employers, and anyone else interested in the future development of the parish's residential housing, commercial properties and wider amenities.

**Phase 3:** a draft plan will be written up and supported by evidence assembled. A formal 6 week consultation will follow on the detail of the plan.

**Phase 4:** the plan is submitted to EHDC for examination through their formal processes, including a further 6 week consultation, review by an external examiner, and finally a referendum. If a majority of those who vote in favour of the plan will be formally adopted by EHDC and become part of the official planning policy for our parish.



WATTON-AT-STONE  
NEIGHBOURHOOD PLAN

Stage 1 Community Engagement - 23rd April 2016

[www.was-np.org.uk](http://www.was-np.org.uk)

### What will the neighbourhood plan deal with?

The neighbourhood plan is our opportunity to shape new development in our parish. Most plans contain a vision, objectives, planning policies and proposals for improving the area or providing new facilities. They often identify sites for specific developments, such as housing, and may address a range of social, economic and environmental issues (such as housing, employment, heritage and transport) or could focus on just one or two issues, such as identifying plots for potential residential development. Most plans will include very specific policies about the form that any new development

### Can we use the neighbourhood plan to rule out development on the greenbelt?

No. A neighbourhood plan must be in favour of sustainable development. There is insufficient 'brownfield' land available in our parish to accommodate the number of new houses which the EHDC District Plan is likely to allocate to us. So it will not be able to rule out that some development between now and 2031 will have to be on green belt land.

### Who decides the contents?

You do. The neighbourhood plan steering committee will identify policies to address the needs of the parish, based on gathered evidence. A steering committee will be the process is established, consultation with the relevant local businesses, tradespeople, other local employers such as the schools, doctor and dental surgeries, as well as local landowners. We will be looking for your views on what you want for the future of the village. We will speak to people of all ages and from all walks of life so that you can drive the direction of how the parish looks, feels and works over the next 15 years.

### How can I make sure my views are taken into account?

Come along to our open days, respond to our consultations and contact us to let us know your views. This is your parish, your future and your plan. [www.was-np.org.uk](http://www.was-np.org.uk) [community@was-np.org.uk](mailto:community@was-np.org.uk)



Stage 1 Community Engagement - 23rd April 2016

[www.was-np.org.uk](http://www.was-np.org.uk)

WATTON-AT-STONE  
NEIGHBOURHOOD PLAN

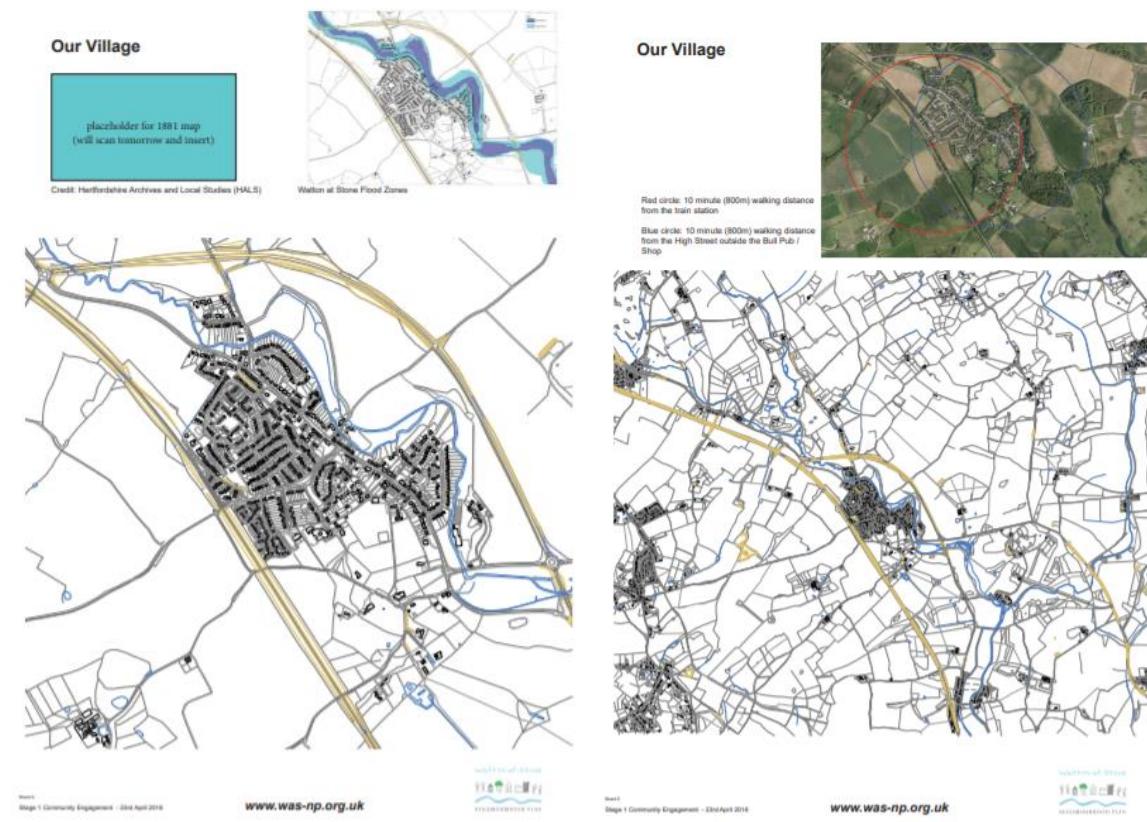
### Our Village



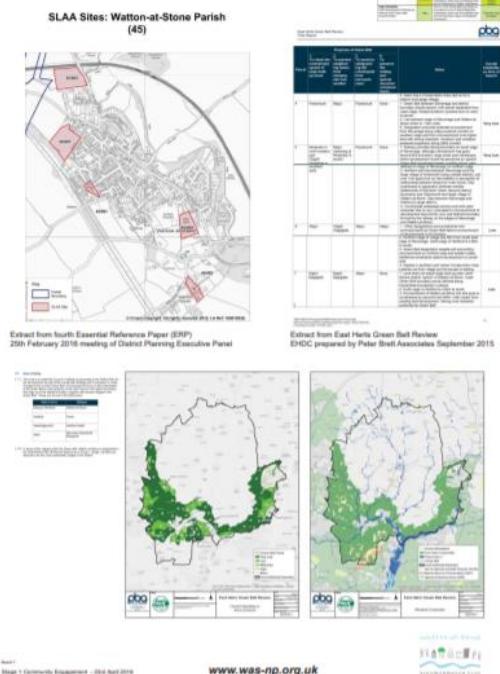
Stage 1 Community Engagement - 23rd April 2016

[www.was-np.org.uk](http://www.was-np.org.uk)

WATTON-AT-STONE  
NEIGHBOURHOOD PLAN



#### Useful Background Information



## **Appendix 4 – Consultation First Round Consultation Report**

### **Watton at Stone Neighbourhood Plan**

#### **Consultation First Round – Draft Consultation Report**

The aim of the first phase of consultation was to provide an opportunity for local people to set out their thoughts on how the village could develop, regarding housing, infrastructure and amenities.

The six week consultation was launched on 23 April 2016 with an exhibition in the Nigel Poulton Community Centre which was attended by over 100 people who were able to talk directly to steering committee members and submit their views by filling out a questionnaire. The exhibition boards described the background behind the development of a Neighbourhood Plan for the village and set out the intended process needed to prepare a draft Plan for submission to East Hertfordshire District Council. The displays also provided useful background information on the key constraints, which might influence the location of future development, eg flooding, green belt, etc.

The response was captured in a questionnaire covering four key areas:-

1. Local amenities- what is good, what is missing, what needs improving.
2. Traffic and Parking- concerns and suggested improvements.
3. Future developments- which potential areas.
4. Character and Image- what makes our village special.

Copies of the questionnaire were circulated throughout the village by a team of volunteers who sought to encourage residents to respond directly on the doorstep or submit completed questionnaires to the Steering Group.

A stall at the Church Fete was well attended and members of the steering committee had meetings with local businesses, land owners and interest groups.

More than 150 questionnaires were returned from all across the village to provide a useful record of people's views and ideas for the future. The response was very positive about the range of amenities in the village and acknowledged the strong community spirit that exists. Nevertheless, it was recognised that there was room for further improvement in sports and play facilities (particularly youth football), the medical facilities and school provision. The biggest concerns were expressed about traffic and parking in the village and in particular the parking on Station Road. Some helpful ideas for improvement were put forward including more yellow lines to deter parking and the provision of more off road parking facilities.

Whilst a number of people would like to see no further development at all in the village, the majority recognised that some development could be beneficial in not only meeting future housing needs but also providing the opportunity to deliver some worthwhile community benefits. There was a strong desire that the development of existing brownfield sites in the village should be a priority. It was also considered

important that the village character was retained. A number of possible development sites were suggested including those identified by previous studies. The steering committee took each of the sites identified into account in carrying out their initial analysis for wider consideration in the second round of consultation.

The feedback provided a clear picture of the range of views across the village and helped to develop a sound basis for moving forward to the next stage. A summary of the findings was included in an article for inclusion in the Parish Magazine.

### **Returned Questionnaire Statistics**

No. of returns analysed – 133

6 returns disregarded as outside NP area

Not all respondents gave their location and age group

Not all respondents answered each question

All of those that ticked status were “Residents”

### **Location of Respondents**

Motts Close	12
Beane Rd	8
Rivershill	11
Watton House	6
High Elms Lane	1
Gt Innings North	4
Perrywood Lane	1
Station Road	2
Long Meadow	3
Stoneyfields	1
High Street	5
Hazeldell	9
Walkern Road	4
Lammas Road	7
Rectory Lane	3
Hockerill	16
Aylott Court	1
School Lane	2

### **Age Group**

Under 18	1
19-44	19
45-64	37
65+	30

### **Question 1 – Amenities**

Good – pubs, shops, community spirit, GP	30
Good – countryside and transport links	10
Bad – dog fouling	3
Bad – litter	2
Needed:-	
Home for youth football and sports	10
Gym	2
Launderette	1
Cinema	1
Female GP	2
More shops	1
Licenced community hall	4
New village hall, more central, with parking	4
More promotion of church and C Hall	1
Dentist and vets	2
Community policeman	1
Larger doctors' surgery with better access	6
Activities for older children	1
Play area near Gatekeepers	5
Better transport links	2
Improvements to River Beane	2
Improve school capacity	6
Flower boxes in high street	2

### **Question 2 – Traffic & Parking**

#### Concerns:

Problems ref Station Road parking	59
Problems ref High Street parking	35
General parking problems	5

#### Suggested improvements:

Expand railway car park	10
Zebra crossing near High Street shops	4
Extend pub car parks	2
Shut High Street to through traffic	2
Install lay-by by station	2
Improve bus and train services	6
Make more off-road parking	5
Make agricultural vehicles use bypass	2
More dropped kerbs to enable off-road parking	2

Make High Street one-way	3
Yellow lines in High Street	8
Make School Lane one-way	1

### **Question 3 – Future Development**

No development at all	13
No development on allotments	6
Need to offer future development to locals	4
Provide affordable housing	8
Provide smaller dwellings for older people	7
Provide dwellings for young people	3
Light industry in Mill Lane & Station Yard	2

Possible development sites:

Mill Lane site	7
Station Yard site	16
Former doctors' surgery site	1
Field opposite railway bridge	2
Field beyond station (towards Datchworth)	3
South of Rivershill/to Ware Road	3
Walker Road site	14
Behind Innings/Motts Close site	28

### **Question 4 – Character and Image**

- Nice mix of architecture
- Community spirit
- Varied clubs and organisations
- Friendliness
- Proximity to countryside
- Nice size of village
- Caring community

## **Appendix 5 – Consultation Second Round –Consultation Report**

### **Watton at Stone Neighbourhood Plan: Second Consultation 2<sup>nd</sup> Draft Report**

The aim of the second phase of consultation was to provide an opportunity for local people to set out their thoughts on how the village could develop, regarding housing, infrastructure and amenities with a particular emphasis on development sites.

The consultation was launched on 26 November 2016 with a two day exhibition in the community hall which was attended by over 200 people. They were able to talk directly to steering committee members and submit their views by filling out a questionnaire. An information sheet was distributed in advance to all households and businesses in the village. This summarised the findings of the first consultation in May and provided details of the upcoming consultation. The consultation material was made available on the neighbourhood plan website and hardcopies of the exhibition boards were posted outside Londis for the consultation period which lasted until 7 January 2017. In total 116 questionnaires were returned from all across the village to provide a useful record of people's views on the key issues for future development. 75 were left at the exhibition, 24 deposited at Londis etc, and 17 received on line through the website.

#### **1. Green Belt Release**

More than 80% of respondents (many reluctantly) accepted Option 2 which proposed that some development was going to require a limited release of green belt land. There was however a strong desire that the development of existing brownfield sites should be a priority and precede the loss of green belt land.

#### **2. Green Belt development sites**

The most popular green belt sites for development was S1 west of Walkern Road. This was seen as a contained site which was largely hidden from the village. There was however concern about the impact of additional traffic on the bridge on Walkern Road which would need to be addressed in the transport assessment of the site. Some commented that it would benefit from pedestrian access to S19 for recreational purposes.

The second most popular sites were S17 and 18 off Stevenage Road. S17 in particular was seen as an extension of the existing development in Great Innings although some recognised the height of the site and suggested that there should be a buffer zone between the rear of Great Innings and the proposed development area.

#### **3. Brownfield/Infill development sites**

There was overwhelming support for developing the brownfield sites, particularly the former Highways Depot, Mill Lane and the old Doctors Surgery which were all described as dilapidated or eyesores which needed redevelopment. Most were recommended for housing, with a regard for blending into the adjacent housing. There was some support for using the depot site as car parking for the station alone and some said that any redevelopment for housing should also include parking for

the station. Suggestions were made for the Mill Lane site for any development to be built on stilts to overcome the flooding concerns.

There were however some comments which suggested that some of the brownfield sites should remain undeveloped and used as additional open space.

#### 4. Density

The majority of respondents wanted to see a density equivalent to Hazeldell, Great Innings and Motts Close. There was very strong feeling that we should not repeat the Gatekeeper experience and that the agreed density should not subsequently be increased through the planning process. There was however some recognition that density could vary within a site and be relevant to the type of housing.

#### 5. Design

There was a clear indication that any new housing development should be in character with the existing village properties (but generally not Gatekeepers). They should be traditional brick construction and have high energy efficiency. Most respondents wanted to see a mix of property types (2 to 4 bedrooms, starter homes and bungalows). There was a clear preference for a maximum of 2 storeys. There was limited support for flats. If any were to be built, these should be maximum three storey with underground parking.

Whilst a few responses suggested small gardens the majority indicated that gardens should be big enough for families. It was felt that setting houses back from the road was important, thus allowing appropriate landscaping and screening. A number stressed the need for green spaces (possibly play areas) within the development. Adequate space between houses was seen as important which could also provide for delivery and turning vehicles.

Parking was by far the biggest issue and many were concerned that the existing parking and traffic issues had not been solved. Adequate off street parking was therefore seen as essential but not necessarily provided as garaging. Where garages are provided they should be big enough to accommodate existing vehicle sizes. A minimum of 2 off street spaces should be provided and perhaps matching the number of bedrooms. Consideration should also be made for visitor parking.

There was strong support for high speed broadband.

#### 6. Sustainability

It was felt that expansion of the infrastructure should be commensurate with the increase in development, particularly as many are already under pressure. In particular the medical facilities and school provision were highlighted. This implies that sites S11 and 12 should be reserved for school expansion.

Concern was expressed about the impact on flooding and whether the drainage facilities were sufficient.

The traffic implications of additional development was of concern and should be addressed at the planning stage. In addition to the planned parking management in

the High Street there were calls for the introduction traffic calming and a 20mph zone. Improvements to the frequency of both bus and rail services were requested and that the problem of the planned rail timetable changes be resolved. Provision of cycle links to neighbouring towns should be considered and adequate pedestrian connectivity within the village should be included in the design process.

## 7. Amenities

There was strong support for the proposals made by local organisations (although many still to provide their responses). In particular there was agreement that there should be provision for football pitches primarily located on the outskirts of the village.

A few people suggested relocating the scout hut but the majority thought that the building on the existing site should be redeveloped together with the land around to enable it to be used on a wider scale through the scouting movement. Peter Knight has indicated that he would like to be involved.

There was a general desire for facilities for all age groups (not just sport). The Methodist Church wanted to meet to discuss the facilities they could offer and John Ellis specifically requested to be more directly involved.

## 8. Wider Issues

There was support for improving access to the river and developing a riverside walk. This was particularly relevant to sites S10 and 19.

Traffic and parking in the village remained a major concern on both the High Street and Station Road and there was frustration that the existing problems had not been resolved.

## 9. Other

At their request members of the steering committee were briefed by Fairview in relation to site S1 and Woodhall Estate in respect of sites S17 and 18. In both cases they were represented by technical consultants who outlined their latest thoughts on the development potential of the sites.

**Raw numbers:** Questionnaires returned 116

### **Location**

16 High Street

15 Rivershill

12 Hazeldell

7 Great Innings, Gatekeepers Meadow

6 Lammas Road

5 Beane Road

4 Motts Close

3 Glebe Close

2 Hockerill , Long Meadow , Moorymead ,Station Road

1 Beanside , High Elms Lane ,Rectory Lane , Watkins Hall Farm , Watton House,School Lane, Newmans Court

### **Age Group**

Under 18	4
19-44	24
45-64	43
65+	44

### **Green Belt**

Option 1	23
Option 2	9

### **Greenfield Sites**

55 S1 West of Walkern Road

39 S17 Stevenage Road East (2 for sport/community))

38 S18 Stevenage Road West

17 S13 Church Lane South (7 for youth football)

9 S2 East of Walkern Road (3 for sport/community)

7 S19 Beane Corridor North (1 for sport)

2 S10 Beane corridor South (1 for sport/community)

### **Brownfield/Infill Sites**

98 S15 Highways Depot (16 for car parking)

73 S3 Mill Lane

55 S21 Doctors Surgery (1 for car parking)

41 S14 Garages (2 for car parking)

13 S20 Telecom Site

4 S8 Allotments North

7 S5 High Street

6 S6 Opposite Community Centre (2 for car parking)

3 S16 Station Car Park

4 S11 School

4 S12 School

1 S9 Allotments South ( 1 for community orchard)

4 S4 Scout Hut

## **Appendix 6 – Consultation Third Round –Consultation Report**

### **Purpose of Report**

This report describes the third consultation exercise carried out in January 2020 on the draft policies developed for the Watton at Stone Neighbourhood Plan. The report describes the detailed approach taken, sets out the response received from a questionnaire and summarises the results.

### **Consultation Methodology**

The consultation centred around an exhibition held on Sunday 19 January 2020 in the Nigel Poulton Community Centre in Watton at Stone. A range of actions were carried out to publicise the event. A notice was posted on the NP website and the Parish Council website. Emails were sent to the people on the NP database. Banners were set up at two key locations in the village. Posters were put up in key noticeboards and businesses in the village. A flyer was distributed to each house in the Parish.

The exhibition comprised several display boards which covered the broad approach to the NP and a separate board for each draft policy.

The exhibition was held from 1100 to 1500. Members of the NP Steering Group were available to answer people's questions. Two developers had their own display board and had a representative to answer questions. Copies of the display boards were posted on the NP website after the exhibition closed. A questionnaire was available at the exhibition and the consultation period was extended to 2 February for people who were not able to submit completed questionnaires at the exhibition to return them online or in a collection box in Londis.

More than 270 people visited the exhibition. This was a record number for all the previous NP exhibitions held in the village.

<b>Time Period</b>	<b>Visitors</b>
1100-1200	76
1200-1300	94
1300-1400	48
1400-1500	52
Total	270

135 questionnaires were returned at the exhibition. A further 8 were submitted in Londis and 2 were received online. Several letters were also received.

The postcode of visitors to the exhibition and those included in the questionnaire have enabled an assessment of the coverage across the village. The postcodes are recorded at the end of this report. The results are tabulated below and considered against the number of people on the electoral role.

Road/Location	Postcode	Electoral Role	Exhibition Attended	%	Forms collected
Broomhall	2RN	10	0	0.0	0
Watkins Hall. Perrywood. Church Lane	2RJ 2RB/RH 3RD/6RX	33	1	3.1	1
Whempstead	0PE/PF/PG/PJ PL/PN/PQ	34	2	5.9	0
Woodhall Park	3NE/NF/NG/NH NP/NQ/NR/RA	27	0	0.0	0
Beane Road Lammas Rd	3RG 3RH	111	28	25.2	16
Gatekeeper etc	3QA/QB/QD/QE	156	14	9.0	4
Blue Hill Walkern Road	3RJ/RL/RQ	48	9	18.8	2
Glebe Close Hockerill Rectory Lane Station Road	3SJ 3SQ 3SG 3SH	243	27	11.1	20
Moorymead	3HF	118	2	1.7	2
Great Innings	3TD/TE/TF/TG 3TQ	344	12	3.5	13
Hazeldell	3SL/SN/SP/SW	288	49	17.0	15
Rivershill	3SD/SU	156	29	18.6	15
High Street North	3ST/SX/SY/TN TR/TS/TT/YP	225	48	21.3	27
High Street South	3RZ/SA/SB/SZ TA/TW	134	18	13.4	9
School Lane	3SE/SF/SS	41	11	26.8	5
Watton House	3NZ	25	1	4.0	0
<b>TOTAL</b>		<b>1993</b>	<b>252</b>	<b>12.6</b>	<b>129</b>

The results show that there was a reasonable spread of attendance across the village although Moorymead and Great Innings are most under represented. The highest concentration is School Lane which may be because it is adjacent to the community centre. There is also a significant proportion from Beane Road, Lammas Road, Walkern Road and High Street North which are the areas most affected by the proposed development sites.

### Consultation response on policies

The comments received on the questionnaires are listed by policy in Appendix 3 and summarised in the following section. The numerical result of the questionnaire returns are shown in Appendix 2.

