

**HALESWORTH NEIGHBOURHOOD PLAN 2021 - 2036 REG 14 PRE-SUBMISSION REPRESENTATIONS –
RESIDENTS**

Key:

NP – Neighbourhood Plan

HNPSG – Halesworth Neighbourhood Plan Steering Group

HTC – Halesworth Town Council

ESC – East Suffolk District Council

SCC – Suffolk County Council

EA – Environment Agency

CIL – Community Infrastructure Levy (money developers have to pay to ESC when they build)

HNA – Housing Needs Assessment

LP – Local Plan which is the development plan for East Suffolk. The NP must be in general conformity with the strategic policies of this and the other plans that make up the development plan

NDHA – Non-Designated Heritage Asset

HNA – Housing Needs Assessment

			provide and then produce a plan. This work has started	
3	All	Well thought out, good job.	Noted, thank you	
4	All	Could I commend the group for all the hard work that has gone into providing this comprehensive plan for the town's future.	Noted, thank you	
5	overall plan	Well done and keep going, we approve of what you are doing.	Noted, thank you.	
6	Crossing outside the school	Do not have enough road on the garage side to qualify for a lollipop man / lady. All walk on the school side.	Safe travel to school is being looked at as part of the school expansion / travel plan and the NP proposals will be considered. This was consulted on twice directly with the children who all said they wanted a safer crossing on the Wisset Road and around school.	
7	All of it	Well done!, good display and informative. Looking forward to it coming together.	Noted, thank you.	
8	All	I am broadly in favour of the development plan. I would like to see The Cut used far more with better resources and used more for young people, e.g "Saturday kids cinema"	These comments regarding The Cut need to be passed on to them. A youth survey is to be undertaken to see what youth facilities young people would like to see.	
9	Movement & transport	Extend the cycle path along the Norwich Road. It currently terminates at Harrisons lane. To extend it to link with the new developments by Fairview Road. Give cyclists greater priority at junctions along the route also.	The NP proposes a cycle track all along the western side of Norwich Road up to Sparrowhawk roundabout. This was proposed rather than try an improve the one on the east as you suggest. Policy HAL.TM1 Key Movement Routes supports your suggestion. The NP proposal is under consideration for the ESC Cycling and Walking Strategy which will be published in summer 2022.	

	Long term car park site	<p><u>No need</u> for a 2nd supermarket. Encourage smaller new units for sustainable local products, food etc to be considered.</p> <p>Otherwise, well done for all the hard work involved! Food for thought.</p>	<p>needed or less. A survey of use by ESC in 2019 showed that the car parks were never full. The parking charges have changed since and a further usage survey is planned. This will support any development proposals.</p> <p>See response on the supermarket in Nos 1 and 82</p> <p>Noted, thank you.</p>	
12	Play spaces	Play areas for children and cycling are being encouraged, that's interesting. Not much has been mentioned about sports for teenagers and elder folks. The facilities for hockey, football and team sports are very poor at the moment.	Infrastructure investment for sport is referenced in the ESC Local Plan agreed in 2019. A NP must be in general conformity with the strategic policies in the Local Plan and therefore, the NP did not duplicate these plans. Campus charity's first planning application was approved in January 2022 and £1.6 million CIL funding was agreed.	
13	Design & Heritage	I think a cottage hospital should be reinstated in an area with a high population of elderly residents, with the main hospitals a long way away and it makes it hard for relatives to visit, very short sighted not to reinstate this facility.	Health provision is a matter for the NHS. A NP cannot make such changes. The proposal in the Design section is to protect the fabric of the old hospital building not the services	
14	Smaller business development	Very important to extend the small businesses / creative people and local initiatives to help increase the special feeling Halesworth has. Opportunities for families as they grow up to find a working life here.	Noted	

