

## 13.WARE

### 13.1 Introduction

**13.1.1** Ware grew around an important crossing point on the River Lea. This crossing point became part of a Roman road (Ermine Street) and eventually the A10 Trunk Road (now re-routed as a by-pass) between London and East Anglia. Inns serving the passing trade have formed an important part of Ware's history since before 1200.

**13.1.2** Historically, the outward expansion of Ware has been constrained by surrounding hills and more recently by Metropolitan Green Belt. This has concentrated development pressures on areas within the existing town and particularly on the area around the town centre, river, and railway.

**13.1.3** Ware today retains much of its historic charm, apparent particularly in the number of listed buildings and long narrow burgage plots (formerly gardens) which link the buildings of the southern side of the High Street to the River Lea, which itself benefits from Ware's gazebos. Ware has suffered the problems common to many small market towns due to traffic congestion and commercial competition, but remains an attractive settlement. The pressure for further residential development, however, remains strong.

**13.1.4** This Chapter sets out the planning issues and policies specific to Ware. These will seek to retain the existing character of the town, whilst making provision for appropriate development, to meet the needs of the foreseeable future. The aims and objectives of the Local Plan for Ware are as follows:

#### Aims

- A. To maintain and enhance Ware as a pleasant place in which to live, grow up, work, shop, and spend leisure time.
- B. To make appropriate provision for the necessary needs of the present and future generations, in a way which is consistent with the principles of sustainable development.

- C. To further ameliorate the effects of traffic on the town.
- D. To prevent the further coalescence of the town with the surrounding settlements of Hertford, Great Amwell, Stanstead Abbots, and Thundridge.

#### Objectives

1. To ensure a sufficient supply of housing land is identified for Ware during the plan period, in accordance with the District Housing Provision Strategy, contained in Chapter 3 (Housing).
2. To ensure that development meets the principles of sustainable development, as set out in Chapters 1 (Introduction) and 2 (Sustainable Development) of this Local Plan.
3. To maintain and enhance the vitality and viability of the town centre through measures to: encourage a range of shops, services, and employment; prevent erosion or dilution of its retail and service function; encourage provision of residential accommodation and diversification of functions and services and, on appropriate sites, a mix of uses; and to maintain the town centre as a social focus for the community.
4. To maintain and encourage employment opportunities for local people, by retaining sufficient employment land and protecting existing Employment Areas for such purposes.
5. To assist, through the preparation of development briefs, in the regeneration of derelict, under used or vacant land.
6. To continue to address problems of traffic congestion in the town, through encouraging travel by means other than the car.

## 13.WARE

7. Where resources permit, to continue to improve the built environment of Ware, through street enhancements and maintenance of its historic character.
8. To protect and enhance the River Lea and encourage its use for nature conservation, recreation, transport, and other appropriate uses.

### 13.2 Settlement Limits

**13.2.1** Ware is one of four main towns in the District, which is surrounded by the Metropolitan Green Belt and where Hertfordshire Structure Plan 1991 - 2011 Policy 6 provides that development will be concentrated. The overriding planning aim of defining settlement limits has been, and will continue to be, the prevention of urban sprawl and the coalescence with nearby settlements and the protection of the town's special character.

**13.2.2** Where Green Belt land is released for new development, it will be on a controlled basis, which may involve phasing and planning obligations being sought (inter alia), to enhance the quality of adjoining countryside, to compensate for the loss of green space, in accordance with Policy IMP1.

**13.2.3** The following Green Belt alterations are proposed at Ware, as part of this Local Plan Review. Both result in land being excluded from the Green Belt.

#### *Park Road/Harris Lane Area (GlaxoSmithKline Site)*

As a result of investment and development in recent years at GlaxoSmithKline's Ware site, it is considered that the 'central area' and the westfield car park warrant exclusion from the Green Belt and incorporation in the designated Employment Area. The Buryfield multi-storey car park, to the east of the site, whilst not in the Green Belt, is also proposed to be included in an enlarged Employment Area. These proposed changes are identified on the Proposals Map.

#### *Land East of Trinity Centre - Reserve Housing Land*

In accordance with Housing Policy HSG1 and Policy WA2, land to the east of the Trinity Centre (Site 86), is proposed to be excluded from the Green Belt and identified as Reserve Housing Land.