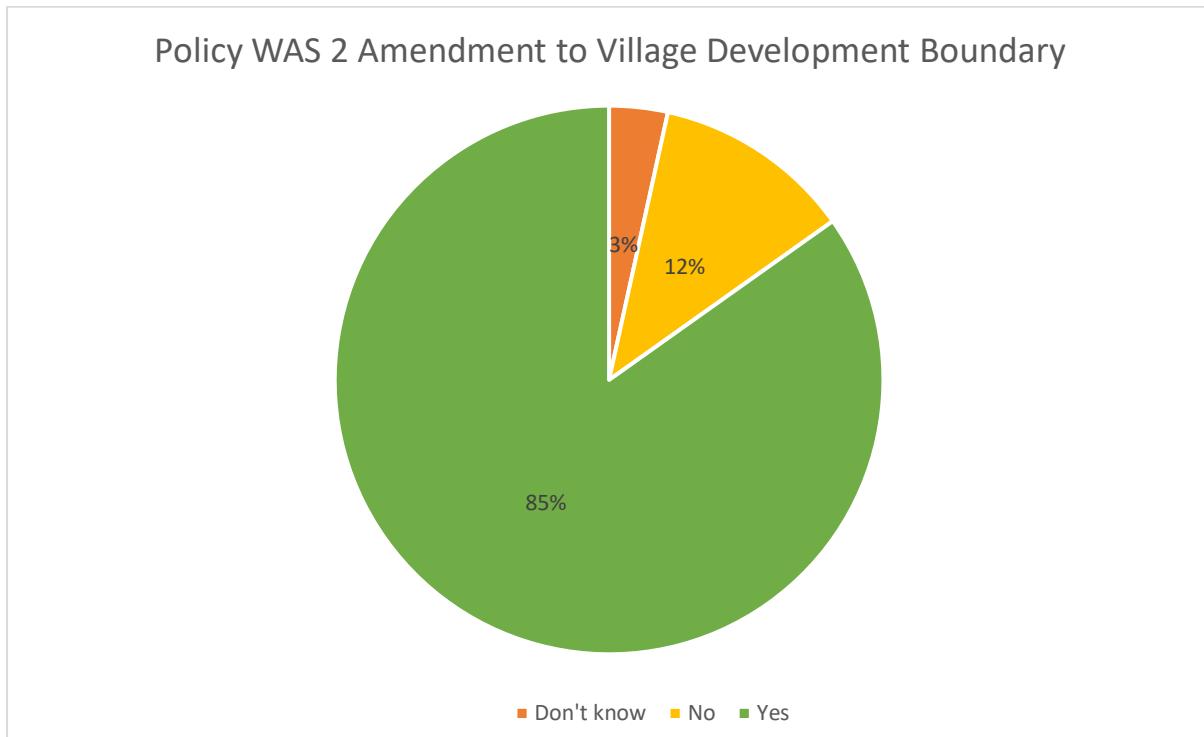
## **WAS 1 Sustainable housing**

There was significant support for the overall approach set out in the draft plan. This is evidenced by the positive comments on the questionnaires and the numerical response to policies WAS2, WAS3, WAS4 and WAS5.

There were, however, some comments that no more development should take place because of its impact on the village as a whole or the impact it would have on facilities in the village such as the school, doctors, traffic and parking.

There were a few comments on the scale of the development and whether it should exceed the amount required in the District Plan but some supported the approach being taken.

## **WAS2 Village Boundary**



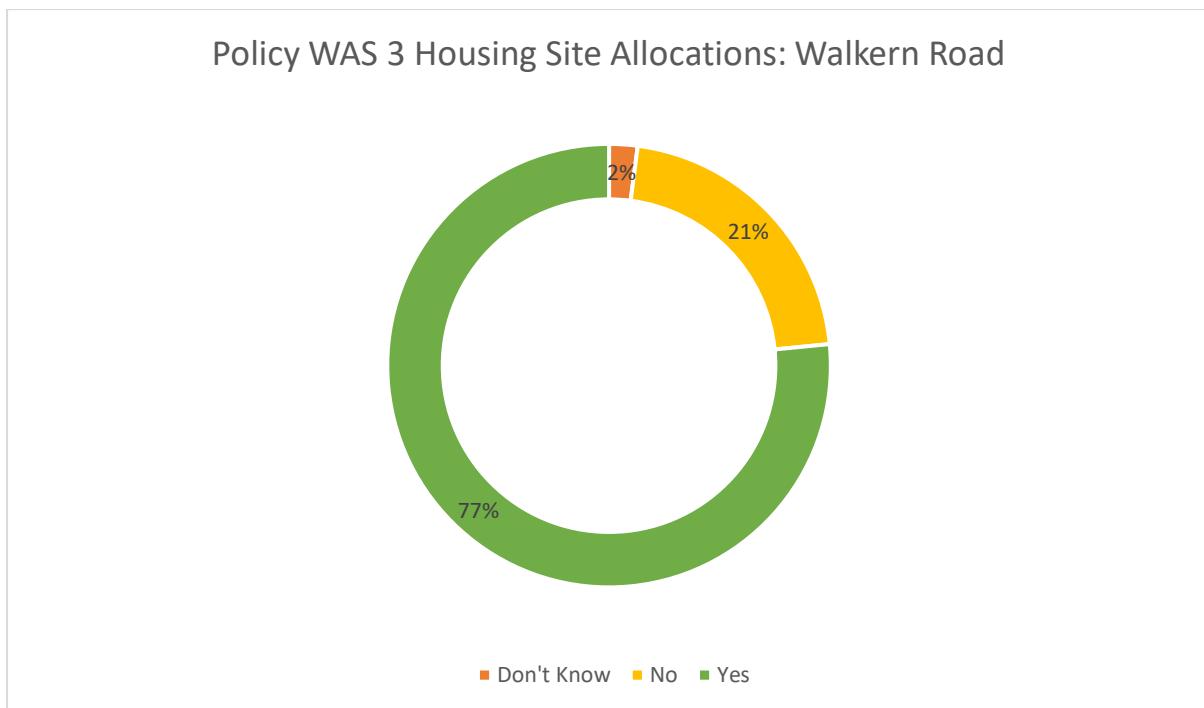
Numbers responding: Agree (121), Disagree 193), No Response (5), Total (145)

86.4% of those who responded agreed with the proposal.

Of the 19 who disagreed with the revised village boundary, 10 did not agree with the development strategy and would prefer no development, 6 disagreed with WAS3, 2 disagreed with WAS4 and 1 agreed with WAS3 and 4. There were 24 who agreed with WAS2 but did not agree with either WAS3 or 4.

There were a few comments of concern whether the revised boundary could hold good for the future and be subject to further amendment to allow further development, particularly infill between the bypass and village.

## WAS 3 Housing allocation Walkern Road



Numbers responding: Agree (109), Disagree (33), No Response (3), Total (145)

76.7% of those who responded agreed with the proposal.

The postcodes of 15 (45.4%) of those who disagree with WAS3 are located in the High Street, Lammes Road and Beane Road. The remainder are spread across the village.

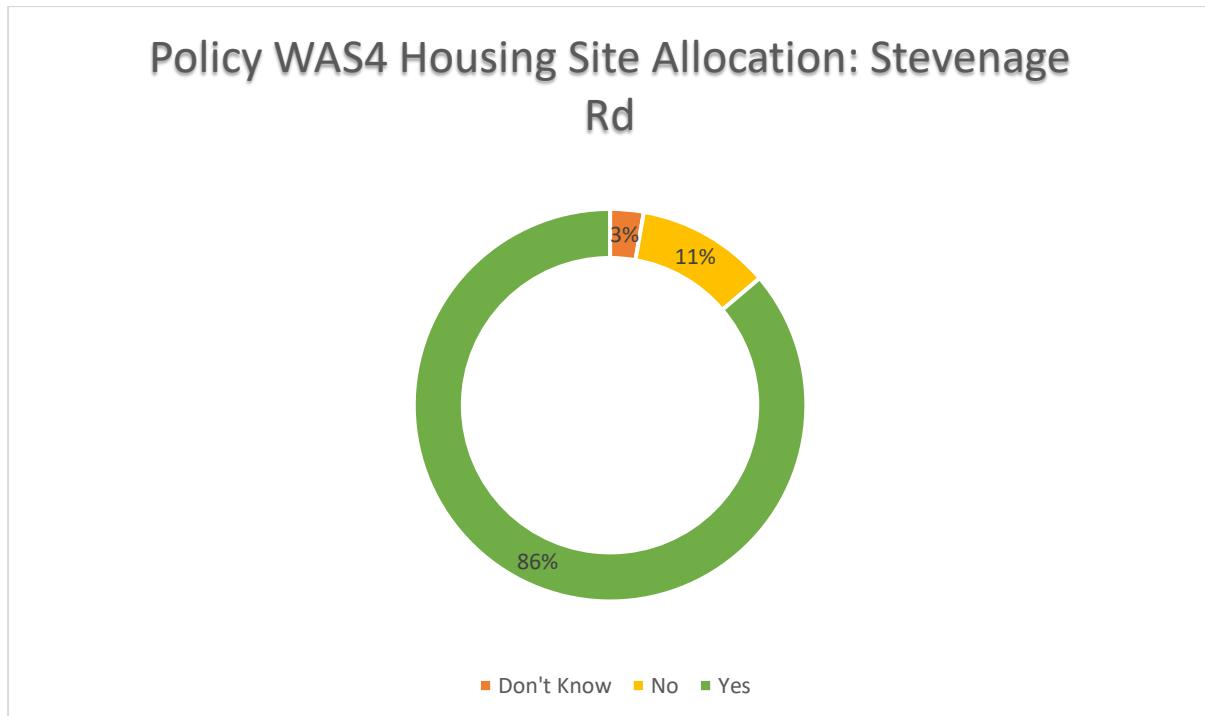
A key area of concern about the proposal relate to the traffic implications of the development when complete or during construction. The safety of the proposed access onto Walkern Road is raised and in particular concern about the speed of traffic and the limited visibility because of the vertical alignment of the road bridge over the by-pass. Concerns are also raised about safety issues of Walkern Road between the site access and the High Street and in particular comment on the adequacy of the one way bridge over the River Beane to accommodate the additional traffic, the lack of adequate footpath facilities and enforcement of the speed limit.

A number of respondents have suggested that the development should have a direct access to the by-pass and that further traffic calming should be introduced on Walkern road to reduce speed and possibly introduce traffic lights at the river bridge.

Some were concerned about the scale of the development both in numbers and house design to reduce the impact on the existing properties in Beane Road, be more consistent with the local design and limit the opportunity for further additional development in the area.

Walkern Road site should be left for walkers, wildlife and the environment

## WAS 4 Housing allocation Stevenage Road



Numbers responding: Agree (120), Disagree (21), No Response (4), Total (145)

There were considerably less comments about WAS4 compared to WAS3 but there was less detail of the proposed development on display at the exhibition.

Management Plan for recreation area behind Motts Close would be needed to protect the security and privacy of the houses and gardens backing onto the recreational area.

Whilst there was support for the development in as traffic could go out towards the roundabout at the north end of the bypass without the need to pass through the village it was felt that the 30 mph speed limit should extend to the by-pass and careful consideration should be given to the design of the circular walk where it crossed the Stevenage Road.

## WAS 5 Brownfield Sites

The brown field sites should be used first before developing either WAS3 or WAS4.

Depot:

Houses must be kept to single storey or no higher than 2 storeys due to their proximity and elevation relative to Hazeldell.

The proposed access from Moorymead will create great problems for existing residents there. Access directly onto Station Road should be considered and the parking restrictions on Moorymead should be extended to minimise the impact of additional traffic on existing residents and reduce the likelihood of additional parking for the station displaced by the development of the site.

With more traffic coming into Moorymead can yellow lines go all the way along.

Great Innings:

The proposed car park in Great Innings North should be a compulsory car park for residents. Essential to invest in making the existing blind bend safer by tarmacating some of the existing verges to Cars park on grass verges making for a blind bend and grass verges ruined in inclement weather. Grass verges to be tarmacked and bend/road to be widened

Very dangerous road. Cars parked on grass verges and making it a blind bend. Take away some verges for additional roadside parking but plant extra trees and bushes on other verges to prevent parking and to compensate for the loss of greenery

Mill Lane:

Buildings in and around the scout hut should be developed for 1 bed flats for local/older residents.

Perrywood Lane:

The buildings proposed for Perrywood Lane seem disproportionate to the amount of houses being built on similar sites of land. The sketch view looks great and the style looks in keeping with the heritage of the village. Avoiding standard looking 'new builds' would be brilliant.

### **WAS 6 Design Code**

2025 sees a ban on fitting gas central heating to new homes. Make this policy for both builds. Community ground source system to be provided. Properties on both developments to incorporate cycle storage internal to the building not sheds. Encourage use for intra village journeys.

2 ½ parking spaces is short for today's families

Please keep building in keeping of village. I agreed with building houses for Gatekeeper but was very disappointed with the houses that were built which have ruined the skyline of Watton. Houses should not be more than 2 storeys or have high pitched roof.

### **WAS 7 Housing Mix**

There's a significant lack of 4 bed houses that families who own 3 bed homes currently to move into. We are in this position and find a large number of 3 bed houses for sale. Only a few 4 bed houses ever come to market but they are a significant jump in price. This plan should therefore have more 4 bed houses.

We must make sure the houses built have big enough gardens to encourage people who live in the village to move into them. They must be an attractive option to locals or these houses solely benefit others and not locals.

Any plans for dedicated rental housing? Rather than affordable

Buildings in and around the scout hut should be developed for 1 bed flats for local/older residents.

Generally as above but in all sites around the village

Housing percentages 40% 1bed, 40% 2bed, 10% 3bed, 10% 4bed.

### **WAS 9 Sustainable Transport**

Constructing a cycle path to Stevenage should be a priority

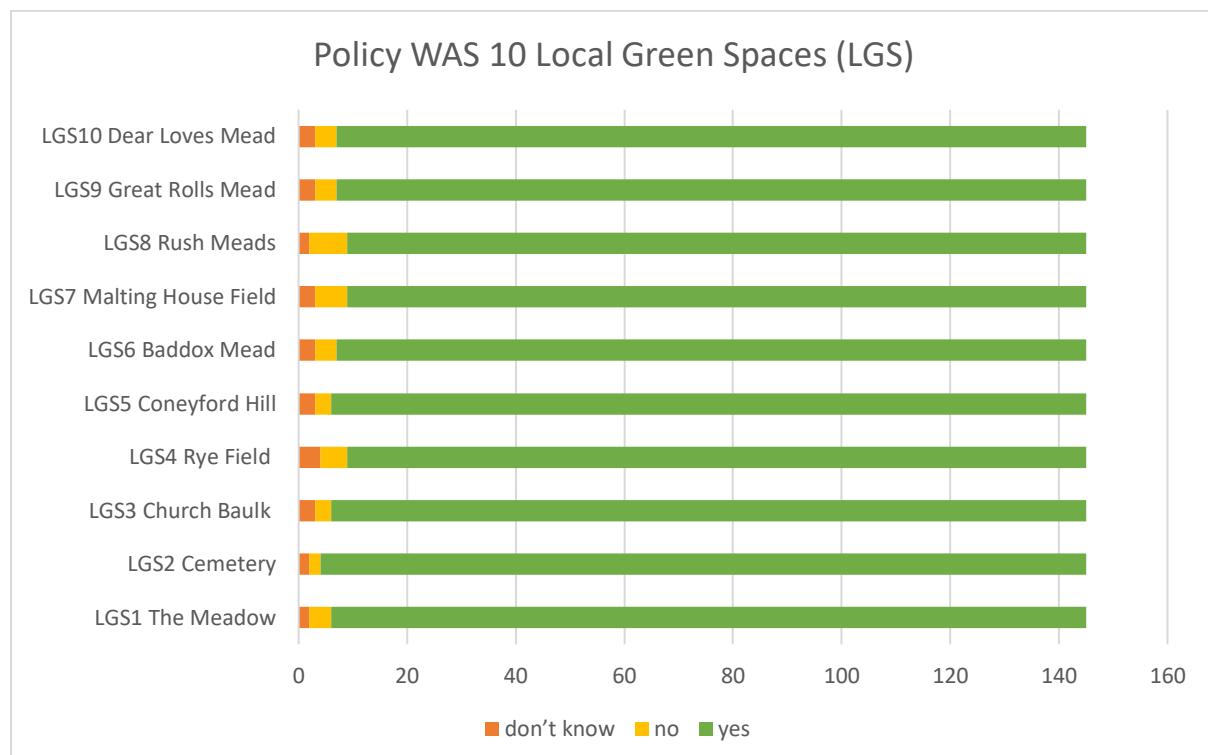
There should be footpaths where cycles are not allowed.

Cycle parking at station discrete overlooked under cover

The existing bus services to Ware or Hertford/Stevenage are considered poor and there should be investment and improvement to provide more frequent services which run for more of the day, continue to run in the evening and weekends.

Ensure mainline rail link continues and services at night are improved.

### **WAS 10 Local Green Space**



Site	Agree	Disagree	No Comment
LGS1 The Meadow (School Lane)	135	3	2
LGS2 Cemetery (St Andrew and St Mary)	136	2	2
LGS3 Church Baulk (field between cemetery and roundabout)	134	3	3

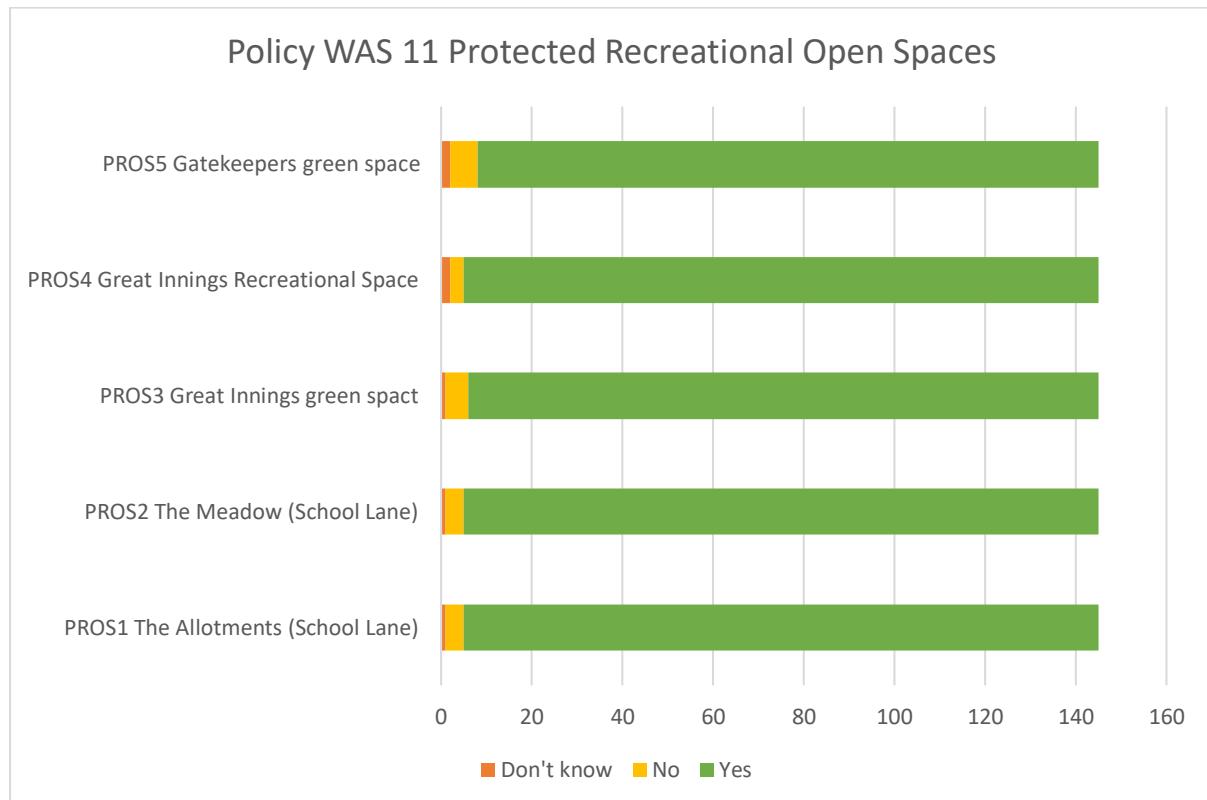
LGS4 Rye Field (north of Ware Road)	132	6	3
LGS5 Coneyford Hill (south of Mill Lane including Millennium Wood)	134	3	3
LGS6 Baddox Mead (north of Mill Lane)	133	4	3
LGS7 Malting House Field (south and west of Motts Close)	131	6	3
LGS 8 Rush Meads (north of Stevenage Road/south of the River Beane)	131	7	2
LGS 9 Great Rolls Mead (field between Walkern Road and bypass)	133	4	3
LGS10 Dear Loves Mead (field between Lammas and Walkern Rd)	133	4	3

The Local Green Spaces identified are agreed by 95 to 98% of those who responded.

LGS7 Critical site requirement as part of WAS4

Although not identified specifically as a local green space one respondent advised that the Lammas is historically significant and requires annual grazing to improve biodiversity.

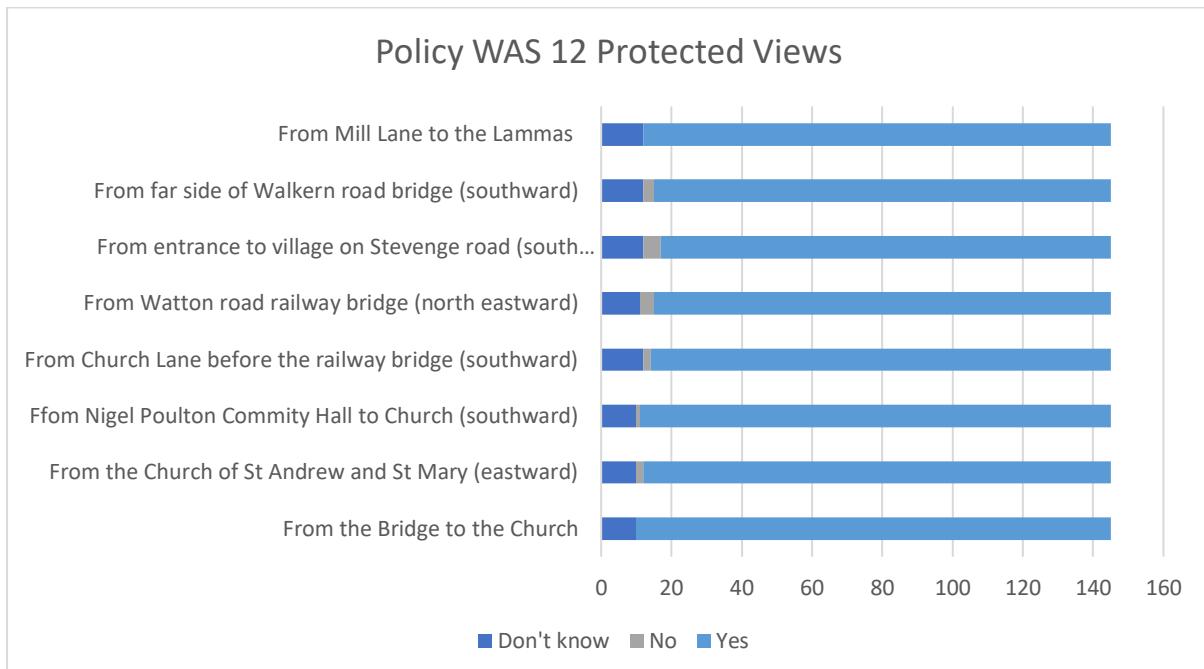
### **WAS11 Protected Recreational Open Space**



Sites	Agree	Disagree
PROS1 The Allotments (School Lane)	136	3
PROS2 The Meadow (School Lane)	136	3
PROS3 Great Innings green space	135	4
PROS4 Great Innings Recreation Area	135	2
PROS5 Gatekeepers green space	131	9

The Protected Recreational Open Space sites are agreed by 94 to 98 % of those who responded. In response to proposals in WAS25 for additional car parking at the Community Centre a number of respondents expressed concern about a potential adverse impact on the Meadow.