15	Economic Development	Excellent plan	Noted, thank you	
16	Town Centre	Stop vehicles / traffic using the Thoroughfare. 6 white vans counted at one time on 5th November.	HTC has set up a working group to look at how traffic can be better managed in the Thoroughfare to make it a safer and pleasanter high street. It is however a highway and the residents and businesses need to have access.	
17	Town Centre	Please encourage a link between the Thoroughfare and the Market Place. Considering Halesworth is a market town I am a little surprised how little the market place has featured in presentations. It didn't even make it on to the list of what residents told us they liked.	Proposals to improve the Market Place and its connectivity to the Thoroughfare are key proposals in the Town Centre chapter of the Plan. HTC will be setting up a working group to look into the suggested improvements although more consultation will be needed. A grant to devise better signage has also been applied for.	
18	Environment Movement & Transport	<p>Cutting of verges: I could not see any mention of this. We have an area of grass between us and our service road and the main road and it is continually cut which is bad for biodiversity.</p> <p>Planting of trees: Although we have the town park we do not have a community woodland which is more wild and wildlife friendly. Is there an area where more native trees could be planted?</p> <p>Pedestrianisation: I am a pedestrian and do NOT find Halesworth very pedestrian friendly. The crossing on Saxons Way is dangerous</p>	<p>Policy HAL.ENV4C on P.36 supports increasing biodiversity on verges. At present could we suggest that you contact HTC / Waveney Norse about this.</p> <p>The plan states our aspiration for a Nature Reserve. In addition Halesworth in Bloom regularly looks for opportunities to plant new trees. There is a community orchard in the Millennium Green and the Green itself is managed in a way to increase wildlife.</p> <p>The inadequacy of the underpass and the need for more crossings on Saxons Way have been addressed in the NP. Proposals</p>	

		<p>as some drivers don't see the lights until it is too late. We definitely need a proper crossing on from the town car park to the Town park, the underpass is inadequate.</p> <p>There seems to be no mention of the Patrick Stead Hospital, where does that fit in?</p>	<p>for a crossing into the town park and at Swan Lane both feature in the connectivity proposals in the Town Centre chapter. These have been put forward for the ESC Cycling and Walking strategy due out in the summer.</p> <p>The NP proposes to designate the building as a Non-Designated Heritage asset and Policy HAL. ED3 Major Development Opportunities suggest the kinds of development that might be in the building. It is registered as a community asset until 2023. The NHS property company has now put the building up for sale and these designations will apply if the Plan is approved. A NP cannot determine health facilities.</p>	
19	Footpaths	<p>Generally, I'm very glad there are so many suggestions to improve the environment and encourage the use of bicycles and other green alternatives to cars.</p> <p>Would it be possible for local farmers to allow permissive footpaths locally to the West of the town?</p>	<p>Noted</p> <p>This is something proposed as an aspiration in the Movement section of the plan. It would mainly depend on the landowners' agreement and cooperation.</p>	
20	Town Centre / Market place	<p>The Market place is too remote from the Thoroughfare with little indication that it exists. The new (small wooden sign) by the Angel is very nice but not much help to visitors. It is a Catch 22 situation, new businesses won't come but nothing will change without them..although this new plan goes some way to address the problem.</p>	<p>This is addressed in the Town Centre Connectivity section of the plan. The range of ideas proposed to improve connectivity up to the Market Place will be looked at by the HTC working group. The Town Centre chapter also proposes ways of improving signage. A group has been set up and a grant applied for to take this forward.</p>	

		Thank you to everyone involved in the exhibition and all the work to produce it. Such a shame it was only those of a “certain age” attended.	The demographic who attend most public meetings are not fully representative of Halesworth and as a result attempts were made to reach out to others in various ways. e.g. via the local Primary School to the missing “working age families”. See the Consultation Statement for more details	
21	Environment	I have lived in Blyth Mews for 7 years and for all that time people have talked about clearing the New Reach, which is yet to happen. It was also extremely difficult for volunteer groups to do anything. Thank you for all your hard work on this huge project!	The EA have set out their plan for river works in the Halesworth Flooding Factsheet which is on the HTC website Noted thank you.	
22		Unable to find affordable good rental in Halesworth, summer 2021. So had to move out. Loved the town & community. <u>Suggest</u> : No appointments offered. A second doctor's surgery as the current Cutlers Hill surgery is overloaded, <u>Never</u> see a GP, communication failures with blood / phlebotomy service at Patrick Stead Hospital. No blood request forms sent over to the Phlebotomy service. Time wasting of admin staff at Cutlers Hill etc. Pharmacy needs increasing / expanding. Halesworth people deserve a better GP service, soon!. Young parents working with me say there is little to amuse children in this area. Playgrounds sparse, clubs sports limited, all must drive to other towns.	The Local Plan identifies the need for extension/improvements to Cutlers Hill surgery and a new health/social care facility within the Healthy Neighbourhood centred on the Campus site. The NP cannot address the national problem of not enough GPs. The NP proposes ways to improve the playgrounds based on what children told us and HTC are drawing up improvement plans although most play spaces are owned by	