### 13.3 Housing

**13.3.1** Based on the Housing Provision Strategy, as detailed in the 'Housing' Chapter, Ware needs to make provision for an additional net 332 dwellings on sites of a size capable of accommodating five or more dwellings between 1999 and 2011. These dwellings will cater for the housing needs of the town and a proportion of the surrounding hinterland. It is expected that affordable housing will be provided in accordance with Policies HSG3 and HSG4 in Chapter 3 (Housing).

**13.3.2** With Ware being tightly constrained by its Metropolitan Green Belt boundaries, heavy emphasis needs to be placed on making the best use of land within the settlement limits. The District Council is committed to accommodating as many as possible of its dwelling requirements on appropriate 'brownfield' or 'previously-developed' sites within its towns, including Ware. The application of such urban regeneration will result in the achievement of the majority of the required amount of housing for Ware, leaving a need for the release of only a small amount of valuable Green Belt land. The release of these sites will be in accordance with Policy HSG1 in Chapter 3 (Housing).

**13.3.3** Sites identified in the Deposit Version of the Local Plan, completed between April 1999 and March 2003, have been removed from Policy WA1 and are detailed in Table 13.1:

**13.3.4** Deposit Plan allocated sites, granted planning permission but not completed between April 1999 and March 2003, contribute towards the original required provision and are, therefore, incorporated in Policy WA1(I). The remaining Ware provision will come from the other allocated sites listed in Policy WA1(I).

## 13.WARE

**Table 13.1 Completed Deposit Version Housing Allocations (included in Table 3.2 (b) in Chapter 3, Housing)**

Location	Ref No	Brownfield/ Greenfield	Site Specific Policy	Estimated Number of Dwellings		
				Open Market	Affordable	Total
Millbrook Home, Hartfield Court Deerfield Close	319	Brownfield	N/A	24	0	24
Musley Hill Allotments	323a	Open land within town, not previously developed	N/A	20	0	20
Star Brewery, Watton Road	318	Brownfield	N/A	4	0	4
Crane Mead	320	Brownfield	WA7	140	48	188
			<b>TOTAL</b>	188	48	236

**13.3.5** The dwelling capacity of the sites listed in paragraph 13.3.3 and Policy WA1 amounts to 528 units. This is more than sufficient to meet the Ware apportionment of 332 dwellings. This surplus enables a degree of flexibility on the above sites, particularly if the estimated capacities cannot be achieved at the detailed planning consideration stage.

### *Reserve Housing Land*

**13.3.6** It should also be recognised that an additional contribution to the housing provision for Ware can be made from the conversion of suitable buildings or the use of vacant space above or within shops, and other commercial premises, by infill development and windfall sites, in line with Policies HSG7, HSG8 and STC5. Should, however, the number of dwellings provided by these means, not reach the estimated figure, it may be necessary

to find additional land towards the end of the Plan period. Therefore, as a contingency measure, Reserve Housing Land has been identified that will only be released when and if monitoring reveals a significant shortfall in numbers achieved through allocated and windfall sites and conversions.

**13.3.7** One site is identified for Reserve Housing Land. The site is currently in the Green Belt and to the east of the Trinity Centre, (See paragraphs 13.3.13 to 13.3.15 and Policy WA5 for further details in respect of the Trinity Centre). The site will not be released for residential development prior to 2006, in accordance with Policy HSG2 (II) and WA2 above.

## 13.WARE

### WA1 Housing Allocations - Ware

In accordance with Policy HSG2 (II) the following sites, as identified on the Proposals Map, are allocated for residential development:

- (I) In Phase 1  
Permitted Deposit Version Housing Allocations (pre-April 2003) (included in Table 3.2 (c-e) in Chapter 3, Housing)

Location	Ref No	Brownfield/ Greenfield	Site Specific Policy	Estimated Number of Dwellings		
				Open Market	Affordable	Total
Former Goods Yard and Station Car Park, Viaduct Road	75	Brownfield	WA4	115	32 (to be provided off-site at Crane Mead site)	147
12 High Street and Co-op, Star Street (Mixed use site)	72	Brownfield	WA6	19	0	19
Trinity Centre	81	Brownfield Current Area of Special Restraint	WA5	42	18	60
			<b>TOTAL</b>	176	50	226

- (II) In Phase 2:  
Remaining Deposit Version Housing Allocations (included in Table 3.2 (h) in Chapter 3, Housing)