## WAS12 Protected Views



Protected Views	Agree	Disagree
V1: From Bridge to Church	134	0
V2: From Church of St Andrew and St Mary (eastward)	132	2
V3: From Nigel Poulton Community Hall to Church (s'ward)	133	1
V4: From Church Lane before the railway bridge (s'ward)	130	2
V5: From Watton Road railway bridge (north eastward)	129	4
V6: From entrance to village on Stevenage Road (s. e'ward)	127	5
V7: From far side of Walkern Road bridge (southward)	129	3
V8: From Mill Lane to The Lammas	132	0

The protected views are agreed by more than 96% of respondents.

V6 Role of open space at WAS4 needs cementing through the policy/planning permission and S106 associated with the site.

In addition, one respondent suggested the A602 south from Heath Mount entrance and Mill Lane Whempsted side of the bypass.

#### **WAS 14 Green Corridors**

The village would benefit from a tree strategy to ensure a progressive replacement of trees in the village in advance of losses. A policy to try and plant as many trees as possible within the village would be welcome.

New planting to be drawn from a palette of native species seed from UK source and grown in UK. Appropriate with current pests and diseases in mind.

#### **WAS15 Proposed new footpath/cycle connections**

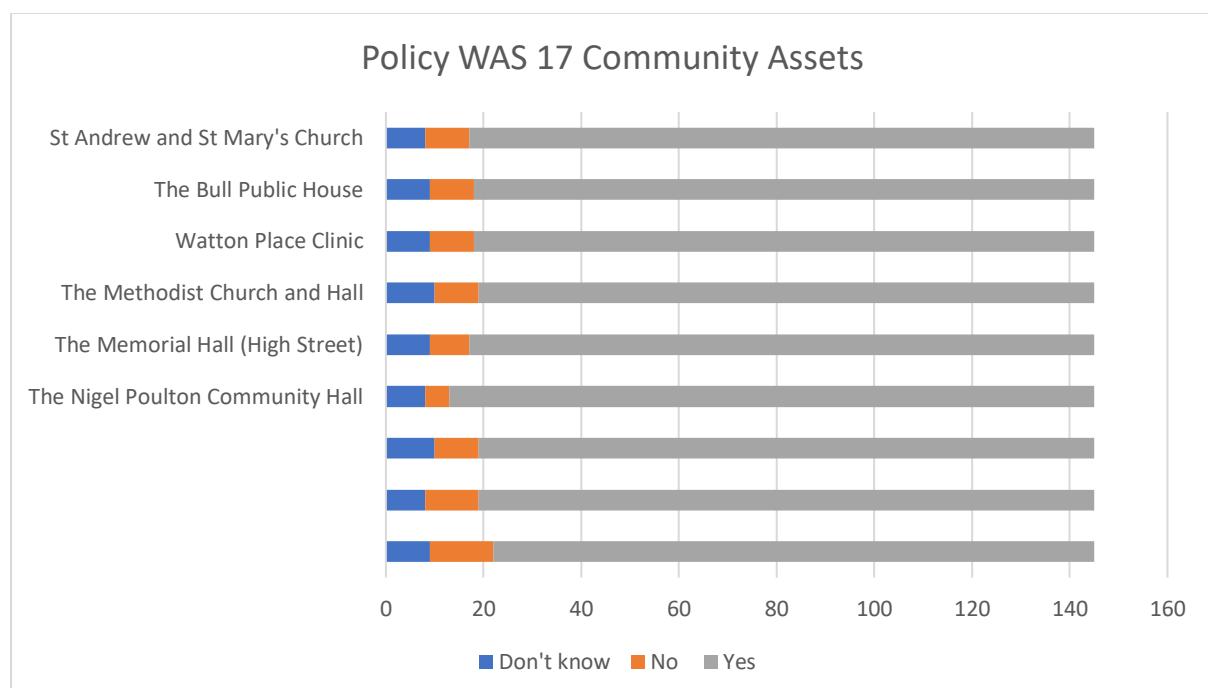
Should be at the heart of this- The policy and connectivity consistent with LTP4 and the NPPF, facilitating access on foot, by cycle and offering choice-particularly in accessing the station.

The response to WAS9 also includes some suggestions for improvements for cycling facilities in addition to those identified in the plan.

Pavement from Beane bridge at south of village to footpath at entrance to Watton House

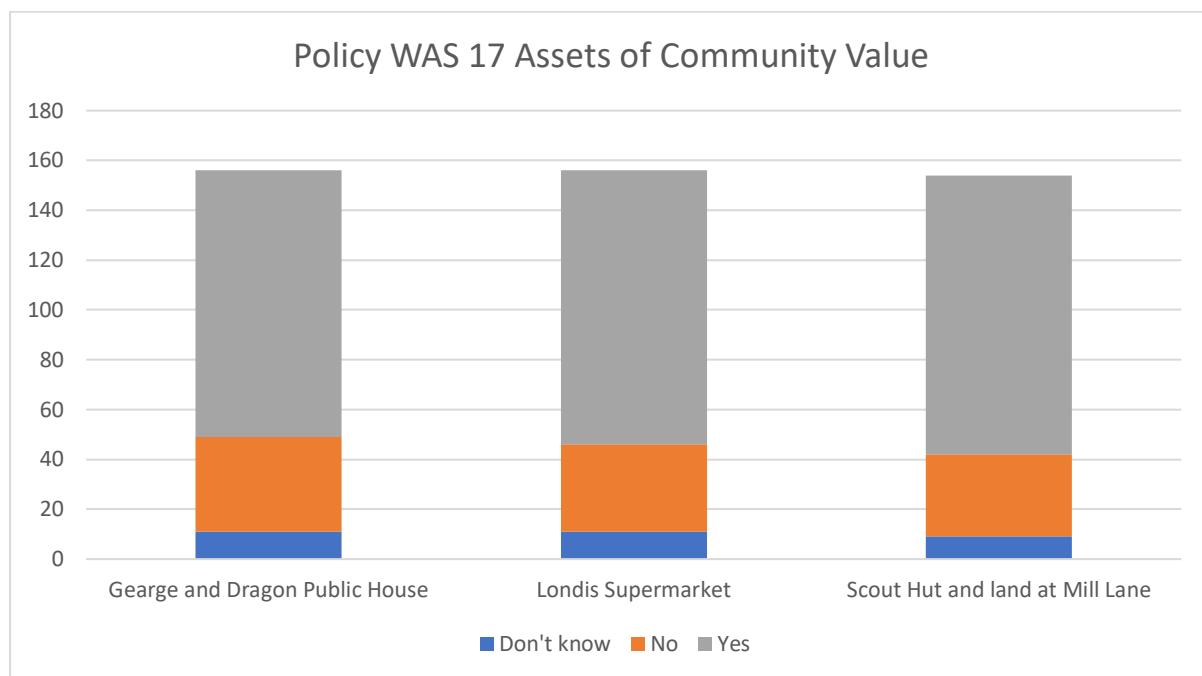
I hope that the path through the children's centre will not allow access to the actual buildings as that will leave them open to vandalism and the grounds being abused.

#### **WAS17 Community Assets**



1. George and Dragon Public House	125 votes proposed ACV
2. Londis Supermarket	129 votes proposed ACV
3. Scout Hut and land at Mill Lane	127 votes proposed ACV
4. The Nigel Poulton Community Hall	132 votes
5. The Memorial Hall (High Street)	131 votes
6. The Methodist Church and Hall	126 votes
7. Watton Place Clinic	129 votes
8. The Bull Public House	127 votes
9. St Andrew and St Mary's Church	129 votes

The proposal to list 1., 2., and 3 as Community Assets was agreed by more than 90% of the respondents.



If you list the George as an ACV, then you have to do the Bull for consistency

Scout Hut. Move elsewhere and manage land for wildlife. Use school or other building.

Blue plaque by former Waggon and Horses for the pudding stone. Community orchard/garden to mark VE day should be fully accessible.

Chinese take away as community asset.

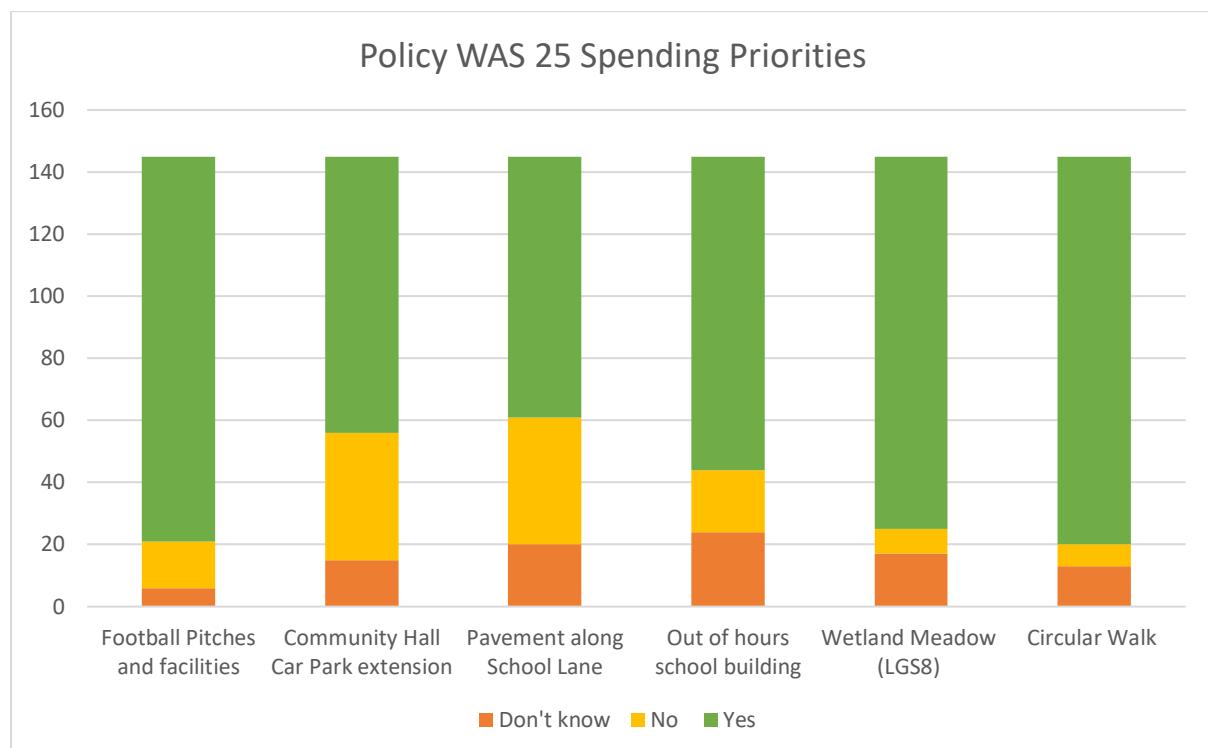
The George and Dragon was/is a community asset. Greene King should be encouraged to make it so.

Assets of coffee shop and Sandys is not mentioned in plans and are a great asset  
Scout hut and associated land for small units for the young or elderly.

### **WAS 23 Home Working**

Accords with LTP4 Local Transport Plan. Hierarchy of movement.

## WAS 25 Spending Priorities



Priority	Agree	Disagree	% Agree
Football pitches and facilities	110	17	86.6
Community Hall Car Park Extension	88	41	68.2
Pavement along School Lane	84	41	67.2
Out-of-hours school building	101	18	84.9
Wetland meadow (LGS8)	119	8	93.7
Circular walk	124	8	93.9

Since the total number of responses received for each spending priority is broadly similar the % agreement is a useful indicator of relative priority.

Ranked 1.circular walk, 2.wetland meadow, 3.football pitches, 4.school building, 5.car park extension, 6.pavement.

Football pitches and facilities:

86.6% of those who responded agreed the priority

There is significant support for pitches and facilities for youth football in the village as the existing club has to use a number of locations outside the village. A home for our football is desperately needed and priority should be given for land for a clubhouse and pitches.

There is disappointment that an allocated space has not been specified in the Plan. The field south of Gatekeepers is considered by many to be ideal and could utilise the parking provision already available at the Children's Centre. Concern that other previously mentioned sites would have issues with parking etc and be on areas already used and/or flood plains. The Mill Lane site is considered inappropriate by some with concern about congestion and the potential impact of floodlighting.

Please use the field on the Stevenage Road for a new football pitch.

Community Hall Car Park Extension:

68.2% of those who responded agreed with the priority.

What a waste of money. Totally inappropriate, inconsistent with adopted East Herts Plan and LTP4. Does not accord with broad climate objective. HCC emerging sustainable herts strategy

Use the car park at the children's centre if additional parking required for the village centre-underused asset outside school hours. The car park extension is a nonsense, we don't need any more parking there, less cars, walk more. Could create a potential hazard for children and should have no need to extend into the meadow and have an adverse impact on the greenspace/park. We need green spaces. It would simply encourage more people to drive. in general there is enough parking in the car park and on the main road. Most of the people using the hall are from the village and should be encouraged to walk. There is space in the High St or people should be encouraged to walk. The community centre is not a business. It is an asset for the people of the village and they should walk to it.

Any case for car parking should be linked to reducing High St congestion and not be purely for users of the NPCH.

Car park. Danger to small children with extra vehicles in the area as so many little people enjoy the facility and attend on their own to gain independence. Growing up in safety. This is a well-used and safe playing area accessed by bikes, buggies and pedestrians.

Pavement along School Lane:

67.2% of those who responded agreed with the priority.

Pavement in School Lane is a nonsense and unnecessary and could become more dangerous, cars will go faster and it spoils the village ambience. It will increase pedestrian risk- traffic will take less care if they are not sharing the road of

Pavement needed along school lane leading from High St to meadow (community hall) pass club house and other houses to orchard road turning. Make it one way and halve capacity for cars.

Is this not a council cost already?

Out of Hours School Building:

84.9% of those who responded agreed with the priority.

Use children's centre for out of hours school building.

Ensure car use is managed out.

Wetland Meadow:

93.7% of those who responded agreed with the priority.

High priority consistent with promotion of health, countryside access and promotion of movement in accord with LTP4 hierarchy. Links to WAS9 positively.

Will also deliver flood capacity to protect the village. Create open water pools in meadow and use won gravel to lift river profile.

Circular Walk:

93.9% of those who responded agreed with the priority.

High priority consistent with promotion of health, countryside access and promotion of movement in accord with LTP4 hierarchy. Links to WAS9 positively and offers walkable access from Walkern Road, Beane Road to station, consistent with NPPF and LTP4.

Other Suggestions for funding priority:

Consider the range of activities offered to the local community by the Methodist Church, currently mainly for older people. Increases in residents will no doubt lead to additional numbers for the activities currently funded by the church

A range of traffic improvements have been suggested. Speed limits on all roads in the village should be reduced to 20mph. Parking problems on High Street remain unresolved and need improvement. Double yellow line/time specific on the High Street not working. Car parking in estate both sides of the road, difficult for residents to go home! Parking plan not considered. Develop space opposite George and Dragon/adjacent to 80/84 High Street to car parking and put in parking restrictions. Improvements to pavements along High St, particularly for the disabled. The flow of traffic through the High Street must be improved. There should be footpaths where cycles are not allowed. Additional parking in Rectory Lane by cutting into the existing green space which is little used. Many houses in Hockerill have no parking facility. Parking around the station (Station Road, Clappers Lane, etc) needs addressing. Particularly dangerous parking on Station Road that affects traffic. Car parking/drop off at school improved to reduce existing problems. Car parking for train station improved to reduce existing problems. Speed camera Walkern Road before we have a death. Weight limit all entrances to village. Improve all paths in and out of village.

Concern that the school and doctor's surgery will require additional facilities.

Formally transfer land in Gatekeepers previously proposed for surgery to the school. Serious consideration should be given to finding a site for a new doctor's surgery, even at the expense of a few houses. More money for school!

The scouts need a new scout hut. More money for scouts. Also guide hut is hugely important.

Local provision of sports facilities for kids. It would be good to see investment in park equipment/meadow equipment for children. Money for a gym to keep us fit.

Community gym facilities. (it is currently a significant drive to any gym and would improve community spirit in the village). These would preferably be indoors to allow year round use. Extra community cohesion will be especially important as the village has now become the size of a small town.

Ensure sewers and drainage will be able to accommodate additional development.

Transport services, particularly bus service needs investment and improvement, particularly at weekend.

Thank you to the people who have done all the work concerning this plan. A very well thought out and professionally presented plan

Make community aware of these plans eg website via the Parish News (putting them on the website is not enough).

## Postcodes

<b>Location</b>	<b>Postcode</b>	<b>Exhibition</b>	<b>Questionnaire</b>
Beane Road	3RG	8	5
Beanside	3TS	8	2
Blue Hill	3RJ	2	0
Church Lane	3RD	1	1
Clappers Lane	3QA	3	1
Gatekeepers Way	3QB	1	0
Glebe Court	3SE	1	1
Glebe Close	3SJ	9	2
Great Innings N	3TD/TG	9	9
Great Innings S	3TE/TF/TQ	3	4
Gresley Close	3QE	2	0
Hazeldell	3SL/SN/SP/SW	49	18
Hockerill	3SQ	9	8
High Elms Lane	3RL	1	0
High Street N	3ST/SY/SX	21	16
High Street S	3RZ/SA/SB/TA	16	7
Lammas Road	3RH	20	11
Long Meadow	3YP	2	0
Moorymead Close	3HF	2	2
Motts Close	3TR	11	8
Newmans Court	3TN	6	1
Old School Orchard	3SS	5	3
Rectory Lane	3SG	3	3
Rivershill	3SD/SU	29	15
School Lane	3SF	5	1
Station Road	3SH	6	7
Stoneyfields	3QD	8	3
Walkern Road	3RQ	6	2
Watton House	3NZ	1	0
Whempstead Road	0PE	2	0
Whitehouse Close	3TW	2	2
No Code/Location	n/a	10	3
Hertford	n/a	1	0
Woolmer Green	n/a	1	0
Bengeo	n/a	3	0
Hertford Kingsmead	n/a	1	0
Great Missenden	n/a	2	0
<b>TOTAL</b>	n/a	<b>270</b>	<b>145</b>

**Watton-at-Stone Neighbourhood Plan - Your Village Your Say  
Consultation Feedback Form**

If you have any comments on our Vision and Objectives, or any of the policies displayed, please use the box overleaf. In particular, we would like to know if you support the policies set out below.

**Policy WAS 2 Amendment to Village Development Boundary**

I agree to the amended boundary	<input type="checkbox"/>	I disagree with the amended boundary	<input type="checkbox"/>
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**Policies WAS 3 & WAS 4 Housing Site Allocations**

**Please tick the box beside each if you agree/disagree to their allocation for housing**

Site	Agree	Disagree
WAS 3 Housing Site Allocation Walkern Road	<input type="checkbox"/>	<input type="checkbox"/>
WAS 4 Housing Site Allocation Stevenage Road	<input type="checkbox"/>	<input type="checkbox"/>

**Policy WAS 10 Local Green Spaces (LGS)**

**Please tick the box beside each if you agree/disagree to their designation as a Local Green Space**

Site	Agree	Disagree
LGS1 The Meadow (School Lane)	<input type="checkbox"/>	<input type="checkbox"/>
LGS2 Cemetery (St Andrew and St Mary)	<input type="checkbox"/>	<input type="checkbox"/>
LGS3 Church Baulk (field between cemetery and roundabout)	<input type="checkbox"/>	<input type="checkbox"/>
LGS4 Rye Field (north of Ware Road)	<input type="checkbox"/>	<input type="checkbox"/>
LGS5 Coneyford Hill (south of Mill Lane including Millennium Wood)	<input type="checkbox"/>	<input type="checkbox"/>
LGS6 Baddox Mead (north of Mill Lane)	<input type="checkbox"/>	<input type="checkbox"/>
LGS7 Malting House Field (south and west of Motts Close)	<input type="checkbox"/>	<input type="checkbox"/>
LGS 8 Rush Meads (north of Stevenage Road/south of the River Beane)	<input type="checkbox"/>	<input type="checkbox"/>
LGS 9 Great Rolls Mead (field between Walkern Road and bypass)	<input type="checkbox"/>	<input type="checkbox"/>
LGS10 Dear Loves Mead (field between Lammas and Walkern Rd)	<input type="checkbox"/>	<input type="checkbox"/>

**Policy WAS 11 Protected Recreational Open Spaces (PROS)**

**Please tick the box beside each if you agree/disagree to their allocation as a PROS**

Sites	Agree	Disagree
PROS1 The Allotments (School Lane)	<input type="checkbox"/>	<input type="checkbox"/>
PROS2 The Meadow (School Lane)	<input type="checkbox"/>	<input type="checkbox"/>
PROS3 Great Innings green space	<input type="checkbox"/>	<input type="checkbox"/>
PROS4 Great Innings Recreation Area	<input type="checkbox"/>	<input type="checkbox"/>
PROS5 Gatekeepers green space	<input type="checkbox"/>	<input type="checkbox"/>

Policies exhibition Sunday 19<sup>th</sup> January 2020 – Return this form to a member of the team before you leave

### Policy WAS 12 Protected Views

Please tick the box beside each if you agree/disagree to their allocation as a Protected Views

Protected Views	Agree	Disagree
V1: From Bridge to Church	<input type="checkbox"/>	<input type="checkbox"/>
V2: From Church of St Andrew and St Mary (eastward)	<input type="checkbox"/>	<input type="checkbox"/>
V3: From Nigel Poulton Community Hall to Church (southward)	<input type="checkbox"/>	<input type="checkbox"/>
V4: From Church Lane before the railway bridge (southward)	<input type="checkbox"/>	<input type="checkbox"/>
V5: From Watton Road railway bridge (north eastward)	<input type="checkbox"/>	<input type="checkbox"/>
V6: From entrance to village on Stevenage Road (south eastward)	<input type="checkbox"/>	<input type="checkbox"/>
V7: From far side of Walkern Road bridge (southward)	<input type="checkbox"/>	<input type="checkbox"/>
V8: From Mill Lane to The Lammas	<input type="checkbox"/>	<input type="checkbox"/>

### WAS 17 Community Assets

Please tick the box beside each if you agree/disagree to their allocation as Community Assets and tick YES, if you support the Parish Council applying for 1, 2 & 3 to be as Assets of Community Value

1. George and Dragon Public House	<input type="checkbox"/>	ACV YES	<input type="checkbox"/>	6. The Methodist Church and Hall	<input type="checkbox"/>
2. Londis Supermarket	<input type="checkbox"/>	ACV YES	<input type="checkbox"/>	7. Watton Place Clinic	<input type="checkbox"/>
3. Scout Hut and land at Mill Lane	<input type="checkbox"/>	ACV YES	<input type="checkbox"/>	8. The Bull Public House	<input type="checkbox"/>
4. The Nigel Poulton Community Hall	<input type="checkbox"/>			9. St Andrew and St Mary's Church	<input type="checkbox"/>
5. The Memorial Hall (High Street)	<input type="checkbox"/>				

### Policies WAS 25 Spending Priorities

Please tick the box beside each if you agree/disagree with each spending priority

Priority	Agree	Disagree
Football pitches and facilities	<input type="checkbox"/>	<input type="checkbox"/>
Community Hall Car Park Extension	<input type="checkbox"/>	<input type="checkbox"/>
Pavement along School Lane	<input type="checkbox"/>	<input type="checkbox"/>
Out-of-hours school building	<input type="checkbox"/>	<input type="checkbox"/>
Wetland meadow (LGS8)	<input type="checkbox"/>	<input type="checkbox"/>
Circular walk	<input type="checkbox"/>	<input type="checkbox"/>

Comments/extra suggestions about Draft Policies:

Please provide your postcode so we can check we have responses from across the parish, thank you:

S G 1

Policies exhibition Sunday 19<sup>th</sup> January 2020 – Return this form to a member of the team before you leave

## Comments on questionnaires 145 by policy:

### **WAS 1 Sustainable housing**

No more houses please. When will we become a town?