		<p><u>Concern:</u> Please do not overload lovely Halesworth town with too much overcrowding, Housing association / large developments. Affordable small developments for working people, 2 bedrooms needed.</p>	<p>ESC. The Local Plan proposes new sports facilities and a planning application was approved in January 22.</p> <p>ESC's Local Plan 2019 specifies how many new homes are built in Halesworth and Holton over the duration of the plan. Existing planning policies dictate the size of homes needed and the number of affordable homes. The NP has highlighted issues concerning the present housing stock and made suggestions as to how some housing for local people could be achieved.</p>	
23		<p>Thank you to all of you for the massive amount of time & effort you have put into the draft neighbourhood plan.</p> <p><u>4 brief comments:-</u></p> <p>1. The depressing point that kept coming across is that in reality this plan, even once adopted, cannot stand up to the 'build and more build' directive that comes down from on high. We really are only trying to mitigate the worst effects.</p> <p>2. I really do think somebody ought to be asking questions about the GP needs in this town. Before my time, I'm told there used to be 6 GPs within the Cutlers Hill Surgery; now there are only 2 plus locums. I wonder whether there really is a serious effort to recruit some additional GPs? If nothing more can be done to make the idea of living & working in Halesworth attractive to a young</p>	<p>Noted thank you.</p> <p>Noted.</p> <p>The Local Plan does identify the need for extension/improvements to Cutlers Hill surgery building. The shortage of GP's is a national issue not a local one.</p>	