Location	Ref No	Brownfield/ Greenfield	Site Specific Policy	Estimated Number of Dwellings		
				Open Market	Affordable	Total
103 New Road Yard and Station Car Park, Viaduct Road	321	Brownfield	N/A	6	0	6
Former Gas Works Site, Star Street (Including Garden Centre, Bowling Road)	322	Brownfield	WA3	36	24	60
			<b>TOTAL</b>	42	24	66

## 13.WARE

### WA2 Reserve Housing Land - Ware

(I) In accordance with Policy HSG2 (II), the following site is identified on the Proposals Map as Reserve Housing Land for residential development in Phase 3:

Location	Ref No	Brownfield/ Greenfield	Site Specific Policy	Estimated Number of Dwellings		
				Open Market	Affordable	Total
Land East of Trinity Centre	86	Greenfield	N/A	42	28	70
			<b>TOTAL</b>	42	28	70

(II) The development of the above site, if permitted after 2006, in accordance with Policy HSG2 (II), shall make provision for up to 40% affordable housing in accordance with Policies HSG3 and HSG4.

#### *Housing - Site Specific Policies*

**13.3.8** While the numbers allocated to specific sites are given in the policies above, there are certain sites which the District Council considers would benefit from specific policies, in order to guide future development and provide information for interested parties. The sites discussed below involve those areas allocated solely for housing purposes. Another site involving mixed-use proposals, 12 High Street/the Co-op Premises, Star Street is detailed at Section 13.4 below.

**13.3.9** *Former Gas Works Site, Star Street (Including Garden Centre, Bowling Road)* - This brownfield site is considered suitable for regeneration redevelopment for housing purposes. It is well located within the town and adjacent to the town centre and passenger transport facilities. The development of the site is expected to be subject to a Development Brief, prepared or approved by the District Council.

### WA3 Former Gas Works Site, Star Street (Including Garden Centre, Bowling Road)

(I) Favourable consideration will be given to the redevelopment of the Former Gas Works Site, Star Street (including Garden Centre, Bowling Road), as defined on the Proposals Map, for residential purposes.

(II) The development of the site shall make provision for up to 40% affordable housing, in accordance with Policies HSG3 and HSG4.

**13.3.10** *Former Goods Yard and Station Car Park, Viaduct Road* - The site is currently used as a car park adjacent to Ware railway station. It has previously received planning permission for office development. In 2003, however, planning permission was allowed on appeal for 91 one and two bed apartments; conversion and refurbishment of goods shed to provide 24 residential units and one retail unit; 100 commuter parking spaces; plus residential parking and all ancillary works.

**13.3.11** Bearing in mind the surrounding higher density housing development, its location adjacent to the town centre and passenger transport facilities, the site is considered to be suitable for residential development.

**13.3.12** Although the previous permissions for office development made provision for a car park within a refurbished Goods Shed, much of which would have been reserved for rail passengers, the 2003 permission, if implemented, would provide the rail related parking beneath the residential development together with other transport related infrastructure provision and improvements. The current permission would utilise the refurbished

## 13.WARE

Goods Shed to provide residential units. With regard to the provision of car parking for rail passengers, either option is considered acceptable to the District Council, provided that any overall scheme includes the refurbishment of the Goods Shed, together with other transport related infrastructure provision and improvements. Should this permission not be implemented the development of the site is expected to be in accordance with Policy WA4 and subject to a Development Brief, prepared or approved by the District Council.

### **WA4 Former Goods Yard and Station Car Park, Viaduct Road**

- (I) Favourable consideration will be given to the development of the Former Goods Yard and Station Car Park Site, as defined on the Proposals Map, for residential purposes to include: the refurbishment of the listed Former Goods Shed; car parking (much of which is intended to be reserved for rail passengers); and the provision of improved transport interchange facilities.
- (II) The development of the site shall make provision for up to 40% affordable housing in according with Policies HSG3 and HSG4.
- (III) The development of the site shall make provision for transport related infrastructure and improvements on and off the site, and contributions to the improvement of pedestrian/cycleway links in the vicinity.

**13.3.13** *Trinity Centre* - The Local Plan First Review identified this site (Site 81) as an Area of Special Restraint (ASR), suitable for housing, open space and such other community facilities as may be deemed necessary. The site will be brought forward for development in this Local Plan Second Review.