Plan is superb in potentially catering for a period beyond the East Herts you. Adopted Plan (+28 homes) That is excellent and if you don't do it EHDC will do it for. Generally the draft policies have been well thought through.

New housing not needed.

I am concerned with the amount of extra housing being proposed on the basis of traffic, parking, pressure on the doctors and school. I feel that WAS has been expanded to its capacity now already.

Waayy too many parking spaces for new developments. In order to avoid congestion, protect the image of the village and protect our planet we need to limit to one space per property.

I would prefer to never build on green belt land but I understand the situation and accept it solely on the basis that we have little choice to accept more houses in the village.

WAS3/4 I would prefer one site but again understand the background so therefore accept.

Houses should only be built on brownfield site. There is no infrastructure for hundreds of houses

I think overall this an extremely well-considered proposal

Understand have to have new houses but this seems too many for our small village to cope with.

I have a query regarding the precise number of homes to be built – from visiting the exhibition on Sunday I had a figure of just under 100. On looking at the plan on line – I see that the plan is for maximum of 15 on the brownfield site off of Station Road which makes sense. However, the allocation for the Walkern Road site is a maximum of 60 and the same figure for the Stevenage Road site which gives a total of 135 new homes not including the other brownfield sites that might be developed. Could you confirm.

Please issue details of how external mains services will link to existing. drains/water/power

Please identify site access/site offices/etc will be located during the build.

Please identify time frame for completion

### **WAS2 Village Boundary**

Can the village boundary be considered as holding good for ??? years or being amended quickly to provide more houses?

Concerned about possible infill between bypass and village.

Unable to see these online.

Unclear as to old vs new boundary.

### **WAS 3 Housing allocation Walkern Road**

The access onto Walkern Road would have to be looked at carefully as this road is not particularly wide and there is a lot of speeding cars despite a flashing sign which was once there! Getting over the bridge can be difficult as the view is not good!

Walkern Road site unsuitable due to bad road access down Walkern Road which is already very difficult. I live in Beane road and access onto Walkern Road is already difficult and dangerous and an extra 100 cars will be a nightmare.

Phased to promote a contingent supply beyond the plan period (circa 30 units)

Development joining Walkern road to draw design references from other parts of the village. Eg cottage terraces or mews. Not town houses. Mature hedge boundary to mirror other side of road. Disagree with flood lighting is biodiversity and landscape deficit.

What about access off the bypass/Walkern Road rather than extra traffic going through village.

Access off the bypass/Walkern Road to reduce traffic coming through the village.

Concerned with road access. Walkern Road and particularly the single lane bridge is not suited to additional traffic.

Concerned there will be a bottlenecks/congestion because of bridge by Lammas Road which only allows currently one car over bridge at a time. Proposed houses could increase this.

The bridge over the Beane on Walkern Road must have improved visibility or it will be even more dangerous with increased traffic. We are concerned about the access to the Walkern Road plot. It would make much more sense to create access via the A602 as that will ensure the construction traffic is less intrusive to the locals and allow the houses easy entry/exit to the village. We are concerned about additional traffic down Walkern Road due to the bridge and the lack of footpath at the end of Walkern Road. The change in speed limit and footpath must be built before construction starts as it is already dangerous. I have to walk my children on the road for a few metres and often cars barely slow down, even when they see us in the road. The footpath should be built on the opposite side of the road to the houses to allow the natural screen to remain for the houses at the end of Walkern Road from construction traffic.

Improve traffic management across Walkern Road bridge

I do not trust Fairview to stick to the planning rules.

WAS3 is very concerning. It may encourage a ribbon development along the bypass southwards. Also it is too large as it stands.

Traffic lights at Walkern Rd bridge

Gap between Beane road and new building on Walkern Road

Also vehicles wrt the Walkern Road site. Extra traffic trying to cross the Beane narrow bridge two ways will be a MAJOR PROBLEM. It will need, as well, traffic calming beyond the site to force traffic downhill to reduce speed.

Concerned about access, both construction vehicles getting to the site and when there are 120+ more cars for residents. Moving the 30 mph limit back is positive. Even at 30 mph visibility on the bridge is an issue. Line of sight both ways is poor. A light would make it much safer.

Serious consideration needs to be given to access onto Walkern Road measurements to control and slow the speed of traffic using it. (from bridge to blue hill especially)

The proposed exit onto Walkern Road is not safe. Vehicles speed down the hill at 60 MPH. You will need traffic lights to stop speeding cars. Speed limit does not stop speeding. No police to monitor. No speed cameras. Walkern Road developer needs to come up with proposals. Access onto the bypass with roundabout.

Walkern Road site should be left for walkers, wildlife and the environment

I am opposed to building in Walkern Road as all traffic would have to come into an already over used High Street

I notice that vehicle calming for Walkern Road but no provision for speed restrictions on the High St. this should be brought up for the Council to do something before there is a fatality here.

Problem with traffic congestion and safety on Walkern Road. Extra traffic through village- lorries? Particularly with developments at Walkern.

Walkern Road. Speed limit30 other side of the A602 bridge, traffic lights put on single track river crossing.

Agree, but concerned about safety of having a ped/cycle path across the Stevenage Road as cars travel v.fast along that piece of road. 30mph should start as soon as you leave the A602 roundabout. Too expensive to build another bridge.

Another concern re the Walkern Road site, how are construction vehicles going to enter/exit the site? Surely, this is going to put tremendous pressure on the bridge between Lammas Road and Beane Road? I wouldn't have thought its built to withstand so many lorries etc as well as being a one way bridge. How about creating a new road from the site to the A602? Not ideal but there is already another road leading off that road where Mill Lane is.

What will be the road access to the Walkern Road site, especially during the proposed construction? The Bridge near Lammas Road is narrow and inadequate for a large volume of traffic.

Concern over extra traffic over bridge over R.Beane on Walkern Road. I know there will be access road at top of site but still means many will use road to village.

Traffic on High Street is bad enough now. How can it cope with extra from so many new properties at the end of the village.

Access from the A602 due to excessive traffic over the bridge by the old Waggon pub by Lammas Road and the bad junction with the High Street.

#### **WAS 4 Housing allocation Stevenage Road**

Management Plan for recreation area behind Motts Close would need to protect the security and privacy of the houses and gardens backing onto the recreational area.

Phased to promote a contingent supply beyond the plan period (circa 30 units)

More 30 mph limit on Stevenage road beyond new development

I am not opposed to development in Stevenage Road as traffic could go out towards the roundabout at the north end of the bypass

#### **WAS 5 Brownfield Sites**

Use the brown field sites first

Depot:

Concern about height of houses adjoining Hazeldell to be built on land already higher.

Houses must be kept no higher than 2 storeys due to their proximity and elevation relative to Hazeldell.

Houses (new) should be max 1 level above ground level and some should have larger gardens than proposed.

Access from Moorymead development will create great problems for existing residents there. Would be better onto Station Road.

With more traffic coming into Moorymead can yellow lines go all the way along.

Please identify where vehicles will park near the train station if waste land is built on. Surely this will move vehicles into residential streets.

Great Innings:

I hope that with the additional traffic that parking areas will be provided as in Great Innings most cars are parking on the grass verges turning them into swamps. Also that places in the school will be available for extra children and that the surgery will have enough doctors to cope with the additional peoples.

When developing the Great Innings car park essential to invest in making the blind bend safer. Cars park on grass verges making for a blind bend and grass verges ruined in inclement weather. Grass verges to be tarmacked and bend/road to be widened

Brownfield car park in Great Innings North to be a compulsory car park for residents. Very dangerous road. Cars parked on grass verges and making it a blind bend. Take away some verges for additional roadside parking but plant extra trees and bushes on other verges to prevent parking and to compensate for the loss of greenery.

Mill Lane:

Buildings in and around the scout hut to be developed for 1 bed flats for local/older residents.

Perrywood Lane:

The buildings proposed for Perrywood Lane seem disproportionate to the amount of houses being built on similar sites of land.

The sketch view looks great and the style looks in keeping with the heritage of the village. Avoiding standard looking 'new builds' would be brilliant.

### **WAS 6 Design Code**

2025 sees a ban on fitting gas central heating to new homes. Make this policy for both builds. Community ground source system to be provided. Properties on both developments to incorporate cycle storage internal to the building not sheds. Encourage use for intra village journeys.

2 ½ parking spaces is short for today's families

Please keep building in keeping of village. I agreed with building houses for Gatekeeper but was very disappointed with the houses that were built which have ruined the skyline of Watton. Houses should not be more than 2 storeys or have high pitched roof.

### **WAS 7 Housing Mix**

There's a significant lack of 4 bed houses that families who own 3 bed homes currently to move into. We are in this position and find a large number of 3 bed houses for sale. Only a few 4 bed houses ever come to market but they are a significant jump in price. This plan should therefore have more 4 bed houses.

We must make sure the houses built have big enough gardens to encourage people who live in the village to move into them. They must be an attractive option to locals or these houses solely benefit others and not locals.

Any plans for dedicated rental housing? Rather than affordable

Buildings in and around the scout hut to be developed for 1 bed flats for local/older residents.

Generally as above but in all sites around the village

Housing percentages 40% 1bed, 40% 2bed, 10% 3bed, 10% 4bed.

### **WAS 9 Sustainable Transport**

Cycle path to Stevenage is a priority

Would be good to maybe look at cycle path from Watton to Stevenage direction.

The village needs more frequent bus services which run for more of the day ie continue to run in the evening.

Cycle parking at station discrete overlooked under cover.

Bus service very poor to go to Ware or Hertford/Stevenage

Investment in bus services and ensure mainline rail link continues

There should be footpaths where cycles are not allowed.

Transport services, particularly bus service needs investment and improvement, particularly at weekend.

Bus service already poor. Trains poor service at night.

### **WAS 10 Local Green Space**

LGS7 Critical site requirement as part of WAS4

Fyi Lammas is historically significant. Requires annual grazing to improve biodiversity.

### **WAS12 Protected Views**

V6 Role of open space at WAS4 needs cementing through the policy/planning permission, 106 associated with the site.

Also, A602 south from Heath Mount entrance and Mill Lane Whempsted side of the bypass.

Online resolution unclear for ID.

### **WAS 14 Green Corridors**

Watton at Stone would benefit from a tree strategy to ensure a progressive replacement of trees in the village in advance of losses.

New planting to be drawn from a palette of native species seed from UK source and grown in UK. Appropriate with current pests and diseases in mind.

Can we add a policy to try and plant as many trees as possible within the village.

### **WAS15 Proposed new footpath/cycle connections**

Should be at the heart of this- The policy and connectivity consistent with LTP4 and the NPPF, facilitating access on foot, by cycle and offering choice-particularly in accessing the station.

Pavement from Beane bridge at south of village to footpath at entrance to Watton House

I hope that the path through the children's centre will not allow access to the actual buildings as that will leave them open to vandalism and the grounds being abused.

### **WAS17 Community Assets**

If you list the George as an ACV, then you have to do the Bull for consistency Scout Hut. Move elsewhere and manage land for wildlife. Use school or other building.

Blue plaque by former Waggon and Horses for the pudding stone. Community orchard/garden to mark VE day should be fully accessible.

Chinese take away as community asset.

The George and Dragon was/is a community asset. Greene King should be encouraged to make it so.

Assets of coffee shop and Sandys is not mentioned in plans and are a great asset Scout hut and associated land for small units for the young or elderly.

### **WAS 23 Home Working**

Accords with LTP4 Local Transport Plan. Hierarchy of movement.

### **WAS 25 Spending Priorities**

Ranked 1.circular walk, 2.wetland meadow, 3.football, 4.school

Football:

More football pitches. Traffic to the meadow is too busy and dangerous.

As a football coach for watton youth, we desperately need a home for our football. So I am asking as a priority for land for a clubhouse and pitches.

Please,please,please! We are situated all over the place in Bedwell, Aston, Bennington, Datchworth.

Youth football – disappointing it does not have an allocated space. Field south of gatekeepers is ideal and should be included especially since we are accepting 120 homes.

Provision for sport, specifically children's sport/football is not explained. Previous maps have showed an area south of Gatekeepers which would appear to be perfect. Other mentioned sites would have issues with parking etc and be on areas already used and/or flood plans. More consideration should be taken for the needs of Watton Youth FC. What happened to Gatekeepers?

Football. Riverside site totally inappropriate. Congestion magnet. No floodlighting.

Where are the football pitches?? We need those. There are not many benefits I can see so this is vital.

I don't agree with Mill Lane as a place for football. I think the spare land behind Gatekeepers should be used for this as it is in the middle of developed land so the threat is that later more houses will be built on it. This could be used for a new doctor's surgery.

Clarify proposals for football pitches /facilities – south of Gatekeepers meadow??

Shame no real plans for the football pitches

Please use the field on the Stevenage Road for a new football pitch.

Where are the football pitches – need lots of space.

I find it ridiculous that youth football has no real home within Watton. I would like to see far more provision regarding land for youth football.

Would like to see more provision for kid's football in village.

Greater local provision of football and sports pitches

Agree but NOT south of Mill Lane site. Mill Lane is a poor choice for football pitches. Parking would be a huge problem on match days/practice days- ref Datchworth and all the issues they have at the Rugby Club. Also, the bridge on Mill Lane is only one way so that would never work. Far better would be the site/field opposite Gatekeeper's green space so the current school/children's centre car park could be used at weekends. Mill Lane would simply not work.

My final observation is that we really do need to push the developers to pay for football pitches, as it doesn't seem clear at the moment what we are going to get out of allowing the new houses, ie no confirmed doctor's premises, expansion of the school. At the very least, football pitches/buildings should be provided!

Pavement in School Lane:

Pavement in School Lane and Community Centre Car Park are nonsense.

Why? Unnecessary.

No because it becomes more dangerous, cars will go faster.

Make it one way and halve capacity for cars.

Paving the side of School Lane will increase pedestrian risk- traffic will take less care if they are not sharing the road

Pavement needed along school lane leading from High St to meadow (community hall) pass club house and other houses to orchard road turning.

If we put a pavement along School Lane we encourage people to drive faster and it spoils the village ambience.

Pavement along School Lane – is this not a council cost already?

Car Park Extension:

Provision of a car park extension. What a waste of money. Totally inappropriate, inconsistent with adopted East Herts Plan and LTP4. Use the car park at the children's centre if additional parking required for the village centre-underused asset outside school hours, use it to support youth football on the field south of Gatekeepers.

No to community hall car park extension, we don't need any more parking there, less cars, walk more.

The community building car park should not be extended, it is used for the village so most people walk to it, and therefore it should have no need to extend into the meadow. Traffic will also go much faster if there is more space which is already a problem.

We need less cars in the village so I disagree with extending the car park. Also potential hazard for children. New football pitches for youth teams essential.

We shouldn't be creating car parking in the village centre, it goes against policy and will be a safety risk for users of the lanes. We should be reducing car usage and encouraging walking. Definitely must link new developments with a circular path.

I presume car park extensions would impact on the greenspace/park so I don't like this idea.

Car Park. Does not accord with HCC LTP4. Does not accord with broad climate objective. HCC emerging sustainable herts strategy.

Plan objective 8 implies traffic impact will get worse. It should be to take measures to ensure no impact. Any case for car parking should be linked to reducing High St congestion and not be purely for users of the NPCH.

I don't agree with a car park extension-this simply encourages more people to drive.in general there is enough parking in the car park and on the main road. Most of the people using the hall are from the village and should be encouraged to walk.

Not happy about car park extension, as we should be encouraging people to walk in the village.

I am concerned about plans to extend the car park at the community centre. We should be discouraging cars to come near the car park. It is dangerous and sooner or later a child would be hit by a car. There is space in the High St or people should be encouraged to walk. The community centre is not a business. It is an asset for the people of the village and they should walk to it.

Community centre- strongly disagree with more parking. We need green spaces!

Car park. Danger to small children with extra vehicles in the area as so many little people enjoy the facility and attend on their own to gain independence. Growing up in safety. This is a well used and safe playing area accessed by bikes, buggies and pedestrians.

School Building:

Use children's centre for out of hours school building.

Wetland Meadow:

Wetland meadow and circular walk are spot on, consistent with promotion of health, countryside access and promotion of movement in accord with LTP4 hierarchy. Links to WAS9 positively.

Wetland meadow. Will also deliver flood capacity to protect the village. Create open water pools in meadow and use won gravel to lift river profile.

Walks/cycle paths/development of wetland my priority

Circular Walk:

Wetland meadow and circular walk are spot on, consistent with promotion of health, countryside access and promotion of movement in accord with LTP4 hierarchy. Links to WAS9 positively.

Circular Walk offers walkable access from Walkern Road, Beane Road to station, consistent with NPPF and LTP4.

Circular walk. Walking route to station LTP4. Route for walking in nature benefits public health.

Other Suggestions:

As the Lay Preacher of the Methodist Church, I would like you to consider the range of activities offered to the local community, currently mainly for older people.

Increases in residents will no doubt lead to additional numbers for the activities currently funded by the church

Speed limits on all roads in the village should be reduced to 20mph.

Concerned that with 120 new houses or more the school won't have enough facilities or space. There are already class sizes of 42. Could they build a new school or extend it.

The scouts need a new scout hut. Could this be added to the list? Currently, apart from the new football pitches, there aren't many benefits so far.

Local provision of sports facilities for kids.

We also need to ensure adequate facilities – doctor's surgery and school are my main concerns. I don't think the space for the school expansion is very big as it includes the field and playground.

Develop space opposite George and Dragon/adjacent to 80/84 High Street to car parking and put in parking restrictions

Improve parking for High Street. Parking unresolved with these plans.

Formally transfer land in Gatekeepers previously proposed for surgery to the school.

Improvements to pavements along High St, particularly for the disabled

What improvements will be made to accommodate extra children in school, extra people at doctors, sewers and drainage etc.

Serious consideration should be given to finding a site for a new doctors surgery, even at the expense of a few houses.

The flow of traffic through the High Street must be improved

What plans are there to ensure that doctors surgery and school have facilities to cope with extra people?

It would be good to see investment in park equipment/meadow equipment for children.

More money for scouts. More money for school! Money for a gym to keep us fit.

Gym facility! Money for watton at stone school and scouts.

Money for school, scouts and gym.

Community gym facilities. (it is currently a significant drive to any gym and would improve community spirit in the village). These would preferably be indoors to allow year round use. Extra community cohesion will be especially important as the village has now become the size of a small town. As such I would also request extra funds for the scouts and the school.

Also guide hut is hugely important.

Parking in watton, double yellow line/time specific on the High Street not working.

Car parking in estate both sides of the road, difficult for residents to go home!

Parking plan not considered

Investment in bus services, doctors surgery and ensure mainline rail link continues

There should be footpaths where cycles are not allowed.

Additional parking in Rectory road by cutting into the existing green space which is little used. Many houses in Hockerill have no parking facility.

More parking spaces required in Rectory Lane for school traffic etc.

Transport services, particularly bus service needs investment and improvement, particularly at weekend.

Doctor's surgery needs investment.

Make the builders sort a new scout hut out

I think it is essential that the expansion of the school is considered as part of this plan. Can the school manage another 90 families? The building is already inadequate- poorly laid out and very large classes.

Too much traffic into High Street. The main attraction is the High St. too much traffic

When the Gatekeepers Meadow site was built, we were told there would be a new doctor's surgery built – this hasn't happened. Also a lot more houses were built than

we were told about. Also will the school be enlarged to take into account all the extra children that will be living in these new homes.

Plan for the increase in demand for facilities, particularly the doctors and school if new housing developments go ahead.

Parking around the station (station road, clappers lane, etc) needs addressing. Particularly dangerous parking on station road that affects traffic.

Car parking/drop off at school improved to reduce existing problems.

Car parking for train station improved to reduce existing problems.

Speed camera Walkern Road before we have a death.

Weight limit all entrances to village.

Improve all paths in and out of village.

Transport/parking/roads (and parking on them) a priority for me.

If more homes being built the parking facilities for parents for school drop off needs to be arranged as it's already an issue for residents in Hockerill/Rectory Lane as parents are abusive, rude and park dangerously.

Vehicles in the High Street continue to be a problem which will get worse as the village develops. Public transport is not very good so cars are a necessity. Will all these new houses have parking for four or more vehicles? You can't cycle to Ware, Hertford or Stevenage safely. New development needs to address these issues all of which are not alleviated by a 'wetland'.