		<p>doctor, then this really is madness to keep adding to the housing stock and expanding the population without apparently any hope at all of having any further doctors. The whole community will pay a heavy price. There must surely be yardsticks as to how many people can a GP's practice service? Just as there's a set-down class size beyond which a teacher can't effectively teach, surely there must be a similar 'breaking point' for GPs?</p> <p>3. I feel disenfranchised just as you who have prepared the draft plan are apparently disenfranchised. I live in Linstead, only 3 miles outside Halesworth. Where do you go for the doctor or the library or to see a film or to do some shopping or to play tennis or to do almost everything – I go to Halesworth of course. It's bonkers to not allow these outlying villages a vote on a plan that affects us deeply. Surely to goodness something can be done to broaden the radius of engagement? It's completely nuts to live in Holton or Chediston and lots of other similar villages and to say to the people who live there, "we've got this plan, you can read it if you like but I'm afraid you get no say as to whether or not it's adopted."</p> <p>4. I'm not going to get into it here but I remain very concerned about what has happened (not a lot) and what will happen (I fear not much more) on what we all call 'the Campus land'. This town is disgracefully served in its</p>	<p>Unfortunately, it is neighbourhood plan guidance and regulation that stipulates, only the residents on the electoral role of Halesworth can vote in the referendum. However, anyone has been able to contribute their ideas during the consultations on which the Plan is based.</p> <p>Infrastructure investment for sport is referenced in the ESC Local Plan agreed in 2019. A NP has to be in general conformity with the strategic policies set out in the Local</p>	
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		<p>sports facilities. There must be so much more that could & should have been done, without requiring bucket loads of money, to get people engaged in sport & recreation. I'm just not comfortable with these schemes that require sell-off to private developers for purposes completely unaligned with sport. I don't pretend to understand how things like the provision of sport & recreation can end up in hands outside the town's elected representatives. It's well-known what happened with the neighbouring HCSL and I think it's fair to say that HCSL is now functioning 100% better now it has involvement from a lot more town councillors plus individuals who have no financial interest, purely there because they want to see better sports facilities serving this town. There may be a reason why not but why doesn't Campus just modify what it thinks it can achieve and use a model similar to that of HCSL e.g. Campus joins with HCSL and together they work out a plan so that, supposing I wanted to start up a badminton club or a table tennis club or a martial arts club or a gymnasium or whatever, Campus then provides some land at low cost to make it possible for 'the entrepreneur' to get started? In other words, actually put the land to good use rather than it just sitting there for another decade with lots of dreamy talk of artificial pitches, floodlights, swimming pools, shops, bars & cafés?</p>	<p>Plan and therefore did not focus on sport infrastructure. Campus charity's first planning application was approved in January 2022 and £1.6 million Community Infrastructure Levy funding was agreed.</p> <p>These comments refer to the CAMPUS planning application, not to the NP.</p>	
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		Thank you again to you all for your amazing time commitment.	Noted thank you	
24	Market Square (Town Centre connectivity)	To take away many of the only free parking places in the town seems very short sighted, these are almost always in use by shoppers , residents, church goers and more importantly carers. To take away a vehicle entrance to the Market square will make the already blind junction near Rosedale potentially much more dangerous , and when deliveries are being made it will be impossible . Few residents or businesses would appear to have been consulted.	The suggestions made in the Town Centre Connectivity section of the NP, including the ones relating to the Market Place, are “ideas” or “suggestions” all consulted on via public webinar, zoom meetings including one for stakeholders (that specifically invited the business group) and a walkabout. See Consultation Statement for more details. HTC will be setting up a working group to look at the WMT suggestions. If any are taken forward, there will be further consultation including with businesses and Highways. A further survey of car park usage in the town will be undertaken in 2022.	
25	Design & Heritage pg 3 Economic development page 9 Movement pg 36 line 4 Town Centre pg 3	Storey NOT Story What are “maker spaces”? “Horse & Garden” NOT House I do not agree with dividing up the Thoroughfare and Bridge Street	These representations relate to the Evidence Papers not the NP but are noted thank you. It is a term used by architects and economic development circles for places where people make things and sometimes sell their wares. Often places for those in the creative industries noted thank you. There are no suggestions that do that. The Thoroughfare and Bridge Street need to be seen as a continuous place	Amendment made Amendment made

26	Plan as a whole	My wife and I recently relocated to Halesworth from Cambridge. The plan as a whole captured many of the reasons why we chose to move here. The overall direction of the plan and its priorities seem very appropriate. It is a good piece of work so well done and thank you to everyone involved.	Noted thank you	
27	Housing	Affordable housing for local people to buy or rent, not what seems to be happening, expensive housing bought up by outsiders or retirement. We need to keep youngsters in Halesworth otherwise it will become another Southwold!!	We have tried to make provision for genuinely affordable homes for local residents and this is detailed in the housing section Community Led Housing. The HNPSG wished to increase the proportion of affordable homes built but were unable to do so despite the clear need.	
28	Housing Community Infrastructure Movement & transport	<p>A balanced mix of new housing is needed. No section of the community should be favoured at the expense of the others. It seems that the elderly are well catered for but others are lagging behind. New build properties are beyond the financial reach for average working families.</p> <p>There is a DESPERATE need for a community centre. I think Halesworth is a lonely place for older people, but also a centre for Youth activities, Mother & toddler group is also needed.</p> <p>A direct bus service to Norwich is ESSENTIAL. Unfortunately buses are not subject to the same control as trains. This needs to change. Improvement of cycle paths</p>	<p>The HNA showed that people on low incomes were in housing need. The Community Led Housing proposals in the Plan are a small way in which some affordable accommodation could be provided for local people..</p> <p>A community centre is proposed as a needed infrastructure development in the ESC Local Plan, March 2019 with some money potentially made available. HTC has a working group looking into this and will determine what the community wants to see in a centre and plan accordingly...</p> <p>The NP is not able to influence or change a private sector bus service. Improvements to cycle routes are a strong feature of the NP</p>	