**13.3.14** The site principally comprises the previously developed part of this former school site, which had since its closure in the late 1980's, been used by the County Council for office purposes and Hertford Regional College for educational purposes and currently remains

vacant. An appropriate balance needs to be struck between the provision of housing and other uses on site. To this end, a Development Brief was prepared for East Hertfordshire District Council and Hertfordshire County Council (owners of the site), to encompass both the Trinity Centre (Site 81) and Land to the East of the Trinity Centre (Site 86). The Trinity Centre site should, therefore, be developed for a nursing care home; housing (including 30% affordable housing); related open space (including children's play areas) pedestrian/cycle links; community facilities (to the north-east of the site); and other related infrastructure and transport provisions in accordance with the Development Brief for the site, which was adopted by the District Council in August 2002. The District Council has resolved to grant planning permission for development on the site. Should this permission not be implemented the development of the site will be considered in accordance with Policy WA5 and a revised Development Brief will be prepared.

**13.3.15** The adjacent area, Land to the East of the Trinity Centre (Site 86) is listed as Reserve Housing Land in Policy WA2. Development of the site for housing, if permitted after 2006 in accordance with Policy HSG2 (II) will also be subject to the provisions of the Development Brief, August 2002 and shall make provision for 40% affordable housing.

### **WA5 Trinity Centre**

- (I) Favourable consideration will be given to the development of the Trinity Centre, as defined on the Proposal Map, for a nursing care home; housing; open space (including children's play areas) pedestrian/cyclelinks and community facilities (to the north-east of the site).
- (II) The development of the site shall make provision for 30% affordable housing.
- (III) The development of the site shall make provision for transport related infrastructure and improvements on and off the site, and contributions to the improvement of footway/cycleway links in the vicinity.

## 13.WARE

### 13.4 Mixed-Use Sites

**13.4.1** The District Council is committed to the concept of urban regeneration and making the most of opportunities to ensure that optimum use is made of land within Ware's settlement boundaries. To this end, two sites have been identified as suitable for mixed-use development. These are 12 High Street/Co-op Depot, Star Street (Site 72) and Crane Mead, off Viaduct Road (Site 320), the latter of which is currently reaching completion of development.

**13.4.2** *12 High Street/Co-op Depot, Star Street* - The Co-op site currently comprises retail premises and the Co-op milk depot. A mixed-use proposal including a range of uses for housing, retail, leisure, or other commercial uses, is considered acceptable. Permission was granted in 2002 for a development comprising a mix of residential and retail development in association with the refurbishment of the Grade II listed building. Should this permission not be implemented, the development of the site is expected to be in accordance with Policy WA6 and to be subject to a Development Brief, prepared or approved by the District Council. Proposals should be compatible with the site's town centre location and Conservation Area status and take into account the fact that part of 12 High Street is a listed building and the following Policy will apply:

#### **WA6 12 High Street/Co-op Depot, Star Street**

- (I) The site at 12 High Street/Co-op Depot, Star Street, as defined on the Proposals Map, is allocated for mixed-use development to include housing, retail, leisure, or other commercial uses.
- (II) Depending on the mix of uses on site, development shall make provision for up to 40% affordable housing, in accordance with Policies HSG3 and HSG4.

**13.4.3** *Crane Mead* - Most of this area is identified in the Local Plan First Review as an Employment Area, but in January 1998 the Council adopted a Development Brief identifying part of the site as suitable for mixed-uses, including employment, housing and possibly leisure uses.

**13.4.4** Planning permission has now been granted in accordance with the brief, and development of the housing element is under way. The planning permission includes a substantial development of employment floorspace on land adjacent to the railway.

**13.4.5** It is now therefore appropriate to identify the area intended to remain in employment use, i.e. Mill Studio and Swains Mill, and the area with extant permission for Employment uses as an Employment Area, in accordance with Policy EDE1.

**13.4.6** This site has a role to play in the provision of a Country Park at Tumbling Bay to the north, by provision of a bridge between the two sites to provide access, and also the Council wishes to secure provision of a second means of vehicular access to the Crane Mead area. These provisions have been incorporated into the S106 Planning Obligation which is attached to the planning permission referred to in para 13.4.4 but any proposals for this site should take into account the following Policy:

#### **WA7 Crane Mead**

- (I) The Crane Mead site is defined as an Employment Area on the Proposals Map and will be primarily reserved for industry, comprising Class B1.
- (II) The Council is anxious to secure the provision of a second means of vehicular access to the Crane Mead area from Station Road, passing under Viaduct Road, and will use appropriate measures to facilitate this.
- (III) The Council will continue to support the efforts of British Waterways Board to secure the implementation of a new road bridge linking Crane Mead to the north side of the Lee Navigation in order to facilitate the implementation of the proposed Country Park.