I'm still concerned about the number of families who'll move in to the village and the effect it will have on an already bursting school. But I trust that the P.C have this all under control.

Online charts too indistinct,unable to enlarge. Over-crowding in Watton has caused anti-social behaviour in open spaces and schools. Ghetto gangs exist on current estates.

WAS Surgery and doctors are excellent. One assumes another doctor for the practice with so many new houses

Other Comments:

Thank you to the people who have done all the work concerning this plan.

Make community aware of these plans eg website via the Parish News (putting them on the website is not enough).

Thanks for the tremendous efforts you have all made.

A very well thought out and professionally presented plan

I'd like to thank everybody who has contributed towards putting this together. The village are lucky to have you all!

## Appendix 7 – Report of Regulation 14 Comments

Policy	Para	Comment Summary	Action	Change Required	Consultee
Appendix		<p>LGS5 and LGS7 appear to have been proposed for designation in response to being located adjacent to housing allocation proposals and may not be being protected for their own special qualities but to prevent future development or facilitate public access.</p> <p>Para 6.12 suggests that the purpose of LGS7 is to provide protection for valued views across the river valley.</p>	Append change	<p>LGS designated sites do not have to be accessible to the public. LGS 5 already has public access and LGS 7 will include a footpath to the station through the proposals in the Neighbourhood Plan.</p> <p>Amend para 6.12 to refer to inappropriate development and a predominately rural view on the skyline at the brow of the hill.</p>	WE
Appendix		<p><b>POLICY WAS 18 PROTECTED VIEWS</b></p> <p>We have concerns regarding V6: From entrance to village on Stevenage Road (southeastward). We question whether this is justified or appropriate.</p> <p>The Policies Map (figure 6) shows that whilst the viewpoint itself is located within the Parish boundary and designated area, the view stretches across land within neighbouring Aston Parish, outside of the Neighbourhood Plan Area.</p> <p>V6 would not achieve the aim set out in paragraph 6.12, as this seeks to protect the view from existing housing out of the village, not views into the village.</p>	Append change	<p>Amend Appendix F - Protected Views, to recognise that only the foreground and rising land in the distance is in the parish and the land in Aston would not be subject to Policy WAS 18. This is to clarify the matter although no NP can impact on the development of land outside its Neighbourhood Plan Area.</p>	WE
Comments		<p>Thank you for inviting me to comment on the proposal to build at the above site. I have studied the documents submitted on the council's planning web site and have the following comments to make;</p> <ul style="list-style-type: none"> <li>• I am pleased to see that the Police preferred minimum security standard that is Secured by Design (SBD) is referenced in the plan on page 29. Whilst I applaud this, I would like to say that I would like to see this amended to asking applicants to contact the</li> </ul>	Policy & App change	<p>Amend 'Design principles for functional healthy and sustainable places' third bullet by adding "and seeking accreditation to SBD by contacting the local Crime Prevention Design Advisor" embedding this link in the new text</p> <p><a href="https://www.securedbydesign.com/contact-us/national-network-of-designing-out-">https://www.securedbydesign.com/contact-us/national-network-of-designing-out-</a></p>	POL

Policy	Para	Comment Summary	Action	Change Required	Consultee
		<p>local Crime Prevention Design Advisor with a view to seeking to achieve accreditation to SBD. • I would also like to point out that by utilising the requirements of SBD it can assist in many areas and not just dealing with issues around crime, disorder, and the fear of crime. It has also been incorporated into the new National Modal Design Code (see part two section 8 Open Public spaces.). SBD is a well-documented scheme for reducing burglary, vehicle crime and antisocial behaviour, it has also been shown to assist with Climate Change. Professor Ken Pease carried out some research back in 2009 called 'Carbon cost of Crime and its Implications'. Professor Pease calculated the carbon cost of various crimes. This involved not just the cost of the investigation, the insurance visits, manufacturing the replacement goods, it also factored in the fact that victims of burglary tend to move to new properties as they now longer feel safe in their former home. The carbon cost for burglary was calculated to be 2.5 tonnes, as SBD has a proven reduction in Burglaries of &gt;70% this means that the potential carbon footprint of new housing can be dramatically reduced by achieving SBD accreditation. Should you require further information please contact Hertfordshire Constabulary's Crime Prevention Design Service</p>		<p>crime-officers?view=article&amp;id=308#hertfordshire-constabulary</p> <p>And, add in Glossary: "SBD - Secured by Design, advice on crime, disorder, fear of crime in the built environment including public open space. Climate change cost of dealing with crime at design stage can reduce carbon footprint of new homes"</p>	
Comments		Figure 1 has been replicated on both pages.	Para change	Delete Map on page 7	EHDC
Comments		<p>Minerals and Waste Policy Planning</p> <p>3.1 The plan area falls within the 'Sand and Gravel Belt' as identified in Hertfordshire County Council's Adopted Minerals Local Plan. The 'Sand and Gravel Belt' is a geological area that spans across the Southern part of the County and contains the most concentrated deposits of</p>	Para change	HCC should be aware that a NP cannot includes Minerals Planning, however, mention of the Sand and Gravel Belt could be added into the Resources section of the Design Code.	HCC

Policy	Para	Comment Summary	Action	Change Required	Consultee
		<p>sand and gravel throughout Hertfordshire.</p> <p>3.2 The county council, as the Minerals Planning Authority, identifies the entirety of the Sand and Gravel Belt as a Mineral Safeguarding Area. Mineral Safeguarding Areas are identified by the county council, where planning applications for non-minerals development, that are submitted to the District and Borough Councils may not be determined until the county council has been given the opportunity to comment on whether the proposals would unacceptably sterilise mineral resources.</p> <p>Waste</p> <p>3.3 The county council, as the Waste Planning Authority, are pleased to see the statements within the plan regarding sustainable waste management and waste reduction.</p> <p>3.4 The Waste Planning Authority welcomes the requirement for a sustainability statement and a construction management plan for new developments. At present, the adopted Waste Local Plan for Hertfordshire states that new developments should be supported by a Site Waste Management Plan, therefore aligning with the requirements set out in the NP.</p> <p>4.1 To conclude HCC would like to stress the importance of the Local Transport Plan (LPT4) and its sustainable travel policies in the preparation of the NP.</p> <p>4.2 Finally, HCC look forward to working with Watton-at-Stone Parish Council in the evolution of the NP.</p>			
Design Code	5.22	Site constraints on WAS 3 mean that there is an area of the site located in the flood zone which is not suitable for built development. In order to optimise the site and achieve an appropriate density, open space will be provided in two areas of the site. This includes a central area by the	Policy change	Criterion L of WAS 3 is amended to read "The main open space should be combined with SUDs to make the best use of land, link to the new circular path and bridge over the	FNH

Policy	Para	Comment Summary	Action	Change Required	Consultee
		entrance surrounded by new homes, and an area on the western side of the site which will be overlooked by new homes and provides a transition to the wider Green Belt. The design guide is too prescriptive in its current form and should be amended to allow flexibility in the location of open space when site constraints do not allow for all open space to be positioned centrally.		river and be as central to the development as possible."	
Design Code		<p>Is the word 'welcoming' the best term to use in the 6th bullet point, as its meaning is quite ambiguous in the context of the principle? The aim of the principle seems to be that the new development integrates with the existing identity of the village, so perhaps a different term, such as 'locally distinctive', would provide more clarity for decision makers. Reference is made repeatedly to protecting the 'village horizon line', presumably that relates to limiting building heights and maintaining key views, but it is suggested this is explained in the text, so that decision makers are clear on what the village horizon is and how it should be protected.</p> <p>Identity - Bullet point 5 – you may want to refer to development layouts to provide some clarity.</p> <p>The last two bullet points are quite vague and do not really add anything to the design codes that decision-makers can assess against. The last bullet point should be deleted.</p> <p>Built Form - Layout - Bullet point 2 – what requirements are you referring to. It may be useful to refer to the policies.</p> <p>Bullet point 6- Consider if the requirement for 10m gardens is too prescriptive for all developments in the village. The type or location of development may mean this is not always feasible.</p> <p>Bullet point 8 – referring to enclosure, does this conflict</p>	Policy & Para change	<p>Identity 'Design Principles to achieve attractiveness and distinctiveness' replace "welcoming as an extension" with " be integrated and accessible extensions".</p> <p>At both paragraph references and both Policy references (WAS3 and WAS4) to "horizon line of the village" add "(the existing line formed by the heights of existing buildings)".</p> <p>Bullet 5 replace "Places" with "Development layouts"</p> <p>Bullet 8 replace with "New developments should be locally distinctive and make use of variation, features, views and special parts of the site."</p> <p>Delete bullet 8.</p> <p>Delete 2nd bullet.</p> <p>Built Form, Layout, sixth bullet replace "Plots" with "Private amenity space for homes"</p> <p>Delete "to create enclosure".</p>	EHDC

Policy	Para	Comment Summary	Action	Change Required	Consultee
		with being set back from the street and creating more open spaces?			
Design Code		Welcome the aims of the principles to ensure that parking does not dominate the street scene. However, consider rephrasing the following principle for clarity: 'The frontage of a development should not be the position for a parallel street with parking'. It is presumed that this refers to avoiding parallel parking along the street frontage; however, the current phrasing is slightly confusing. The first bullet point in this section states that biodiversity should be enhanced by a minimum of 10%. Whilst this is supported it would be useful to signpost the mandatory net gain requirement introduced by the Environment Act (2021). Bullet point 6- clarify the meaning of 'rain gardens'	Policy & App change	Movement, 'Design principles for accessibility and ease of moving around' penultimate bullet replace with "Parallel parking at the front of a development should be avoided as it distracts from the overall etc..." Nature, 'Design principles for enhancing and optimising biodiversity' first bullet add "preferably" and reference the Environment Act 2021. Reference rain gardens definition in Glossary. Add rain gardens definition to Glossary "Rain gardens are designed in a small depression to benefit from run-off of clean rain water.	EHDC
Design Code	5.17	Context - Para 5.17 states that "A detailed site appraisal is therefore necessary to consider the physical aspects of the site and this should include topography, existing drainage, natural features, ecology, access points, views and vistas and relation to existing development.". It should be made clear in the text if the subsequent design code bullet points provide the site assessment or if this is a separate appraisal. If that is the case more clarity is needed about when this should be submitted and for what types of development. Some of the bullet points in the 'context' section state that existing building heights etc. should be noted. Perhaps 'considered when assessing proposals' may be a better use as the existing terminology does not really provide a criterion which proposals can be assessed against.	Para change	Para 5.17 second sentence amend to " A detailed site appraisal should be submitted with any planning application for major residential development proposals. It is necessary to consider .... existing development." 'Design Principles to enhance the surroundings' first bullet, replace "noted" with "considered when assessing proposals", third bullet replace add "when assessing proposals, seventh bullet replace "enhanced" with "preserved or enhanced", bullets 9,10 and 11 replace "needs to be" with "should be", bullet 12 delete "Any".	EHDC

Policy	Para	Comment Summary	Action	Change Required	Consultee
		Bullet point 7 should be changed to preserved or enhanced or expand on how they can be enhanced? Bullet points 9, 10 and 11 – “needs to be” could be changed to “should” or “must” so the policy reads better. Bullet point 10 should be changed to ‘New development’ as this may not be relevant for all types of development			
Design Code		Would be helpful to expand on the following principle, to provide more clarity for decision makers about what it means in practice: ‘There should be a relationship between the individual items of street furniture’	Para change	Design principles for safe, social and inclusive public spaces clarify bullet 10 replace with "Street furniture positions should be coordinated so they align within one another within public spaces and streets".	EHDC
Design Code		Some of the principles in this section are quite prescriptive, for example in relation to garden size. Is this applicable to all house types and sizes? Too restrictive? What about communal gardens? Some of the criterion in this section repeats earlier design codes e.g. buildings to be set back from street. Please review. Bullet point 13- suggest rewording the following principle so that it better aligns with para 143(f) of the NPPF: ‘Boundaries next to the Green Belt should provide containment for the private housing but also have openness to allow view and connections to the countryside’ The current wording in terms of boundaries allowing ‘openness to allow view and connections to the countryside’ provides a potential conflict with the requirement in the NPPF for Green Belt boundaries to be clearly defined and permanent. For example, a railway line is a well-defined, permanent Green Belt boundary, but would be a physical barrier to ‘connecting’ to the	Para change	Bullet 9 ad "for individual houses". Add to end "Other types of gardens such as communal gardens can be considered for different forms of residential development." Bullet 13 replace with "New Green Belt boundaries should be clearly defined and, as appropriate, enable views and connections to the countryside." Delete bullet 19. Bullet 21 add "where possible" and e.g. roads and railway lines.	EHDC

Policy	Para	Comment Summary	Action	Change Required	Consultee
		<p>countryside. The principle of views and links to the countryside can still be achieved, but it is suggested the principle is reworded, for example:</p> <p>‘New Green Belt boundaries should be clearly defined and, as appropriate, enable views and connections to the countryside’</p> <p>Bullet point 19 - “All housing should be designed to enable the installation of a domestic electric vehicle charging point to the approved industry standard”. This is a standard condition for new dwellings.</p> <p>Bullet Point 21- “The internal layout of buildings should be designed so that habitable rooms and amenity space do not face noise sources”. This should be expanded on or deleted. For example, is a road a noise source? It may be difficult to ensure bedrooms and living rooms do not face a road.</p>			
Design Code		<p>Support the need to mitigate the impact on resources. However, the code refers to ‘all proposed development’, this is quite an onerous requirement if applied to all development, for example household. Clarification and justification of this approach would be helpful.</p> <p>Para 5.27- refers to a water efficiency standard of 110 litres per person per day. Suggest this is unnecessary as it replicates requirements in District Plan policy WAT4.</p> <p>The submission of construction management plans is good practice and supported in principle but if it is a required by the Neighbourhood Plan, there needs to be clearer guidance about what it should include, and which types of developments will be required to submit the plans.</p>	Para change	<p>Wording "All proposed developments..." replaced with "Developments"</p> <p>Reference District Plan Policy WAT 4. Do not delete as it goes beyond WAT4.</p> <p>Bullet re construction management plan amended to read: "A construction management plan is a useful way of demonstrating process of building the development and any impacts on adjacent housing and adjacent natural resources – e.g. habitats, ecology and the River Beane."</p>	EHDC
Design Code	5.13	Whilst HCC understand the rationale for this paragraph, this reflects a vehicle capacity-led and car dependent focus for design which does not align to LTP4 and the aspirations	Para change	include words "infrastructure should be provided for sustainable travel along with ... for its village location, which ..."	HCC

Policy	Para	Comment Summary	Action	Change Required	Consultee
		of HCC as highway authority. HCC would recommend that a holistic and flexible focus is taken here, incorporating opportunities for sustainable travel which can minimise the impacts both within and in the neighbouring communities of new developments.			
Design Code	5.20	<p>HCC would make the following comments regarding this section:</p> <ul style="list-style-type: none"> <li>As per our comments on Paragraph 5.13, the broad focus here is on vehicular capacity which does not align to LTP4 and the aspirations of HCC as highway authority. Again, HCC would recommend that this section is revisited, incorporating opportunities for sustainable travel, including public transport which seems to have been omitted.</li> <li>HCC acknowledge that rural areas will have greater car dependency for longer going forward, however we would suggest that there's still a case to be pushing developers and the planners to be bolder with lower onsite parking provision, even in more rural areas. HCC would suggest that a number of points here are amended to allow for each development to be considered on its own merits in this respect, rather than an automatic 'maximum' parking standards approach which is implied.</li> <li>"Rear parking courts should only be considered when all on-street options have been exhausted". This is not specified as a requirement from the government's Design Code, which has been referenced elsewhere, and does not directly accord with the principles of HCC and LTP4. HCC would suggest more flexibility is allowed on this point as rear courtyards can offer opportunities to remove vehicles from the street scene to help create truly pedestrian and cycle friendly streets, and it reduces the number of</li> </ul>	Para change	<p>Add reference to public transport in para 5.20.</p> <p>Add "in cul de sacs" after "introducing shared surfaces".</p> <p>This is not the right section to introduce home working and improvements to amenities, which is dealt with in other policies in the plan. This would only be appropriate in a town or new settlement, not at the scale of development proposed in Watton-at-Stone.</p>	HCC

Policy	Para	Comment Summary	Action	Change Required	Consultee
		<p>frontage vehicle accesses which can create conflicts between pedestrians, cyclists and vehicles.</p> <ul style="list-style-type: none"> <li>• HCC would suggest there is an opportunity to reflect reducing the need to travel in this section, as is noted in WAS25. This could consider home working as noted, but also improvements to amenities to reduce the need to travel outside of Watton-at-Stone to access services.</li> <li>• HCC would suggest that references to shared space are removed from the document as the DfT has withdrawn guidance on this.</li> <li>• HCC would suggest that reference needs to be made to our Speed Management Strategy in respect of traffic calming and design for lower speed environments.</li> <li>• HCC would suggest public transport is acknowledged in this section, as it has been identified elsewhere in the plan, and is a clear measure to reduce the impacts relating to car dependency from new developments. HCC would suggest that a conversation with our Herts Lynx team would be beneficial to understand if there are any opportunities for Watton-at Stone to be integrated into this service.</li> <li>• The inclusion and acknowledgement of connecting new footpaths and cycle paths to new and existing areas is welcomed.</li> <li>• HCC would also suggest some consideration is given to the role behaviour change and marketing in reducing the need to travel by car and accessing the associated benefits in respect of health and wellbeing and air quality. A conversation with HCC's Travel Plan team would be useful in that respect.</li> </ul>			
Design Code	5.25	HCC would suggest that sustainable travel needs to be reflected in this section as a means to reduce carbon	Para change	Para 5.25 to read "The opportunity should be taken to develop new homes which are accessible by sustainable modes	HCC

Policy	Para	Comment Summary	Action	Change Required	Consultee
		emissions from new developments, given that transport is a main contributor.		sustainable, conserve natural resources and are economic to live in for the inhabitants."	
Design Code	5.19	These minimum standards are higher than average. When considered alongside other site constraints, it will be difficult for developments to target the density required by the Neighbourhood Plan of 30 units per hectare. The standards in the Neighbourhood Plan should be updated as below: "Residential houses should be set back off the road by a minimum of 3 metres and garages a minimum of 5 metres from the back of footpath".	Para change	Para 5.19 further amended to provide an option - 5m set back if parking to be allowed on front garden and 3m set back with a condition that parking will not be allowed on front gardens. Garages should remain 6m back	FNH
Design Code	5.19	The layout of a development, including the location of open space, is largely dictated by site specific constraints. Whilst it is agreed that it is desirable to have open space located in the heart of a development, constraints can mean that this is not always achievable.	Para change	Changes made as per other comments	FNH
Design Code	5.20	The front of the development at WAS 3 will include a landscape buffer along Walkern Road which then steps down to an access road with an element of parking to serve the dwellings at the front of the site. This is the result of development responding to site constraints and respecting the existing building line along Walkern Road whilst achieving a suitable density within the region of 30 dwellings per hectare. It is not considered that this will be detrimental to the development or views from Walkern Road because there is a level difference between Walkern Road and the site, which along with proposed landscaping, will create a soft buffer between Walkern Road and the new development	Para change	Specific policies override the Design Code plus amendment as per WE comment.	FNH
Design Code	5.24	A minimum garden size of 100 sqm is not always achievable for terraced dwellings. The Neighbourhood Plan wording should be updated to reflect that smaller units	Para change	100 metres is a 'target' garden size. Para amended to specify for "individual houses" and a set minimum of 10 metres in length.	FNH

Policy	Para	Comment Summary	Action	Change Required	Consultee
		may not meet this standard and should be considered on a site by site basis.			
Design Code	5.24	The standard of 15 meters to an existing rear boundary contradicts the minimum garden lengths of 10 meters featured at para 5.19 of the Design Code. This standard is also considered excessive and will have a detrimental impact on the optimisation and density of new sites. The back to back standard of 25 metres between buildings is sufficient to ensure an appropriate separation distance between existing and new dwellings. The 15 meter standard should be removed from the Design Code.	Para change	Bullet 10 deleted.	FNH
Design Code	5.24	<p><i>"Where new development backs on to the rear gardens of existing housing, the distances between buildings should be a minimum of 25 metres."</i></p> <p>It should be clarified that 25 metres is measured from the back wall of the main dwelling and not the garage. Back to back distances are typically from the windows of proposed dwellings to the windows of existing dwellings.</p>	Para change	Amend para 5.24 bullet 11. to include "the back to back distances of the windows of the proposed dwellings to the windows of the existing dwellings." replacing ""the distances between buildings"	FNH
Design Code	5.27	The renewables should not be limited to ground source heat pumps and PV only. Air source heat pumps are now widely used. The Neighbourhood Plan should be updated to reflect the East Herts Sustainability SPD (March, 2021) which sets out which renewable technologies are considered acceptable	Para change	Amend as suggested by FNH.	FNH
Development Strategy		<p>The Council supports the Neighbourhood Plan's use of a masterplan vision and design code, as a means of proactively delivering a design-led framework for growth. It is a positive approach to facilitating high quality, sustainable development, which meets the community's objectives for the village.</p> <p>Paragraphs 5.1- 5.8 positively set out the strategy for delivering new development in the village which benefits</p>	Para change	Change references to "overall master plan" to "artists impression"	EHDC

Policy	Para	Comment Summary	Action	Change Required	Consultee
		<p>the local community, reflects and enhances the local character and increases connectivity. Figure 8 complements the text with a visual interpretation of the new development within the wider village context.</p> <p>However, it is considered that more information is needed to clarify the purpose and interpretation of the 'overall masterplan'. Para 5.1 states 'This masterplan creates a framework which provides form and purpose to the different areas, connectivity and plots of land'. Does this mean that the proposed layout and form of development must be in accordance with Figure 8, or is this indicative? From the scale and perspective of the masterplan it is quite difficult to see the proposed land use and their relationship with existing development. Perhaps if the site boundaries/ new connections were annotated it would be easier to interpret. Alternatively, for clarity, the masterplan could be accompanied by a plan which identifies the boundaries, constraints/ opportunities and the existing built form, so that the local context is easier to understand visually.</p>			
Development Strategy	6.11	<p>WAS 3 is suitable for a small number of flats to provide a range of dwellings as sought by the Neighbourhood Plan, including 1 and 2 bed dwellings. The provision of flats will ensure the site is optimised and enable delivery of a density in line with the Neighbourhood Plan requirement of 30 dwellings per hectare. Flats will be located to the north, away from the most sensitive parts of the site and have a minimal impact on Protected View 7.</p> <p>This paragraph is inconsistent with Policy WAS 3 at page 36. The following updates should be made to paragraph 6.11 to ensure the plan is consistent and robust:</p> <p>"This has led to the selection of WAS 3 Housing Site</p>	Para change	Amend as suggested by FNH.	FNH