		and parking is a priority, especially as Halesworth is on a major cycle route		
29	Boundaries of future development	<p>I hope the plan is NOT to enlarge the town beyond its existing and established boundary.</p> <p>Good plan and policies for the future of the town.</p>	<p>There are no parts of the NP that look to expand the town boundary.</p> <p>Noted thank you</p>	
30	<p>Environment</p> <p>Amenities / building development (housing)</p> <p>Connectivity</p>	<p>Delighted to see the full value of the Millennium Green highlighted, including its floodplain function. Also, the other small open spaces enhancing the built up areas.</p> <p>Especially concerned that the town achieves a better age profile, including houses suitable & affordable for young families. Vital signs of life will be youth centre, sports & keep alive the idea of a Secondary school and improved public transport.</p> <p>Flow, routes for walking, cycling and road crossings (Saxons way) very welcome. Market Place connection to the Thoroughfare a huge opportunity that you have done well to highlight.</p> <p>I'm extremely impressed and grateful for the quality of your research, consultation and proposals.</p>	<p>All comments noted, thank you</p>	

31	Sorting / Post Office	A lot on the entrance to the town. Other ideas are fine but if the entrance to the town is not addressed it puts a bad tone to the town.	Noted. If development ever happened on the Post Office site, the Design Codes would need to be applied	
32	Future of the Patrick Stead Building / Housing	What a shame the Patrick Stead can't be designated for the Halesworth community in general as was first intended by Patrick Stead himself. I'm glad affordable housing for first time buyers is a priority.	The ex-Hospital is owned by NHS Property Company It is currently up for sale. It was designated a community asset some years ago, but no community plans came forward. The NP proposes protection for the fabric of the building Noted	
33	Environment	The narrow gauge railway should not be re-built across Birds Folly. The pressures on wildlife are already enormous and will only increase in the future. The Millennium green should be considered as a nature reserve and protected. Steam trains create a great risk from fire and the hordes of visitors & their cars would cause traffic problems and pollution in the town. I am very much in favour of the new Nature Reserve, I have been an Environmentalist since 1969!	The Plan offers further protection to the Millenium Green through designating it as a Local Green Space. This will give it protection similar to green belt status. There are no plans in the NP to reinstate the old railway.	
34	Greenspaces (Environment)	Millennium Green is a must to keep. Lots of use for all ages.	The NP proposes to designate the MG as a Local Green Space giving it more protection.	
35	Transport	More cycle routes. Also transport links to Norwich for college and schools.	The NP is unable to influence local public transport services but does propose improvements to cycle routes.	
36	Environment	The plan is quite vague. I am very concerned about the river. The part of the river that is near me hardly flows and is being choked up by Himalayan balsam. We	The plan and its evidence papers show the HNPSG's discussions with the EA regarding water quality, flooding and the river issues such as plants. The EA factsheet on the river is on the HTC website.	

		<p>need a much stronger vision of sustainable water quality etc.</p> <p>What is the relationship between farming and the water courses?</p> <p>I am also concerned about the desert that surrounds us - monoculture, few hedges and trees means that biodiversity is severely compromised.</p> <p>What powers does the Council have to make farmers put in trees? (particularly along the roadsides)</p>	<p>This is a matter for the Environment Agency. Most farmland is outside of the NP boundary.</p> <p>The Plan proposes a number of ways that biodiversity can be supported</p> <p>The council has no powers outside of the town boundary where most farming takes place. Within the boundary and working with other groups trees are being planted.</p>	
37	Housing	<p>Affordable must mean affordable to someone on minimum wage or a pension. I live in a 1 bedroom bungalow built by the council. no service charge, in 1970, which was brilliant, we need to do something similar.</p> <p>Suggest replacing 'First Bus' with 'Border Bus' running a service from Southwold via Halesworth to Bungay then Norwich.</p>	<p>Noted.</p> <p>HNPSG is not able to change a private sector company / service.</p>	
38	<p>Transport</p> <p>Community Infrastructure</p>	<p>There is no mention of completing the Bypass (extension of Saxons Way) so that through traffic is taken out of the town and the junctions on London Road will be reduced from this traffic and be able to cope with the extra traffic from the new housing developments.</p> <p>It would be good if we could attract an upmarket supermarket, e.g. M&S,</p>	<p>This is not something we have been made aware of through our discussions with SCC, HTC or ESC. There are any plans for this, and it did not come up in consultations. All new developments have to undertake traffic assessments.</p> <p>Please see the response in No 1 & 82 on the supermarket development.</p>	