## 13.WARE

### 13.5 Economic Development and Employment

**13.5.1** It is important for Ware's economy to seek to retain and encourage a strong and diverse local economy, with a wide range of employment opportunities. The most important local employer is GlaxoSmithKline, with its research and development and manufacturing facilities. There is also a mix of other manufacturing, commercial, and service operations in the town. Retailing and education are also important parts of the local economy. The presence of the long established and successful Hertford Regional College is a valued educational resource, and adds strength to the social fabric of the

town and the economic vitality of the town centre. The District Council intends to work with the college to ensure its continuing success and will help it address car-parking issues that have arisen in recent years.

**13.5.2** Ware's employment land is mainly confined to the central area of town close to the river and the railway. It comprises one large mixed-use industrial area at Marsh Lane; the town's major employer, GlaxoSmithKline off Park Road and Harris Lane; and two other areas at Broadmeads and Widbury Hill.

**13.5.3** As result of investment and development in recent years at GlaxoSmithKline, Ware site, the Plan provides for the enlargement of the designated Employment Area, by incorporating the 'central area', and the Westfield and Buryfield car parks. These changes are identified on the Proposals Map. (See also paragraph 13.2.3 concerning Green Belt exclusions in respect of this area).

**13.5.4** The Council considers that, in order to maintain a supply of employment land, the Park Road/Harris Lane (GlaxoSmithKline); land off Marsh Lane; Broadmeads; and Widbury Hill Areas should continue to be reserved for such purposes.

#### WA8 Employment Areas

In accordance with the Policy EDE1 the following sites are defined as Employment Areas on the proposals map and will be reserved for industry,

comprising Classes B1 and B2 General Industrial Uses:

- (I) Land off Marsh Lane
- (II) Broadmeads
- (III) Widbury Hill
- (IV) Park Road/Harris Lane (GlaxoSmithKline)
- (V) Crane Mead

**13.5.5** Beyond those existing areas, the Plan does not identify any new Employment Areas for Ware, but seeks to encourage the better utilisation of existing areas. Where proposals arise for employment development outside the identified Employment Areas, these will be appraised on their individual merits, taking into account sustainability criteria, and the impact on the neighbouring occupiers and the local area, as set out in Policy EDE3.

**13.5.6** It is important that space is available for different firms in different stages of their development, including new businesses. A number of smaller sites exist in Ware, which have not been specifically identified for primarily employment purposes, but which would be suitable (and are used) for such purposes, e.g. Sucklings Yard and Hitch's Yard in Church Street and Waggoners Yard, Baldock Street. These yards and similar sites can, and do, provide for a diversity of uses, and should, wherever appropriate, be retained.

### 13.6 Waste Management Sites

**13.6.1** The Hertfordshire Waste Local Plan was adopted in January 1999. Under Waste Policy 12, two sites in Ware are indicated as areas of search for sites for permanent facilities for waste management functions:

- Crane Mead is identified for materials recovery, recycling of canal dredgings, and waste to water transfer (Policy 30).
- Marsh Lane is identified for inert waste recycling and materials recovery.

## 13.WARE

**13.6.2** In this Plan, Marsh Lane is identified as an Employment Area, and Crane Mead is identified as a mixed-use site, suitable for housing, employment and leisure.

**13.6.3** The District Council does not wish to see either of these sites "safeguarded" for waste management uses, a process which could blight either or both areas and deter investment. However, advances in waste recycling techniques mean that there need not be a conflict between waste uses and employment area designations. Where processing can be carried on inside a building, the impact could be similar to other general industrial processes and such a use would be providing employment.

**13.6.4** However, the District Council will bear in mind that waste processing can have an impact on such matters as traffic generation, appearance of the locality, noise generation and dust and smell emissions, and should Crane Mead be developed for a mix of uses, waste management facilities could have an adverse impact on local environment and amenity of future residents.

**13.6.5** The grant of planning permission for waste management functions is a County Council matter, but this Council will comment on the merits of proposals which may arise in the light of the above.