Policy	Para	Comment Summary	Action	Change Required	Consultee
		Allocation Walkern Road as a site suitable for development of up to 60 houses homes. The view across the valley needs to be protected by limiting height of development to no more than two 2.5 storeys. "			
Introduction		Figure 6: Policies Map (Comment) Site WAS 5 (Brownfield Sites): Perrywood Lane, Watton-at-Stone is not clearly identified on the Policies Map. For the purposes of accuracy, this omission should be rectified in the submission version of the Neighbourhood Plan.	Policy & Para change	Amend title of WAS5 to "Brownfield Sites and Previously Developed Land". Amend WAS5 II. "Two other sites on previously development land within the Green Belt ...". Perrywood Lane and Mill Lane are not Brownfield Sites. Also amend paras 6.22 to 6.24 to clarify the difference between the sites.	HTW
Introduction	1.40	The NPPF was last updated in July 2021, so the para should refer to NPPF (2021), not 2019.	Para change	Numerous - check all references and the paragraph numbers they quote	EHDC
Objective 10		HCC broadly support this objective, however we would recommend that public transport is incorporated into this given it forms a significant part of the sustainable travel hierarchy, as identified in Policy 1 of LTP4.	Para change	Add "public transport" after "including"	HCC
Objective 6		HCC broadly support this objective as it aligns to the policies outlined in our Local Transport Plan (LTP4). However, HCC would suggest instead of 'accessibility', this should be accessibility by sustainable modes.	Para change	Amend Objective 6 as suggested	HCC
Objective 7		HCC have concern with this objective as this reflects a vehicle capacity-led and car dependent focus for design which does not align to LTP4 and the aspirations of HCC as highway authority. HCC would suggest a focus on providing car parking is likely to compound these issues rather than solve them. HCC would therefore recommend that a holistic and flexible focus is taken here, incorporating opportunities for sustainable travel which can minimise the impacts both within and in the neighbouring communities of new developments.	Para change	Add "and provide infrastructure for sustainable modes of transport"	HCC

Policy	Para	Comment Summary	Action	Change Required	Consultee
WAS1		<p>In accordance with District Plan policy VILL1, the Council supports that the policy identifies housing supply to deliver at least a 10% increase of housing stock to 2033. The fact that the 92 dwellings is a minimum figure is a critical component of Policy VIL1, which is acknowledged by the growth strategy proposed in Policy WAS1.</p> <p>However, the strategy would benefit from more clarity in relation to the brownfield sites. Whilst it is noted that information is outlined in Policy WAS5, it is suggested that Policy WAS1 includes the number of dwellings expected to come forward on the allocated brownfield sites (in the same way it does in terms of completions, permissions and the greenfield allocations), to help demonstrate the deliverability of the proposed strategy.</p>	Policy change	<p>Amend WAS 1 para I. replace fourth bullet with "Development of Brownfield Sites within the village boundary, identified in Policy WAS 5 para I. (WAS 5a and WAS 5b) will accommodate 17 homes."</p>	EHDC
WAS2		<p>District Plan Policy VILL1 justifies the exceptional circumstances for amending the Green Belt boundary at Watton-at-Stone to accommodate the district's housing strategy. As outlined in the policy WAS2 the NPPF now enables Neighbourhood Plans to review Green Belt boundaries. However, please note, the paragraph reference in the policy needs updating to para. 140 of the NPPF (2021), not para. 136.</p> <p>In addition to allowing Neighbourhood Plans to amend the Green Belt boundaries, the NPPF emphasises the need for new Green Belt boundaries to be permanent and well-defined. The Neighbourhood Plan supporting text and the sites assessment that has informed the site allocations refer to the road and railway as strong Green Belt boundaries and state that the new boundaries will be more defensible than current boundaries (para 6.10). These are valid points but to evidence the NPPF</p>	Policy & Para change	<p>Para 6.15 add "The new boundary reflects existing physical features, where possible, such as roads, the river and the railway line. The western boundaries of sites WAS 3 and WAS 4 are mapped to align with the parish boundary between Watton-at-Stone and Aston, where there is currently no physical boundary on the ground. It will be these boundaries will be marked by landscaping, including field boundary trees."</p> <p>Amend WAS 3 with a new criterion b) to read "A new permanent village boundary should be created to form the western edge of the site along the boundary with Aston parish with appropriate planting of native species, including field boundary trees to create a clearly recognisable and permanent</p>	EHDC

Policy	Para	Comment Summary	Action	Change Required	Consultee
		requirements it is suggested that para 6.15, which relates to policy WAS2, adds additional text to justify the amended Green Belt boundaries. This should explain how they reflect existing physical features where possible. Or, as appropriate use landscaping and planting to provide a defined, recognisable boundary to the Green Belt.		new Green Belt boundary. Amen WAS 4 to move the criterion about the new village boundary to criterion b) and add "including field boundary trees to create a clearly recognisable and permanent new Green Belt boundary."	
WAS3		<p>The Council welcomes this criterion based policy to help deliver sustainable development in line with community objectives for the site.</p> <p>The Council has several comments in relation to the criteria:</p> <ul style="list-style-type: none"> <li>• Criterion I and L both require a central open/ green space, with a connecting footpath. Perhaps delete L if it does not add additional value.</li> <li>• The site lies within an Area of Archaeological Significance so a similar criterion to Policy WAS4 (f) should be included.</li> <li>• Recommend adding an additional criterion about the new Green Belt boundary. Whilst much of the site is contained by physical barriers, it appears that the northwestern part of the site boundary will need to be defined by planting. Suggest the following wording, or similar:</li> </ul> <p>'Provide appropriate landscaping and planting along the north western boundary to provide a soft edge to the development and define the new Green Belt boundary.'</p> <p>As outlined above (see response to WAS2), it is recommended that paragraphs 6.18 and 6.19 are expanded to fully justify the Green Belt review at this location. The 'Housing Strategy Section' of the Neighbourhood Plan 'evidence's the Green Belt allocations on the basis of a number of factors- the site selection assessment, engagement with developers, sustainability</p>	Policy change	<p>Criterion I delete "and central communal green space".</p> <p>Add new criterion "The site lies in an area of Archaeological Significance and appropriate mitigation will be required where District Plan Policy HA3 applies."</p> <p>New criterion added re Green Belt boundary.</p>	EHDC

Policy	Para	Comment Summary	Action	Change Required	Consultee
		benefits and the lack of current, defensible boundaries to the north of the village. However, this information does not explain exactly how and why the Green Belt boundaries have been amended at this allocation. It is important that the Plan justifies the boundaries related to Housing Allocation WAS3, to demonstrate compliance with paragraph 143 of the NPPF. This includes the creation of well-defined, permanent boundaries. As such, it is recommended each of the new Green Belt boundaries defined around WAS3 is clearly justified.			
WAS3		<p>Fairview support the principle of WAS 3 being included as an allocation for 60 Homes. Comments on the policy wording is as follows:</p> <p>j) The proposed location of the bridge is currently in the flood zone which will require approval from the Environment Agency. Fairview are working with the Environment Agency and East Herts District Council. Wording in the Neighbourhood Plan should be updated to reflect this:</p> <p><i>"Specifically, this development will provide a new pedestrian/cycle bridge over the River Beane (in consultation with the Environment Agency and East Herts District Council) ...</i></p> <p>l) Site constraints on WAS 3 mean that there is an area of the site located in the flood zone which is not suitable for built development. In order to optimise the site and achieve an appropriate density, open space will be provided in two areas of the site. This includes a central area by the entrance surrounded by new homes, and an area on the western side of the site which will be overlooked by new homes and links the River Beane and wider Green Belt.</p>	Para change	<p>Amend WAS 3 criteria J to reflect change to WAS4 re deleting lighting requirement which is now in WAS 10 and add "(in consultation with the Environment Agency and East Herts Council)".</p> <p>L already amended but amended further to reference the flood zone.</p>	FNH

Policy	Para	Comment Summary	Action	Change Required	Consultee
WAS4		WAS4 Criterion (d) The Policies Map clearly demarks the boundary to the site which mostly follows the 65m contour line save for a small deviation. The 65m contour site boundary has not been justified. Site Policy WAS3 is not constrained by the 65m contour. This is unfair.	Policy change	Amend Criterion (d) to refer to the actual site boundary which includes the small deviation and the importance of the 65m contour.	WE
WAS4		WAS4 Criterion (f) Part of the site includes an AAS as defined by District Plan Policy HA3. This requires desk based assessment, field evaluation, excavation and recording but not mitigation.	Policy change	Reword Criterion (f) "The site lies in an Area of Archaeological Significance where District Plan Policy HA3 applies.	WE
WAS4		WAS4 Criterion (i) We cannot comply with the requirement for paths and green corridors to connect to existing green areas beyond the development site as it is not adjacent to any green areas or rights of way with public access.	Policy change	The second sentence in this policy is confusing. Paths are dealt with in Criterion (j). The point about green corridors relates to the movement of wildlife and does not require public access or open space. We are looking for green corridors through the site to the countryside beyond. This should be in a separate criterion "Green corridors should be created through the site to allow access for wildlife."	WE
WAS4		WAS4 Criterion (k) The Suds has to be located on the lowest part of the site which is at the road frontage and incorporated with the open space would provide an attractive gateway. The open space cannot literally be central i.e., away from the frontage and uphill.	Policy change	Best practice does require multifunctional open space and SUDs. Amend Criterion (k) to "The main open space should be combined with SUDs to make the best use of land, link to the new circular path, and be as central to the development as possible."	WE
WAS4		WAS4 Criterion (j) Para 6.13 describes the remaining farmed land as a "recreation area" and requires a management plan for its upkeep. This land will continue to be farmed under the current stewardship scheme for the benefit of biodiversity and wildlife or for arable production which would be incompatible with public access. We question whether the requirement for lighting is	Policy & Para change	The landowner has been clear that the field will not have public access other than on the required footpath to the station. Para 6.13 should be amended (See also the description of LGS 7 in Appendix E). Para 6.13 does not refer to a "recreation area" as such but the point is accepted.	WE

Policy	Para	Comment Summary	Action	Change Required	Consultee
		appropriate given the aspiration to keep the higher ground undeveloped. Lighting would be better dealt with in WAS10.		A very low level of ground based lighting would help the year round use of the path - however, the lighting issue could be better dealt within in Policy WAS10.  Remove reference to lighting i.e., the second sentence of Criterion (j).	
WAS4		WAS4 Criterion (e) This criterion lacks clarity and question whether it is necessary. Site WAS4 is not visible from View point 7. The higher ground beyond WAS4 is visible at present but will not be visible once WAS3 is developed. View 6 photograph is not taken from the location shown on the Policies Map and the description does not correlate with that location. From the location on the Policies Map WAS4 is not visible.  The meaning of the wording "do not break the horizon line of the village" is unclear and suggest this is removed as it is unnecessary alongside the policies on building heights and development extent.	Photo change	View 6 amended so that the point the view is taken from is within the Neighbourhood Plan Area.  Explanation of the importance of the horizon line also added.	WE
WAS4		The Council welcomes this criterion based policy, to help deliver a sustainable development in line with community objectives for the site. In relation to criterion l) reference to the creation of a new village boundary along the western edge of the site is supported. However, it is suggested that the words 'and Green Belt' are inserted after the word village because it is both the village and Green Belt boundary. In addition, is the southern edge (adjoining LGS7) to the new Green Belt boundary defined? If not, reference should also be made to planting along that edge of the site.  Given that para.6.21 identifies the need for a visual impact assessment, you could consider including within the policy criteria, to give the requirement additional weight.	Para change	Criterion re boundary amended.  Additional criterion added to require a landscape and visual impact assessment.  Paragraph added to describe the new Green Belt boundary. Paragraph 6.21 expanded to include reasoning for the constraint on the site: This restraint "is based on a thorough understanding of topography of the village, important views and ensuring that the new development is nestled in to the village."	EHDC

Policy	Para	Comment Summary	Action	Change Required	Consultee
		<p>As outlined above (see response to WAS2), it is recommended that paragraphs 6.20 and 6.21 are expanded to fully justify the Green Belt review at this location. The 'Housing Strategy Section' of the Neighbourhood Plan 'evidence's the Green Belt allocations on the basis of a number of factors- the site selection assessment, engagement with developers, sustainability benefits and the lack of current, defensible boundaries to the north of the village. However, this information does not explain exactly how and why the Green Belt boundaries have been amended at this allocation. It is important that the Plan justifies the boundaries related to Housing Allocation WAS4, to demonstrate compliance with paragraph 143 of the NPPF. This includes the creation of well-defined, permanent boundaries. As such, it is recommended each of the new Green Belt boundaries defined around WAS4 is clearly justified.</p>			
WAS4		<p>WAS4 Criterion (b) The houses fronting Stevenage Road adjacent to the site allocation are set back by approximately 12-14m. This exceeds the 5m specified in the Design Code. This neither makes efficient use of the available land nor represents the better elements of character and design within the village. Houses along the High Street have a smaller set back and provide a more characterful and active frontage with the buildings setting the character rather than parking areas. The development on this site should mimic the set back and variation of the High Street to better reflect the character of the settlement within the conservation area rather than the adjacent modern houses which have a suburban character and are out of keeping with the special character of Walkern.</p>	Para change	<p>The intention to follow the existing set back in this part of the village is to respect its location on the village outskirts and retain an open and green entrance to the village along Stevenage Road. The site is not in the conservation area, and it would not be appropriate to try and replicate development in the conservation area. The contribution the Woodhall Estate has made to the village and the style of some of its older estate housing is appreciated. However, WAS4 requires a fresh approach to design that is characterful but appropriate to the location. Some variation in set back can be accommodated.</p>	WE

Policy	Para	Comment Summary	Action	Change Required	Consultee
		If the large set back distance remains in the policy we request that this part of the policy is sufficiently flexible to allow some parking to the front of these houses in this location. The policy should allow for the most appropriate parking arrangement to be determined at detailed design stage.		Policies WAS3 and WAS4 provide specific criteria which come above the Design Code in order of importance for these specific sites, but this is not clearly explained in the text, e.g., in para 5.9 (intro to the Design Code), 6.19 (intro to WAS3) and 6.21 (intro to WAS4).  Parking arrangements should be determined at detailed design stage, but the domination of parking areas in the setback space for WAS4 will not be acceptable.	
WAS5		Why on earth would you build only 2 houses on this car park and then expand the original parking to make an over flow car park? For the sake of 2 houses, why not leave it alone and then there is no need to build an additional overflow car park? This is an utterly pointless use of public money	Policy change	Policy amended to "• WAS 5b: Great Innings car park to provide up to two homes in addition to improving the remaining part of the overflow car park for Great Innings residents. "	RES8
WAS5	I	I just wanted to comment specifically on the Great Innings Car Park. We usually have between 8-12 cars regularly park in that space as Great Innings North is poor for parking. I am worried about losing this space to park. I don't have a problem with that old building being knocked down, as it is an eyesore, and replaced with 1 house, but there needs to be enough space for people to park as around here every household seems to have a minimum of 2 cars (usually more). I believe you would need to look at creating better parking around the whole of that bend on both sides. Also consider electric cars in future and how most people here will be unable to charge cars from their houses.  Thanks for your time.	Policy change	The detail of the road Text added "The site could also accommodate a communal electric car charging facility."	RES17
WAS5	I	Whilst I am not opposed to the demolition of the old clinic building on Great Innings and recognise the need for more	Policy change	As above	RES18

Policy	Para	Comment Summary	Action	Change Required	Consultee
		<p>housing, the car park is valuable to many of the residents and visitors on this part of Great Innings. This includes nurses and carers who come regularly to the bungalows. I have young children and regularly find that there is no parking outside my house- I use the carpark as it is a short walk to my house.</p> <p>If the planning is to go ahead, sufficient works must take place to ensure that there is enough parking for all residents. In addition, two more households will bring another 4 cars to the road. As it stands, without the car park, the road cannot accommodate the cars of the residents.</p> <p>You mention in your plan to improve safety and parking, but it is not clear what this means. Clarity would be helpful and reassuring.</p> <p>I would be highly opposed if the new works did not consider the needs of the current residents, in favour of the new development.</p>			
WAS5		Support the allocation of the brownfield sites within the village development boundary and their identification on the policies map. However, given that the two sites are housing allocations, they should be given separate site references and identified as such on the policy map.	Policy change	<p>Policy and Map change.</p> <p>Amend WAS 5 I. first bullet to add "WAS 5a" at beginning</p> <p>Amend WAS 5 I. second bullet to add "WAS 5b" at beginning</p>	EHDC
WAS6		<p>Support the use of a design code to guide the design of the new development in Watton-at-Stone. However, suggest some of the criteria are reviewed to consider their deliverability, either in terms of being potentially too prescriptive or alternatively too general and requiring clarification. See detailed comments on the design code in response to section 5 above.</p> <p>For clarity, the policy could be reworded to say 'the design of all development proposals shall be assessed against...</p>	Policy change	Amend first sentence of WAS 6 to read "The design of all development proposals shall be assessed against the Watton-at-Stone Design Code."	EHDC

Policy	Para	Comment Summary	Action	Change Required	Consultee
WAS6		The Design Code should include density ranges as this would not only build in flexibility but also help achieve the balance between efficient use of land and creating beautiful and sustainable places. Alternatively, the wording could be adjusted to "around 30 dph on average" which provides guidance to support the efficient use of land, whilst providing a level of flexibility for density variation to reflect variations in proposed character, and to avoid cramming of constrained or awkwardly shaped sites in order to hit the target.	Para change	Add "an average" in para 6.14 first sentence.	WE
WAS6		<p>Page 24: We would also advise against 5 metre gardens, as in our experience these are commonly lost over time to front drive parking, as they are of sufficient depth to accommodate a car. The importance of planting in front gardens could also be emphasised.</p> <p>We suggest the wording of the 7th bullet point under Built Form/layout be altered to:</p> <p>"Residential houses should be set back off the road by a privacy strip or planted front garden of between 1m and 4m, with the size of set-back being appropriate to the character and context of the proposed development.</p> <p>Where garages are provided, a minimum of 6 metres from the back of footpath to allow the opening of the front garage door and a car's length on the driveway. This approach allows the provision of 2 car spaces per property."</p>	Para change	<p>Design principles for a coherent pattern of development - Layout: 7th bullet add "to allow parking on the front garden, should this be allowed. Alternatively, the development could include a restrictive condition removing the right to park on front gardens."</p> <p>Add bullet after 7th bullet "Front gardens should be green and landscaped to provide a soft street scene and improve biodiversity on the site."</p>	WE
WAS6		The Design Code contains a similar requirement to part k) of Policy WAS 4 to locate open space in the heart or centre of new development and specifies that this " <i>must not be on the perimeter of the development</i> ". Whilst we fully support the principle of creating a positive, attractive and usable amenity space, a central location will not	Para change	Replace bullet as follows: "The open space allocation must be integrated within the heart of the development and create a positive, attractive and usable amenity space. It must be designed in a location which is easily	WE

Policy	Para	Comment Summary	Action	Change Required	Consultee
		<p>necessarily achieve this aim and could restrict flexibility to work with specific site constraints, including contours. This is particularly relevant given that the intention is that the Design Code will be applicable to all planning applications coming forward in the village. We suggest the following amendment to the first bullet point under Built Form - Landscape Design, 1st bullet:</p> <p>“The open space allocation must be integrated within the heart of the development and create a positive, attractive and usable amenity space. It must be designed in a location which is easily accessible for residents of the scheme and of the wider village.”</p>		accessible for residents of the scheme and of the wider village.”	
WAS6		A similar amendment could be made to the 3rd bullet of Public Spaces. This bullet refers to “open space allocations” which is contradictory with the location of a number of proposed Local Green Spaces allocations.	Para change	Re-phrased bullet to read: "The location of open spaces within new development, needs to be integrated, to ensure they are well used, passed through and a focal point for the community. Open space on the perimeter of development plots should be avoided."	WE
WAS6		<p>The requirement for paths to have a maximum gradient of 1 in 20 is overly prescriptive given the topography of Watton and may place limits on the routing of the proposed circular footpath route (gradients on the mid-section of the Stevenage Road site are around 1 in 7 for example and could result in an over-engineered solution). We suggest the 7th bullet point is adjusted as follows:</p> <p>“Paths should be accessible for all with a maximum gradient of 1 in 20, wherever possible. Their widths should be relative to their use and significance.”</p>	Para change	Add ", wherever possible" after "20".	WE
WAS6		The 10th and 11th bullet point under Homes and buildings deals with privacy distances. The generally accepted standard is 20m - 21m back to back between property rear	Para change	Replace 11 bullet with "Where new development backs on to the rear gardens of existing housing, the distance between	WE

Policy	Para	Comment Summary	Action	Change Required	Consultee
		elevations. We can understand the wish to increase this 25m in the case of new properties backing onto existing properties, however this will have an impact on achievable densities and should be adjusted as follows: "Where new development backs on to the rear gardens of existing housing, the distance between property rear elevations should be a minimum of 25 metres, wherever possible."		property rear elevations should be a minimum of 25 metres, wherever possible."	
WAS6		The 10th bullet is unnecessarily prescriptive and should be deleted. Privacy distances are better covered with reference to property distances (as set out in the 11th bullet), given that the length of existing gardens will vary substantially.	Para change	Bullet 10 deleted.	WE
WAS6		Paragraph 5.27 contains prescriptive requirements relating to carbon reduction and sustainability. We support the Plans commitment to sustainability; however, the detailed targets require evidenced justification. We would prefer to see wording such as: New development must meet and seek to exceed current national and local policy and building regulations in relation to sustainability and carbon reduction".	Para change	Add to the 1st bullet "New development must meet and seek to exceed current national and local policy and building regulations in relation to sustainability and carbon reduction." before "A 31% ..." and "is recommended" to the end of the bullet.	WE
WAS7		POLICY WAS 7 HOUSING MIX We support the requirement for the housing mix of new development to be in accordance with current and future local housing need and housing market assessments. However, we do not support the requirement to prioritise smaller homes. To do so conflicts with the requirement to look to current and future need. According to the supporting text, the need for smaller homes is based on information provided by EHDC over three years ago. The supporting text reports that public consultation suggested 2-4 bedrooms. Woodhall, as a	Policy change	WAS7 to clarify that the requirement for smaller homes is specifically for affordable housing and those in housing need. Amend WAS 7 I. second sentence to replace "affordable homes" with "Affordable Housing" and add "for those in housing need".	WE