		<p>Waitrose etc. Even if it was one of their smaller outlets.</p>		
39		<p>We write as residents of Westhall, who have a significant interest in Halesworth, which is our local town - we use the library, shops, green spaces, garages for car purchasing and servicing, hairdresser/barbers, Huggy's for bike repairs, doctor, dentist and, therefore, plans made for the town impact directly on us. It is also the case that the local villages will look to the Halesworth Neighbourhood Plan for ideas, themes and inspirations and an understanding of what is possible.</p> <p>We are disappointed that sustainability has not been given a higher profile within the plan; facts and figures around the pace of change to the environment as part of Cop26 have been worrying and neighbourhood plans represent an opportunity for people in their local community to make a difference at scale. Requirements for solar panels and air-source heat pumps on new housing should be beefed up, especially with the phasing out of gas boilers on the horizon, and opportunities taken to fit solar panels to existing local authority and other public buildings, such as schools, surgeries etc.</p> <p>The impact of second-home ownership in the area could also be addressed more directly, with a requirement that any new builds cannot be bought as "second homes", as has</p>	<p>Residents of neighbouring villages have been able to respond in consultations.</p> <p>The NP cannot go above or beyond national or local planning policies on these environmental issues unfortunately. We cannot stipulate heat pumps or solar panels but have been able to stipulate electric car charging points in all new homes.</p> <p>We do however acknowledge your concerns and comments about the environment and climate change. A new Climate Change section will be inserted in the NP to highlight all the policies and actions we have assembled to deal with the change in climate and the environmental situation we are facing.</p> <p>We looked to see if the level of second home ownership would enable us to change housing allocation policies for affordable homes as Raydon has done. The numbers in</p>	<p>New climate change section added at the end of Chapter 3 at paragraph 3.3</p>

	<p>been done in Fowey; "second home" ownership contributes to an increased demand for scarce resources, not least housing stock, and its rise is unsustainable in a town the size of Halesworth.</p> <p>Actions to "Green" Halesworth would see moves to "reduce" given higher priority than "recycle", reflecting the "reduce, reuse, recycle" mantra, so the move towards "plastic free" status should be a priority.</p> <p>Provision of public Electric Vehicle charging points is critically important in the drive to increase use of electric vehicles and this should be addressed as a matter of priority.</p> <p>Equally important with the rise in the use of electric bikes is the provision of secure/covered cycle storage and joined-up cycle routes to encourage the use of bikes (including electric bikes) as alternative means of transport.</p> <p>The neighbourhood plan, coming as it does in the aftermath of Cop26, gives Halesworth the opportunity to be a leader in the shaping of sustainable market towns and, given the resources, thoughtfulness and passion of its residents, could be a game-changer; it would be a pity to miss this opportunity.</p> <p>Thank you for taking these points into consideration.</p>	<p>Halesworth are not as high but it is something that needs watching in the coming years.</p> <p>These matters are dealt with in the NP and HTC are also picking up the Green agenda with their recent event at St Mary's Church on the Climate Emergency prior to COP 26.</p> <p>New legislation on electric car charging points has just been released and is included in the plan.</p> <p>Cycle storage and new routes are proposed in the NP, so noted.</p> <p>We have gone as far as we can in a Neighbourhood planning document. Hopefully the new section titled Climate Change will demonstrate what we have addressed more clearly.</p>	
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	Page 109 Saxons Way	Saxons Way is already a very busy road yet there is a proposal to increase traffic by further developments whilst simultaneously blocking the road with more crossings, with the one next to the underpass that only floods for a few days each year, and on those days it would be too wet to use the park.	The needs of pedestrians guided these proposals. They will require a full traffic survey and considerable consultation and work with Suffolk Highways. The underpass is an unattractive route to the town park and Millennium Green. It also floods during times of high rainfall so a suitable alternative should be sought. People cross Saxons Way and their safety is important. The beauty of the Park and the MG is that they can be used no matter the weather. We have consulted the EA with regards to the flooding and any possible ways to prevent flooding on to the underpass route. They advised that this was not possible due to the low-lying nature of the land. See EA factsheet on the HTC website.	
41	Whole plan	<p>Thank you for this. I think it is a great plan. I was very pleased we were able to host your exhibition and question and answer sessions at St Marys.</p> <p>The commentary on history and current situation seems very fair and balanced. I support your vision, objectives and 19 policies.</p> <p>I hope that we as individuals and organisations will be able to support each other's contributions to the environment, community and culture of</p>	<p>Noted thank you</p> <p>Noted thank you.</p>	