### 13.7 Town Centre

**13.7.1** Ware Town Centre is located close to the River Lea, the railway line and on the old London to Cambridge Road. It is the focus of a Conservation Area which contains many fine listed buildings, including the Priory (Grade I). Many of the town's existing and former coaching inns and public houses line the High Street and Baldock Street, creating a distinctive historic townscape.

**13.7.2** Ware as a commercial centre has suffered many of the problems associated with historic market towns: traffic congestion; competition from newer or larger centres; and lack of investment. However, the town has adapted successfully whilst retaining its many qualities. The Council considers that a strong shopping presence in the town is the key to its continued vitality and viability, although a diversity of uses, services and functions will help to

maintain the town centre as a focus for the community and as a source of employment. In order to generally preclude a dilution of the shopping functions in Ware town centre, proposals for development or changes of use from shop (A1) use to non-shop (non-A1 use) within the primary and secondary shopping frontages, as defined on the Proposals Map, will be considered against Policies STC2 and STC3.

**13.7.3** The problems of congestion, safety and poor environmental quality in Ware town centre have been addressed by a series of traffic management and street enhancement works. Great improvements have been made over the last few years and, where resources permit, this will be continued.

**13.7.4** As part of the Council's Economic Development Strategy, assistance has been given to set up a Town Centre Management Board for Ware. Membership is drawn from representatives of the business community, residents, local interest groups and local authorities, and the Board works to help improve and promote Ware town centre. The District Council will continue to support the Ware Town Centre Management Board.

### 13.8 Transport

**13.8.1** The general planning policy stance of the District Council, in relation to transportation issues, is contained in Chapter 5 (Transport) of this Plan. This section relates specifically to conditions in the town of Ware.

**13.8.2** Ware's mediaeval street pattern is of immense historic and environmental value. However, in common with many other old market towns, it experiences great difficulties in the accommodation of vehicular traffic.

**13.8.3** Efforts have been made in the past to ameliorate the situation; the A10 trunk road bypass was specifically designed to remove much of the traffic which would otherwise travel through the town. However, there is still a significant congestion problem, especially at peak times.

## 13.WARE

**13.8.4** A comprehensive traffic study was undertaken and completed in 1992 which, following public consultation, resulted in the abandonment of proposals for a town centre relief road. This decision meant that any alterations made to the road layout would need to continue to cater for the same types and volumes of traffic. However, following a shift in Government policy and public opinion, the emphasis has now moved away from the demands of the motorist and more towards other, non-motorised user groups.

**13.8.5** The Ware Transportation Plan, led by Hertfordshire County Council in conjunction with the District Council and Ware Forum, developed proposals for the future of transportation in Ware.

**13.8.6** Following further public consultation, improvements were made to the High Street, Baldock Street, East Street and West Street, which were completed in 1998. These works incorporated traffic calming features (narrowed carriageways and puffin signal controls based on pedestrian movement characteristics); improved passenger transport access facilities; resurfaced, widened pavements and improved crossing facilities for non-motorist user groups.

**13.8.7** The Ware Transportation Plan has been subsumed into the Lea Valley Area Plan, an element of the Local Transport Plan (see Transport Chapter, Section 5.5). The Lea Valley Area Plan also covers Hertford, Stanstead Abbots and Great Amwell within East Herts, and the towns of Broxbourne, Cheshunt, Hoddesdon and Waltham Cross in the Broxbourne Borough Council Area. The vision of this document is to:

*“Develop an effective and sustainable integrated transport system to serve all users and reduce the significance on motorised traffic and its adverse effects on the environment, in order to enhance the Lea Valley as an attractive place in which to live and work”.*

Schemes within both documents will be brought forward as funding permits.

### WA9 Lea Valley Area Plan - Ware

In order to develop a more sustainable transport system in Ware, support will be given, in principle, to measures that achieve this aim within the Lea Valley Area Plan (including the Ware Transportation Plan). Where relevant and reasonable, contributions from developers will be expected to assist in advancing the aims of these initiatives.

**13.8.8** Although current thinking is to reduce the need to travel by car, there will still be a need to provide for the motorcar and, in particular, availability of car parking spaces will continue to be an important factor in deciding whether to visit a particular town. Ware's retail function relies on specialist units and shopping visits supplementary

to those carried out in larger centres. For these kinds of trips an adequate provision of short stay parking is needed.