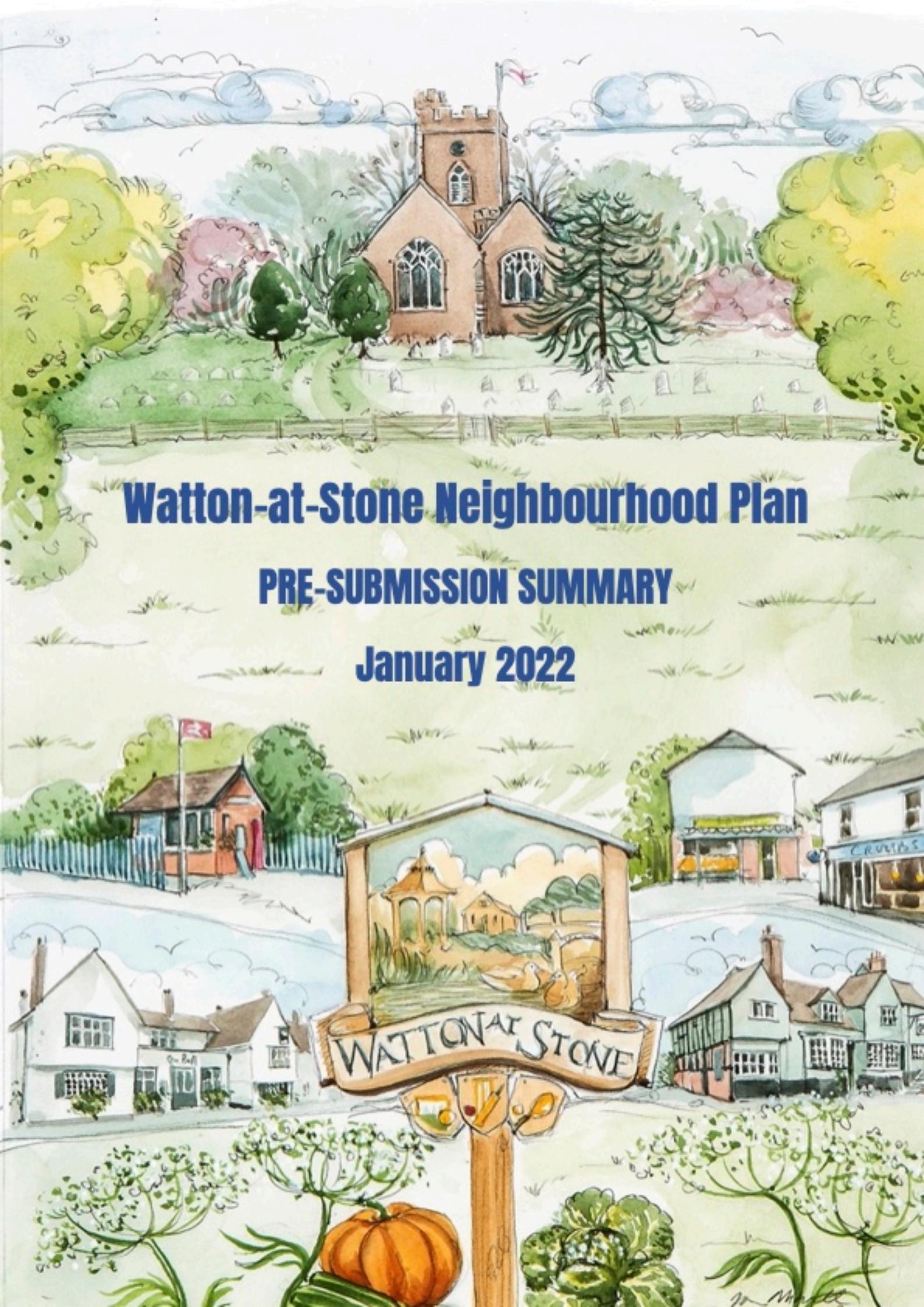
Policy	Para	Comment Summary	Action	Change Required	Consultee
		<p>significant housing provider within the village, experiences greatest demand for 3-4 bedroom homes to allow families to grow and stay in the village. This demand tends to be from existing tenants wanting to scale up in size. It is only the reference to "local knowledge" in the supporting text which justifies the smaller home priority, and it is not clear what this local knowledge is or why this was not reflected in the consultation.</p> <p>Our view is that Policy WAS 7 should require housing mix to be based on the most up-to-date evidence of housing need, ideally a village specific Housing Needs Survey, at the time proposals are made.</p>			
WAS9		<p>HCC broadly support this policy; however we would suggest that any recommendations for electric vehicle charging need to be in line with our emerging Electric Vehicle Charging Strategy and need to also be agreed with East Herts District Council as parking authority.</p> <p>HCC would also recommend referencing our HCC Planning Obligations Toolkit (2021) in this policy.</p>	Para change	<p>Comments about electric vehicle charging will be agreed with EHDC when a planning application is submitted.</p> <p>Reference HCC's Planning Obligations Toolkit in para 6.33.</p>	HCC
WAS10		<p><b>POLICY WAS 10 FOOTPATH/CYCLE CONNECTION</b></p> <p>We support the provision of footpath links between the development sites and the station.</p> <p>Please note comments in respect of Policy WAS 4 j) and Policy WAS 17.</p>	Policy change	<p>To take into account WE comment on WAS4 Criterion (j) this policy should be amended to include lighting requirements. Amend Policy WAS10 replace the end of the first bullet with a new sentence "Where appropriate, this route should be adequately lit for pedestrians and cyclists in a manner that is sensitive to the requirements of nocturnal wildlife".</p>	WE
WAS11		<p>Criterion II – It would be beneficial to give more clarity on 'unused', for example how long would the asset need to be unused for.</p> <p>Paragraph 6.52 states that an extension to Glebe Court</p>	Policy & Para change	<p>Amend WAS 11 II. Replacing "unused" with "no-longer used with no likelihood that re-use was possible or desireable"</p>	EHDC

Policy	Para	Comment Summary	Action	Change Required	Consultee
		would be permitted. It is suggested that this wording is revised because if it resulted in the loss of allotments, the proposal would need to meet the requirements of District Plan Policy CFLR1 VI. before it was permitted by the Council. Perhaps the word 'supported' would be more appropriate than permitted.		Amend para 6.52 replacing "permitted" with "supported". Reference also the requirements of District Plan Policy CFLR1 on allotment provision.	
WAS12		Given that the policy references football facilities, it should refer to District Plan Policy CFLR1 (Open Space, Sport and Recreation) in addition to Policy CFLR7	Policy change	Amend WAS 12 adding "CFLR1" after "District Plan Policy".	EHDC
Objective 10		Objective 10 replace the word footpaths with Public Rights of Way. There are other status of routes that can enable active travel.	Policy change	Objective amended	RES22
WAS15		Adequate car parking will be essential in proposed Mill Lane sports facility.	Policy change	Wording added re car parking	RES32
WAS16		POLICY WAS 16 PROTECTED RECREATIONAL OPEN SPACE We object to the allocation of land at Mill Lane as PROS6 Protected Recreational Open Space. Part II of Policy WAS 16 clearly relates to the retention of existing recreation areas, its purpose being to resist loss of such places and ensure their replacement in the event they are lost. The site is not currently in recreational use. It is agricultural grassland over which Woodhall permit public access. It is therefore inappropriate to protect it under this policy. Policy WAS 15 sets out the aspirations for the site and we consider that this policy alone should apply. Furthermore, the protection extends to land to both sides of Mill Lane. As set out above, Woodhall are not able to offer land to the north-west as recreational space as this is to be retained as undeveloped countryside for the benefit of the Jubilee Woodland. It is wholly inappropriate to apply this policy to this land as there is no potential for it to be developed for sport and recreation use in the future.	Map change	Redraw PROS6 to exclude the north side of Mill Lane. However, we should keep the south side to retain some protection of this space.	WE

Policy	Para	Comment Summary	Action	Change Required	Consultee
WAS19		<p>It is suggested that the link to the current Defra metric is moved into the supporting text rather than the policy. It would also be helpful context if the supporting text referenced the mandatory 10% net gain requirement that has been introduced by the Environment Act.</p> <p>The Policy refers to Herts Ecological mapping and references different areas/ colours. For clarity it would be helpful if the map was included in the Neighbourhood Plan.</p>	Policy & Para change	<p>Mapping is already included as Appendix B. Move link to Biodiversity metric to text and refer to the Environment Act in similar way to comments about Design Code. This requirement may not be a legal requirement before our NP is adopted.</p>	EHDC
WAS20		<p>Criterion III - This could be reworded as currently, stating that it is essential does not provide criteria for proposals to be assessed against. For example, the criterion could be reworded to 'all new development proposals should comply with water efficiency standards and development management policies...'. However, compliance with water efficient standards is already a requirement of District Plan Policy WAT4, so consideration should be given to the need for this criterion.</p>	Policy change	<p>WAS 20 III. Amend as suggested.</p>	EHDC
WAS21		<p>Criterion I – when referring to the Watton-at-Stone Conservation Area Character Appraisal, 'subsequent updates' is not included in the text whereas it is in the following policy.</p> <p>Criterion III – a heritage statement is a validation requirement for proposals affecting designated heritage assets and therefore should be deleted as a heritage statement is required anyway when the above applications are submitted.</p>	Policy change	<p>WAS 21 I. add "and subsequent updates" after "2014" and delete III. as this is now a requirement.</p>	EHDC
WAS22		<p>The Conservation Area and the designated heritage assets (called listed buildings in WAS21) have a policy which includes the setting of these assets as, rightly, an important part of their significance.</p> <p>WAS22 for non-designated heritage assets should also</p>	Policy change	<p>Amend WAS 21 para II. Delete ", including all listed buildings," Add "and the contribution of its setting to that significance" to WAS 22 para II.</p>	HGT

Policy	Para	Comment Summary	Action	Change Required	Consultee
		include setting as it is part of the significance of all heritage assets, designated or not. We have no further comments on this proposed Neighbourhood Plan which is very comprehensive.			
WAS23		This policy is similar to Policy HA3 of the District Plan and in terms of assessing proposals, does not really go beyond the District Plan Policy. In addition, the first paragraph is largely descriptive rather than related to development proposals.	Policy change	Adjusted to be specific to Watton-at-Stone	EHDC
WAS26		Criterion III- For clarity 'Benefits in Kind' should be defined more clearly so there is no confusion about the terminology	Policy change	WAS 26 criterion III. and a preceding paragraph now explain how the specific requirements of the village should be taken into consideration in discussions on S106 requirements and check the revised wording with EHDC and HCC	EHDC
WAS 26		It is also recommended that supporting text to policies WAS3 and WAS4 is added, to clearly explain and justify the changes to the Green Belt boundary for each site.	Para change	Add a new para in the intro to Policy WAS 3: "It is also recommended that supporting text to policies WAS3 and WAS4 is added to clearly explain and justify the changes to the Green Belt boundary for each site." Add a new para in the intro to Policy WAS 4: "	

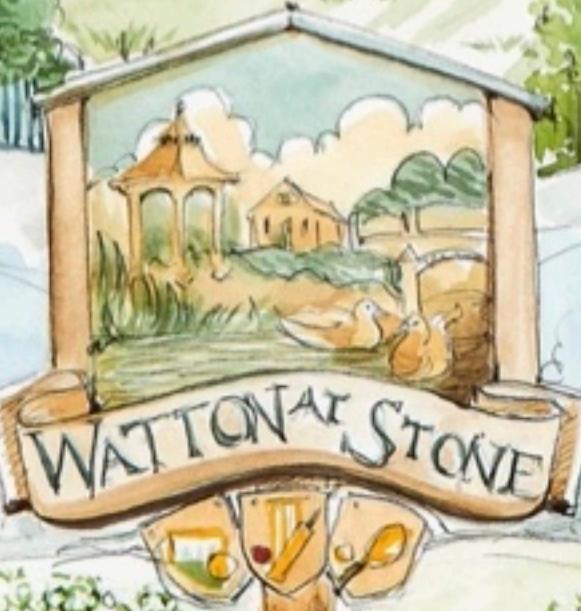
## **Appendix 8 – Regulation 14 Summary Brochure**



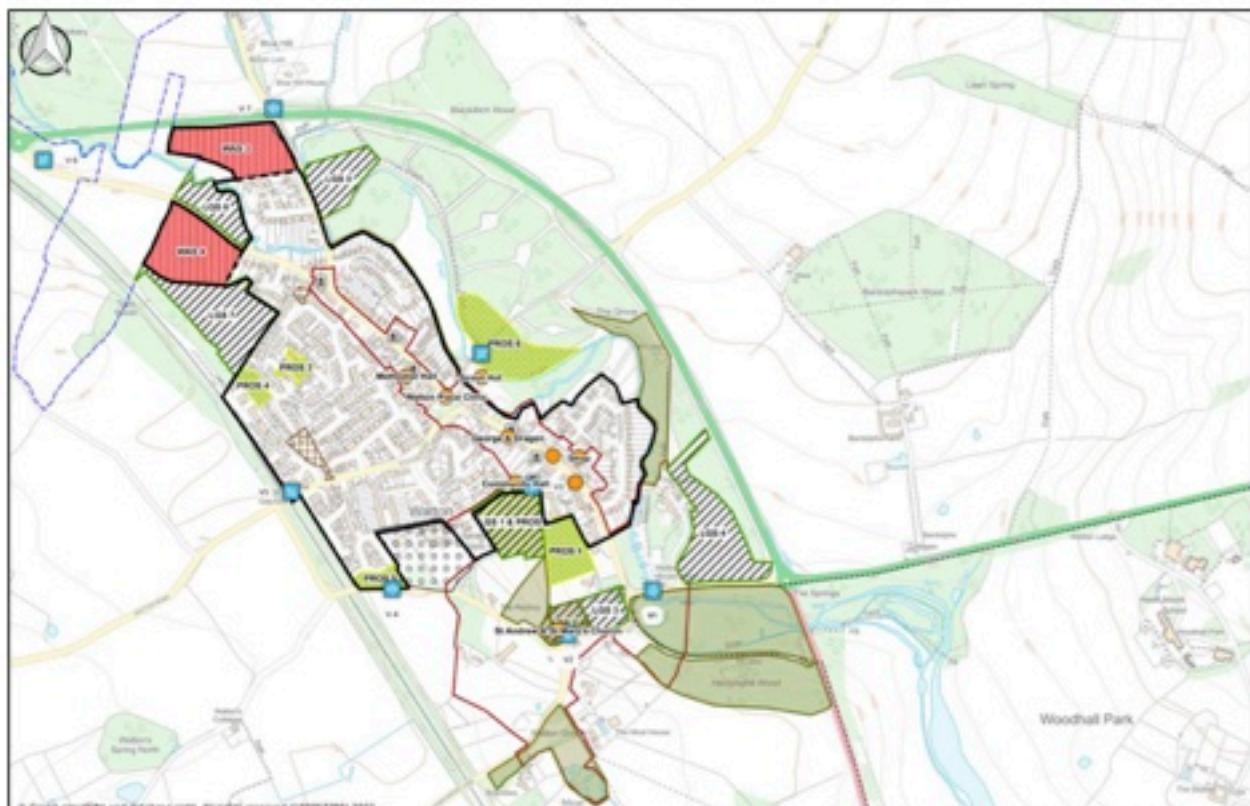
# **Watton-at-Stone Neighbourhood Plan**

## **PRE-SUBMISSION SUMMARY**

### **January 2022**



# Watton-at-Stone Neighbourhood Plan Area and Policies Map



**Figure 1 Neighbourhood Plan Policies Map Extract**



**Figure 2 Neighbourhood Plan Policies Map Key and Neighbourhood Plan Area**

# Background to Watton-at-Stone Neighbourhood Plan

The decision to create a Neighbourhood Plan for Watton-at-Stone was taken at a village meeting in November 2015. In January 2016 a Steering Committee was chosen to lead the development of the plan, on behalf of the Parish Council.

The Watton-at-Stone Neighbourhood Plan area includes the settlement of Watton-at-Stone, which is in the Green Belt (see Map, page 2). The Neighbourhood Plan gives us a much greater say in any development in the parish. It allows us to influence where new development is located and what it might look like.

In spring 2016, the Steering Committee held a consultation to collect evidence and ideas from people living and working in the parish. Following this, the Steering Committee hosted an exhibition in November 2016 to ask for views on the emerging themes and policies.

In June 2017 the Committee commissioned a technical site assessment to evaluate the suitability of various locations in the village for further development. In November 2018, the East Herts District Plan clarified that Watton-at-Stone must allow for at least 92 dwellings to be built before 2033. Due to the lack of sufficient brownfield sites, some will need to be built on what is presently Green Belt, which would be released and designated in the Watton-at-Stone Neighbourhood Plan.

This is a summary of the Watton-at-Stone Neighbourhood Plan. The full document, with a complete set of photographs and maps, and much more information, is available at <https://watton-pc.org.uk/was-neighbourhood-plan/>

## We are now seeking your views on the Pre-Submission Draft Neighbourhood Plan.

The consultation is open from 17 January 2022 until midnight on 6 March 2022. Information on how to respond is given on page 18. When the plan has been assessed by an independent examiner, there will be a public referendum. If the Plan is adopted it will have the same legal status as the East Herts District Plan and will influence planning decisions impacting on the Watton-at-Stone Neighbourhood Plan area between 2022 and 2033.



Figure 3 Facilities and assets (above) Images of Housing Site Allocations (below)



# Neighbourhood Plan Objectives

## Housing Development Strategy

**Objective 1:** Deliver a housing growth strategy tailored to the needs and context of WAS to 2033.

**Objective 2:** Ensure that brownfield sites are prioritised for new housing developments where possible.

**Objective 3:** Ensure any new housing is in keeping with the surrounding area, presenting favourable vistas, enriching the area, lying low in the Beane Valley and protecting the village's historic character and rural identity.

**Objective 4:** Promote high-quality design with a mix of house types suitable for the future needs of the village.

**Objective 5:** Ensure housing density balances the sensitive semi-rural setting with the efficient use of land and preservation of high-quality agricultural land.

**Objective 6:** Ensure accessibility to bus stops, the school, and village facilities, promoting safe public streets and spaces.

**Objective 7:** Seek to reduce traffic impacts of development and ensure appropriate parking solutions for it.

**Objective 8:** Seek on-going improvements to utility infrastructure and digital connectivity including full fibre broadband.

**Objective 9:** Ensure that development proposals supported in this plan, on the edge of the village, create a new clearly defined Green Belt boundary.

## Sustainable, Affordable, Accessible Transport

**Objective 10:** Encourage the use of, and lobby for better, sustainable transport networks including cycle routes, footways and public footpaths.

## Community Facilities and Amenities

**Objective 11:** Support the village's key community services and facilities.

**Objective 12:** Ensure adequate provision for Parish children to attend the local school.

**Objective 13:** Facilitate the development of new football facilities and encourage appropriate use of Green Belt for sensitively designed outdoor leisure.

## Natural and Historic Environment

**Objective 14:** Make the most of Watton-at-Stone's rural aspect and landscape setting, protecting key views.

**Objective 15:** Maintain and enhance nature conservation, wildlife and biodiversity.

**Objective 16:** Protect the historic fabric, character, and rural identity of the village and Parish of Watton-at-Stone, including listed buildings, non-designated heritage assets and the Conservation Area and its setting.

## Support for Business

**Objective 17:** Support appropriate development for local businesses and employment opportunities, including home working.

# Neighbourhood Plan Policies

## Housing Development Strategy

### WAS 1 Sustainable Housing

I. Sites to accommodate at least 92 homes have been identified, within or adjacent to the village development boundary, to enable the delivery of a sustainable housing strategy in accordance with the East Herts District Plan and manage housing growth tailored to the needs and context of the parish. These homes may be built between 1st April 2017 and 31st March 2033. The target will be achieved through a combination of the following:

- Completion of 4 dwellings since 1st April 2017 (3/13/1503/FP, 3/15/0719/FUL and 3/16/1227/FUL);
- Construction of 3 dwellings with planning permission:
  - 3/19/2417/FUL 37 Station Road - Erection of 2 dwellings to include, 4 car parking spaces, 2 garden/cycle stores and associated accesses
  - 3/19/2222/FUL Land adjacent to BT exchange, High Street - Erection of 1, 3 bedroomed dwelling with garage and parking;
- Two sites capable of accommodating up to 60 homes each, see the two housing site allocation Policies WAS 3 Walkern Road and WAS 4 Stevenage Road;
- Development of Brownfield Sites within the village boundary (see Policy WAS 5).

II. The two site allocations WAS 3 and WAS 4 provide for a greater number of homes than required in the District Plan given the encouragement in East Herts District Plan Policy VILL1, to accommodate additional development, especially where it contributes to the delivery of community benefits. These benefits will be sought according to Policy WAS 26 Spending Priorities and may be:

- in kind;
- as a consequence of providing additional footfall;
- through Section 106 Agreements or other negotiated benefits.

### WAS 2 Amendment to Village Development Boundary/Green Belt Boundary

I. The designated Watton-at-Stone Village Development Boundary separates the village from the Green Belt. East Herts District Plan Policy VILL1 allows a Group 1 village preparing a neighbourhood plan to redraw its boundaries to accommodate additional housing development. Paragraph 136 of the NPPF allows neighbourhood plans to make changes to the Green Belt Boundary established in the strategic policies, where needed. The Green Belt Boundary is amended in order to extend the Village Development Boundary to include the two housing site allocations WAS 3 Walkern Road and WAS 4 Stevenage Road and as detailed on the Policies Map.