### 13.9 Passenger Transport

**13.9.1** Passenger transport in Ware includes rail connections south from Ware Station to London's Liverpool Street Station and west to Hertford East Station, as well as local and regional bus services.

**13.9.2** Improvements to passenger transport services are sought to aid a modal shift away from the private motorcar. The proposals within the Lea Valley Area Plan that are relevant to Ware include: bus vehicle improvements (including low-floor buses); addressing car parking problems; and improvements to passenger transport interchange facilities at Ware railway station. The District Council supports these proposals in principle, without prejudice to consideration of the details of implementation of specific schemes in accordance with Policy WA9 above.

## 13.WARE

### 13.10 Cycling

**13.10.1** The District Council recognises the importance of cycling for the promotion of health, travel (especially to work, school, and for shopping purposes), for leisure and because it can be used as a viable sustainable alternative to the motor vehicle. The Council's commitment to supporting cycling is detailed in Chapter 5 (Transport).

**13.10.2** Cyclists are often the forgotten minority in the overall movement picture. Competition for road space, the cost of providing car parks and the energy wasted on congested roads are good reasons why cycling should receive more consideration, particularly in a small town where travel distances are modest.

**13.10.3** Bicycles have better manoeuvrability and controllability than cars, but in Ware these advantages are not exploited because cyclists are constrained by the existing street pattern and traffic routes.

**13.10.4** In 1994 Sustrans (a national transport charity promoting cycling, cycle routes and particularly the National Cycle Network) reported on cycling initiatives for the town, and put forward proposals for new cycle routes and improved conditions along existing roadways. Hertfordshire County Council subsequently embodied proposals for improved safe cycling facilities within its Ware Transportation Plan and aims to implement schemes as funding allows. This has resulted in the inclusion of measures, which undergo continual refinement, within Hertfordshire County Council's Lea Valley Area Plan, which has the endorsement of the District Council.

**13.10.5** Although not currently included in the Lea Valley Area Plan, the Council is also keen to see the provision of a cycle route between Star Street and Crane Mead, via Tumbling Bay.

**13.10.6** In association with Policies TR9, TR10, TR11, TR12, TR13 and TR14, due consideration will be given to the needs of cyclists using Ware. Support will be given to the development of cycle routes and other initiatives, intended to improve

conditions for cyclists throughout the town. Where relevant and reasonable, developers will be expected to provide contributions to assist in advancing the aims of these initiatives.

### 13.11 Pedestrian Priority

**13.11.1** The District Council is committed to ensuring that the imbalance between motorist and non-motorist groups is addressed with the intention of improving conditions for pedestrian and other non-motorist user groups, including disabled people. As part of any future traffic management or environmental improvement initiatives, proposed for the further improvement of Ware Town Centre, full consideration will be given to the needs and safety of pedestrians, including disabled people, and other non-motorist groups.

### 13.12 Leisure and Community Facilities

**13.12.1** Ware already has a range of leisure, recreation, and community facilities. The sports centre at Wodson Park is well equipped for a wide variety of indoor and outdoor sport activities and adjacent to it is the Ware Town Football ground. There are a number of parks and playgrounds available for formal and informal sport and recreation. The River Lea, and Ware's position at the head of the Lea Valley Regional Park, allows access to a variety of leisure opportunities.

**13.12.2** It is also hoped that a vehicular bridge to Tumbling Bay via the Crane Mead site will allow British Waterways to develop the area as a country park for water based recreation. Hertfordshire County Council granted planning permission to British Waterways to create the Tumbling Bay Country Park in 1998. Progress on these sites is largely dependent on the priorities of the various landowners, but the Council will support and encourage appropriate development where possible.

## 13.WARE

### WA10 Tumbling Bay

The District Council will support and encourage the use and appropriate proposals in respect of the Tumbling Bay area, as identified on the Proposals Map, for recreational purposes, including informal non-motorised boating and angling, as far as is compatible with the nature and landscape conservation interests of the locality. Open access for walkers and cyclists will be encouraged, and essential small-scale facilities for outdoor sport and outdoor recreation may be permitted in accordance with Policy GBC1(b). Activities generating undue noise or disruption that would affect local amenity will not be supported.

**13.12.3** Within Ware all sites of public or private, outdoor sports, recreation and open space facilities or school playing fields to be protected are shown on the Proposals Map. Any proposals for development that would result in the loss of these areas will be refused unless the proposed development complies with Policy LRC1.