II. The Village Development Boundary will follow the Green Belt Boundary.

### WAS 3 Housing Site Allocation Walkern Road

Development of this site will be supported, provided that it complies with the general design policies, the Watton-at-Stone Design Code, and other policies in this Neighbourhood Plan and meets all the following specific criteria:

- (a) Given the site area and the target of 30 units per hectare, this site is suitable for 60 homes.
- (b) The frontage and set-back of the development along Walkern Road should follow the line of existing housing to the south. The space between Walkern Road and the housing must be landscaped and not be dominated by parking.
- (c) At the entrance of the site on Walkern Road, a scheme to reduce traffic speed is essential. A pedestrian/cyclist crossing point, as part of the circular path, to link to the opposite open green space and a new linking footpath along Walkern Road towards the village centre are also required.
- (d) Buildings should not be over 2 storeys in height or 2.5 storeys where this aligns with the Design Code exceptions.
- (e) The view on arrival into the village (Protected View 7, see Policy WAS 18) means that the design must ensure that the new buildings do not break the horizon line of the village and also that the buildings and landscape add interest in the foreground of the view.
- (f) A mix of house types should be included, and consideration given to ensuring positive facades are achieved overlooking public and communal space and that the development as a whole is welcoming with a well-proportioned hierarchy of streets and spaces.
- (g) An efficient, effective and well-maintained SUDs system should be designed and implemented to ensure no polluting run-off flows into the River Beane and to provide a multi-functional recreational space, with high ecological value, overlooked by the new homes.
- (h) The public spaces should have well-designed, implemented and maintained landscaping and tree planting which provide structure, interest and character. Paths and green corridors will connect to existing green areas beyond the development site.
- (i) The development must include a connecting footpath and central communal green space that links from the entrance of the site to a new pedestrian/cycle bridge across the River Beane, as part of the wider circular path around the village (see Policy WAS 10).
- (j) In accordance with East Herts District Plan Policy VILL1 III, the Neighbourhood Plan is accommodating additional development to the policy requirement, which will deliver community benefits. Specifically, this development will provide a new pedestrian/cycle bridge over the River Beane and an adequately lit pedestrian and cycle path that is sensitive to the requirements of nocturnal wildlife, across the field to the Stevenage Road to connect with the pedestrian access to Moorymead Close and the railway station provided through site WAS 4 Stevenage Road (see Policy WAS 10);
- (k) A management plan to ensure the upkeep for the new bridge and pedestrian/cycle path must be put in place before the completion of the development.
- (l) The open space requirement must be located centrally within the development and linked to the new through path.



**Figure 4 Walkern Road Site**

## WAS 4 Housing Site Allocation Stevenage Road

Development of this site will be supported, provided that it complies with the general design policies, the Watton-at-Stone Design Code and other policies in this Neighbourhood Plan and meets all the following specific criteria:

- (a) Given the site area and the target of 30 units per hectare, this site is suitable for 60 homes.
- (b) The frontage and set-back of the development along Stevenage Road should follow the line of existing housing to the west. The space between Stevenage Road and the housing must be landscaped and not be dominated by parking.
- (c) At the entrance of the site on Stevenage Road, a scheme to reduce traffic speed is essential. A pedestrian/cyclist crossing point and a linking footpath along Stevenage Road towards the village centre are also required.
- (d) Buildings should not be over two storeys in height and should be built on the flat ground not higher than the 65-metre contour line.
- (e) The view on arrival into the village (Protected View 6 and 7, see Policy WAS 18) means the design must ensure that the new buildings do not break the horizon line of the village and also the buildings and landscape add interest in the foreground of the view.
- (f) The site lies in an area of Archaeological Significance and appropriate mitigation will be required.
- (g) A mix of house types should be included and consideration given to ensuring positive facades are achieved overlooking public and communal space and that the development as a whole is welcoming, with a well-proportioned hierarchy of streets and spaces.
- (h) An efficient, effective and well-maintained SUDs system should be designed and implemented to ensure no polluting run-off flows into the River Beane and to provide a multi-functional recreational space, with high ecological value, overlooked by the new homes.
- (i) The public spaces should have well-designed, implemented and maintained landscaping and tree planting which provide structure, interest and character. Paths and green corridors will connect to existing green areas beyond the development site.
- (j) The development must include a connecting footpath and central communal green space that links from the crossing point on the Stevenage Road (towards the new pedestrian/cycle bridge to be provided under Policy WAS 3), up to the southernmost part linking to Moorymead Close and from the to the train station, as part of the wider circular path around the village (see Policy WAS 10). The path should be adequately lit for pedestrians and cyclists in a manner that is sensitive to the requirements of nocturnal wildlife.
- (k) The open space requirement must be located central to the development and linked to the new through path.
- (l) A new permanent village boundary should be created to form the western edge of the site along the boundary with Aston parish with appropriate planting of native species to soften the edge of the development.
- (m) In accordance with East Herts District Plan Policy VILL1 III, the Neighbourhood Plan is accommodating additional development to the policy requirement, which will deliver community benefits. This development will provide land for additional football provision on land on Mill Lane in the same ownership (see Policies WAS 15 and WAS 16).



**Figure 5 Stevenage Road Site**

## WAS 5 Brownfield Sites

I. Development of brownfield sites within the village development boundary will be supported, subject to other policies in this plan, as shown on the Policies Map (Page 2) as follows:

- Station Road, former Hertfordshire County Council Depot, to accommodate up to 15 homes
- Great Innings car park to provide up to two homes and an overflow car park for Great Innings residents. A parking management plan to improve the safety and parking on street in this location will be required in accordance with the Benefits Project Plan. This will be achieved through a legal agreement to improve visibility at the junction, preventing parking through a carefully designed landscape scheme.

II. Two other 'brownfield' sites on previously developed land within the Green Belt have been identified as suitable for development in accordance with paragraph 145(g) of the NPPF, where the redevelopment of buildings (excluding temporary buildings) will not have a greater impact on the openness of the Green Belt than the existing buildings or not cause substantial harm to the openness of the Green Belt where that development would contribute to an identified local affordable housing need. These sites are:

- The Mill, on Mill Lane, for mixed use, including employment, which could include a building of exceptional design in this sensitive location adjacent to The Lammas. This site has been abandoned for some time and a creative response for a prominent building with a potential mix of uses and consideration of the improvement of Mill Lane would be supported.
- Perrywood Lane, former haulage yard, for housing. This site could support up to 2 new homes and offers the potential to be contemporary, sustainable and of architectural value given its location on the edge of the village.



**Figure 6 Brownfield Sites**

## WAS 6 Design Code

The Watton-at-Stone Design Code is relevant to all developments in Watton-at-Stone. The Code forms a statutory part of the Neighbourhood Plan and should be used to prepare applications for planning permission in the Parish (see Section 5 Development Strategy Masterplan and Design Codes of the Neighbourhood Plan).

## **WAS 7 Housing Mix**

I. Housing mix, as regards tenure, types and sizes, should be in accordance with current and future local housing need and housing market assessments. The priority for smaller affordable homes, one and two-bedroomed, should be recognised in the housing mix.

II. Affordable housing for sale or First Homes should be provided in accordance with current government guidance or a local policy position set by East Herts Council.



**Figure 7 Examples of Housing in Watton-at-Stone**

## **WAS 8 Rural Affordable Housing**

I. For the purposes of the Watton-at-Stone Neighbourhood Plan, Local Needs Affordable Housing on rural exception sites will be allocated to persons who:

- (a) have been resident in the Parish of Watton-at-Stone for the 12 months immediately preceding the date of application for the affordable housing unit or who have at any time previously resided in the Parish for at least five years, or;
- (b) have a strong local connection with the Parish of Watton-at-Stone through a close family connection or being employed within the Parish.

II. If no applicant qualifies under the above criteria, those who are resident in, or have a strong local connection with neighbouring rural parishes will be eligible. In the event that there are no nominations from the rural parishes, then nominations from those in greatest need from any location within the District will be acceptable.

## Sustainable, Affordable, Accessible Transport

### WAS 9 Sustainable Transport Provision

I. Maintaining and developing high-quality bus and community transport services should be integral to all new developments and should complement the provision of safe walking and cycling routes. These include well-designed and well-located stopping places for existing residents and to serve the new housing developments, and better facilities at bus stops such as real time information and raised kerbing.

II. Projects for such developments e.g. extending the provision of bus services to new housing, could be funded through Section 106 contributions or other funding mechanisms.

III. All new dwellings shall have charging points for electric vehicles or appropriate electricity infrastructure to facilitate installation of a charging point, in accordance with the Design Code (Policy WAS 6).



**Figure 8 Public Transport in Watton-at-Stone**

### WAS 10 Proposed New Footpath/Cycle Connections

The following three route connections for pedestrians/cyclists have been identified during the preparation of the Neighbourhood Plan and would improve connectivity throughout the village. Proposals that would facilitate the delivery of these links will be considered favourably, subject to other policies in this plan. The implementation of these connecting routes could be funded through Section 106 contributions or other funding mechanisms:

- Pedestrian/cycle route to/from the railway station connecting Moorymead Close/Great Innings to Stevenage Road crossing LGS 7, through WAS 4, crossing LGS 6, across the river by a bridge, and through WAS 3 connecting to existing rights of way east of Walkern Road
- Route through the Children's Centre car park to provide a permanent link, available at all times, from Gatekeepers Meadow to Rectory Close linking to the existing public footpath to School Lane
- Link from Gatekeepers Meadow to Church Lane.

## Provision of Amenities

### WAS 11 Valued Community Facilities

I. Existing facilities valued by the community are identified on the Policies Map and listed below:

1. George and Dragon public house
2. Londis supermarket and Post Office
3. Scout hut and land at Mill Lane
4. The Nigel Poulton Community Hall
5. The Memorial Hall (High Street)
6. The Methodist Church
7. Watton Place Clinic
8. The Bull public house
9. St Andrew and St Mary's Church

Each facility and the reason why they are valued is set out in an analysis available on the Neighbourhood Plan website at [watton-pc.org.uk/was-neighbourhood-plan/](http://watton-pc.org.uk/was-neighbourhood-plan/) and in Appendix C – Valued Community Facilities of the Neighbourhood Plan.

II. Permission for a change of use of these facilities would need to be supported by evidence that the facilities were unused, or that their active use was to be replaced elsewhere and would still benefit village residents, in accordance with East Herts District Plan Policy CFLR8. Alternative provision should be provided within walking or cycling distance of the existing facility.



Figure 9 From left, the George and Dragon, Londis and the Scout Hut

### **WAS 12 Enhanced Community Facilities**

Proposals to improve or enhance community facilities will be supported when they improve the range, quality, suitability and accessibility of facilities for residents, and when the benefits of development outweigh any disadvantages. Contributions towards enhanced youth facilities, football facilities and accessible GP services, collected pursuant to East Herts District Plan Policy CFLR7, will be welcomed to address any shortfall in the existing provision within the Neighbourhood Plan Area which would be exacerbated as a result of the development.

### **WAS 13 Maintaining and Improving Health Services**

The existing doctors' surgery currently operating from Watton Place Clinic, 60 High Street, also provides an enhanced offer which includes a pharmacist and a private dentist. The provision of these health services should be retained or enhanced. Any loss of the existing facility will be strongly resisted unless new facilities are secured before the closure of the existing surgery premises. Proposals for the GP surgery to relocate to alternative premises will be supported, provided it is in a suitable accessible location convenient to the Parish and adequate car parking is provided.

## **WAS 14 School Site**

The school site identified on the Policies Map (Page 2) will be reserved for any required school expansion, for outdoor activities or additional buildings related to the school or dual use school/community facilities.

## **WAS 15 Sports Facilities**

Provision of new or improved facilities for football will be supported in accordance with other policies in this plan. The area of the village where it is proposed these facilities, particularly for young people, should be concentrated is the open space adjacent to Mill Lane. An indicative drawing showing how the site could be arranged is shown below. The land has been allocated as Protected Recreational Open Space (see also Policy WAS 16).



**Figure 10 Image of Improved Sports Facilities**

## **WAS 16 Protected Recreational Open Space**

I. The following sites, shown on the Policies Map (Page 2) are allocated as Protected Recreational Open Space:

- PROS1: The Allotments (off School Lane)
- PROS2: The Meadow (School Lane)
- PROS3: Great Innings Green Space
- PROS4: Great Innings Recreation Area
- PROS5: Gatekeepers Green Space
- PROS6: Mill Lane

II. Development that would result in the loss of all or part of these spaces will not be permitted unless they are replaced with better facilities which are as accessible to the local community as the current recreational open spaces.



Great Innings green space



Great Innings Recreation Area



The Meadow

**Figure 11 Protected Recreational Open Spaces**

## Protect and Enhance Natural and Built Environment

### WAS 17 Local Green Space

I. Seven areas within the Parish, shown on the Policies Map (Page 2), have been designated as Local Green Space. These are:

- LGS 1 The Meadow (School Lane)
- LGS 2 Churchyard (St Andrew and St Mary)
- LGS 3 Church Baulk (field between churchyard and roundabout)
- LGS 4 Rye Field (north of Ware Road)
- LGS 5 Great Rolls Mead (field in corner between Walkern Road and bypass)
- LGS 6 Rush Meads (north of Stevenage Road/south of the River Beane)
- LGS 7 Malting House Field (south and west of Motts Close)

II. New development will only be allowed in designated Local Green Spaces where it is consistent with the National Planning Policy Framework and East Herts District Plan Policy CFLR2.



**Figure 12 Examples of Local Green Spaces**

### **WAS 18 Protected Views**

I. Eight important views and vistas are identified on the Policies Map (Page 2) and listed below:

- V1: From Road Bridge to St Andrew and St Mary Church (south eastern approach)
- V2: From church of St Andrew and St Mary (eastward)
- V3: From Nigel Poulton Community Hall to church of St Andrew and St Mary (southward)
- V4: From Church Lane before the railway bridge (southward)
- V5: From Watton Road railway bridge (north eastward)
- V6: From entrance to village on Stevenage Road (south eastward)
- V7: From far side of Walkern Road bridge (southward)
- V8: From Mill Lane to The Lammas (northward)

II. Development proposals in the Parish that are identified as having an impact on the identified important views should include an assessment of the impact of the development on the key views and vistas, where appropriate.

### **WAS 19 Wildlife Sites and Habitat Enhancements**

I. Development should conserve and enhance biodiversity and seek to deliver net biodiversity gains of a minimum of 10% (as quantified by the most recent Defra Biodiversity Impact Calculator\*). Biodiversity mitigation or compensation can be situated onsite or offsite. Offsite compensation should be located within the Neighbourhood Plan Area whenever possible.

Mitigation, compensation and enhancement measures must be definitively stated. All new buildings bordering open space or beneficial habitat should incorporate integrated bat and bird boxes.

(\* The current Biodiversity Metric can be found at  
<http://publications.naturalengland.org.uk/publication/5850908674228224>)

II. The nature conservation value of wildlife sites, and other significant habitats including the River Beane, will be protected from any harmful impacts of development, in accordance with their status.

III. In particular, the 36 designated Local Wildlife Sites, will be protected and managed. In addition, the fourteen areas of Ancient Woodland identified in the Hertfordshire Environmental Record Centre (HERC) database, will be protected from any harmful impacts of development.

IV. Other areas of the Parish, coloured green on the Hertfordshire Ecological Network Mapping, contain habitats of principal importance for the conservation of biodiversity, as specified in Section 41 of the Natural Environment and Rural Communities Act 2006 (NERC Act).

Development, which would cause significant harm to these areas, should either be refused, or the mitigation hierarchy applied. If permission is granted for development, conditions or planning obligations that secure appropriate management regimes will be sought. The existing Local Wildlife Sites and habitats listed in Section 41 of the NERC Act within the village envelope are listed at [watton-pc.org.uk/was-neighbourhood-plan/](http://watton-pc.org.uk/was-neighbourhood-plan/).

V. Developments located in areas coloured purple on the HERC Ecological Network Mapping for the Neighbourhood Plan Area must deliver net biodiversity gains and contribute towards enhancing ecological connectivity. A list of the existing habitats coloured purple within the village envelope is available on the Neighbourhood Plan website at [watton-pc.org.uk/was-neighbourhood-plan/](http://watton-pc.org.uk/was-neighbourhood-plan/).

VI. Proposals to create new natural areas and wildlife habitats, or to expand or enhance existing provision, will be strongly supported. Proposals to remove unprotected trees during development should be accompanied by a tree survey. Removed trees will be replaced with native species, in suitable locations.

VII. Proposals for a new nature area where biodiversity can be improved, between the River Beane and the High Street/Stevenage Road to the north west of the village (LGS 6) may be funded by Section 106 contributions from housing development in the village.

## **WAS 20 Green Corridors and the River Beane**

I. Green corridors should provide permeability for wildlife and access for people. In accordance with the East Herts Green Infrastructure Plan, the green corridors in the Parish, which provide networks of biodiversity and public access, will be protected from the impact of harmful development, managed and where appropriate, enhanced to create increased public access that is sympathetic to the biodiversity value of the green space.

II. The most significant green corridor is the River Beane corridor. Any development that negatively impacts public access to or ecological value of the river will be refused. Any development scheme adjacent to the River Beane should be designed with a naturalised buffer zone of at least 10 metres from the top of the bank in order to protect and enhance the conservation value of the watercourse and ensure access for flood defence maintenance.

III. Water efficient new developments that comply with water efficiency standards and development management policies are essential to reduce the impact of slow river flows, caused by over-abstraction of the River Beane.



**Figure 13 River Beane at Watton-at-Stone**

### **WAS 21 Watton-at-Stone Conservation Area and Heritage Assets**

- I. In accordance with policies at district level and the guidance in the Watton-at-Stone Conservation Area Appraisal and Management Plan 2014, the character or appearance of the Watton-at-Stone Conservation Area and its setting will be preserved and, where possible, enhanced.
- II. Proposals for development which have an impact on designated heritage assets in the Parish, including all listed buildings, should take account of the historic fabric of the asset, its significance and the contribution of its setting to that significance. Proposals should conserve or, where appropriate, enhance the asset or its setting.
- III. A statement setting out any adverse impacts on the asset and its setting, along with any proposed mitigation measures will be required.

### **WAS 22 Non-designated Buildings and Structures**

- I. Seven non-designated buildings and structures have been identified as having local historic or architectural importance:
  - 87/89 High Street (Opposite the George and Dragon)
  - 96 High Street (Opposite the Bull)
  - Club House, School Lane
  - 33, 35, 37 and 39 High Street
  - War Memorial at junction of High Street/Church Lane/Ware Road
  - Methodist Church and Hall, High Street
  - Puddingstone at the front of 1 High Street
- II. Development proposals which affect these, and other non-designated heritage assets, including all those unlisted buildings and structures identified as being worthy of protection from demolition, in the Watton-at-Stone Conservation Area Appraisal 2014 and subsequent updates, will take into account the significance of the heritage asset to enable a balanced judgement to be made having regard to the scale of any harm or loss and the significance of the heritage asset.

## **WAS 23 Archaeology**

Extensive finds within the village and in the surrounding countryside including the Aston Mirror and the concentration of Roman material near Broomhall Farm indicate a rich archaeological past which should be at least recorded and at best preserved *in situ*. Development proposals which have the potential to impact on heritage assets of archaeological significance or proposals which are located in the areas of known archaeological significance should include an evaluation to determine whether site surveys are necessary.

## **Support for Business**

### **WAS 24 Preserving Local Employment Opportunities**

Proposals to support the retention of existing shops and businesses will be considered favourably provided that they do not conflict with other policies in this plan. Such proposals may include the provision of off-street parking for customers, covered and secure cycle parking facilities for employees and sustainable energy schemes.

### **WAS 25 Encouraging Home Working**

Where planning permission is required, proposals which enable homeworking, such as improved digital connectivity, will be supported subject to there being no unacceptable impact on local or residential amenities.

### **WAS 26 Spending Priorities**

I. In line with East Herts District Plan Policy VILL1 to deliver community benefits especially where the Neighbourhood Plan accommodates additional development, a number of spending priorities have been identified by the community, through the preparation of the Neighbourhood Plan, to improve the lives of people living and working in the Parish. More details of the projects, their relative priorities, and any maintenance requirements are set out in the Benefit Project Plan (see Appendix L – Benefit Project Plan) and available on the Neighbourhood Plan website at [watton-pc.org.uk/was-neighbourhood-plan/](http://watton-pc.org.uk/was-neighbourhood-plan/)

These include:

- Football pitches and facilities
- Wetland meadow (Rush Meads LGS 6)
- Circular walk
- Out-of-hours school building
- Community Hall Car Park extension

II. The Parish Council will request that these priorities are reflected in Section 106 agreements, where appropriate, and will direct funding received from any New Homes Bonus, Community Infrastructure Levy or other funding streams, towards projects which fall within these priorities.

III. Benefits in kind may also be accrued through negotiation, as a consequence of new development proposals. In particular, community benefits will be sought from the development of housing site allocations WAS 3 and WAS 4 and any future housing development where housing provision is exceeds the requirements of the East Herts District Plan.

# Watton-at-Stone Neighbourhood Plan Pre-Submission Instructions

This consultation is open from 17 January 2022 until midnight on 6 March 2022. You can respond in one of two ways:

1. Downloading the form at [watton-pc.org.uk/was-neighbourhood-plan/](http://watton-pc.org.uk/was-neighbourhood-plan/) and emailing it to [clerk@watton-pc.org.uk](mailto:clerk@watton-pc.org.uk)
2. Completing the online response form at [watton-pc.org.uk/was-neighbourhood-plan/](http://watton-pc.org.uk/was-neighbourhood-plan/)
3. Completing this double-sided, removable response form below and returning it to:
  - Parish Clerk, Watton-at-Stone Parish Council, 9 Beane Road, Watton-at-Stone SG14 3RG; or
  - Londis, 119 High Street, Watton-at-Stone SG14 3SB.

All responses received by midnight on 6 March 2022 will be considered and may be used to amend the Pre-Submission Neighbourhood Plan. If you require assistance with the response form, please contact the Watton-at-Stone Parish Clerk on 01920 830330 or email [clerk@watton-pc.org.uk](mailto:clerk@watton-pc.org.uk).

The full Neighbourhood Plan is available at [watton-pc.org.uk/was-neighbourhood-plan/](http://watton-pc.org.uk/was-neighbourhood-plan/). A hard copy of the Neighbourhood Plan can be made available by contacting the Parish Council Clerk on the number above.

If you have any questions about the Neighbourhood Plan, please attend a virtual Q&A on 6 February 2022, from 3-5 pm. To attend go to [bit.ly/3mPZ5UC](https://bit.ly/3mPZ5UC). If COVID restrictions allow there will also be an in-person Q&A at the Nigel Poulton Community Hall at the same time. Please check [watton-pc.org.uk/was-neighbourhood-plan/](http://watton-pc.org.uk/was-neighbourhood-plan/) before travelling, for up-to-date information.



## Acknowledgements

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Inside: All contributors who have provided photographs and illustrations



# Watton-at-Stone Neighbourhood Plan Pre-Submission Consultation Form

**This section must be completed in full for your response to be counted and considered. Responses will be available for public inspection.**

Name:	
Address:	
Postcode:	
Are you a resident of Watton-at-Stone Parish?	
If you are not a resident, please state the name of your company, organisation or client.	
If you are commenting on a policy, please quote the policy number and title, eg WAS 1 Sustainable Housing. If you are commenting on other aspects of the full Neighbourhood Plan, please quote paragraph, page number or appendix. You may use continuation sheets.	
Policy/Para/Page/Appendix	Comments


Watton at Stone



NEIGHBOURHOOD PLAN

<https://watton-pc.org.uk/was-neighbourhood-plan/>