		<p>this town.</p> <p>Blessings, Dominic.</p>		
42	Views of St Mary's church	<p>I would like to thank all involved in the preparation for the proposed Neighbourhood Plan, especially the amount of work that has gone into it.</p> <p>After attending the display at the church at the weekend I raised a comment regarding protected views and especially the views of the church tower. It was difficult to see the figure clearly and I raised concern re the view from Halesworth Millennium Green across Lester's Piece. Having now looked at fig 8.1 on page 77 of the draft I note that that view is already on fig 8.1.</p> <p>My concern was that the recent planning application from McCarthy and Stone includes 3 storey buildings and I was worried that the view from HMG could be obstructed by this development.</p> <p>Sadly it would appear that I am too late to make a comment on the planning application.</p> <p>Best regards Mike Jackson</p>	<p>Noted thank you.</p> <p>This view from the MG is one of the views of the Church the NP aims to protect. It is hoped that ESC planning dept note this policy in the emerging NP. It was brought to the attention of ESC planning department although after the planning application consultation period had closed.</p>	
43	Secondary School proposals in Community	<p>Having just read a post by a HTC member, regarding the possible need for a new secondary school, I am in disbelief!</p>	<p>The Middle School was closed because of a change of education policy by SCC. It was not a full secondary school.</p>	

	<p>Infrastructure section</p>	<p>A whole school was pulled down a few years ago, with no forward planning on the part of SCC / East Suffolk Council.</p> <p>We now have a situation where the Halesworth population is set to grow immensely, but with little in the way of affordable homes to attract younger people, but many plans to build homes for the elderly population.</p> <p>I am glad a Councillor has identified the obvious need for a secondary school a few more years down the line.</p> <p>Surely, it is obvious that the current proposals by Campus, who wish to allow a private developer to build on the obvious site for a new school (funnily enough where the old one was) should be strongly opposed to save this land for public use and a new school. Where else could it go. I only hope that enough people show common sense and forward thinking to stop the current flawed plans of Campus and keep this land for the purpose initially intended, a school and playing fields!</p>	<p>Whether the numbers of children in the town in the future will warrant a school has been discussed with the authorities. If it was thought possible it would be many years in the future.</p> <p>The CAMPUS planning application is not a part of the NP process.</p>	
44	<p>Environment section: New Nature Reserve</p>	<p>Concerned that no one has contacted the land owners about creating a new path on their land prior to putting this plan together.</p>	<p>HCSL have previously been contacted by a member of the HNPSG and a site visit was carried out with John Giles (of HCSL) at the Basley Ground on 22nd September 2021. The idea was also discussed with other trustees. Unfortunately, the maps in the NP depicting the reserve incorrectly include the Basely. The maps will be altered</p>	<p>The map of the proposed Nature Reserve in Figure 4.7 corrected.</p>

	Community Infrastructure	New pathway along Dairy Hill football pitch. Very concerned that the owners of the land you intend to use have not been informed of your desire to use their football pitch as a nature reserve!	The footpath alongside the football pitch connecting the proposed care home with the GP surgery was negotiated by ESC and forms part of the planning conditions for the Care Home. This has nothing to do with proposals for a nature reserve or with the NP.	
45	4.6 & 4.9 pg 26 Pages 41-48 Page 84 Heritage 9.5 pg 88 9.6. pg 88	<p>The Millennium green is one of the best facilities provided in recent years, well used and well loved. Town Park is similarly used and well loved.</p> <p>There are far too many houses either planned or being built. HTC needs to do all it can to keep housing projects within bounds relative to the needs and available facilities.</p> <p>It is criminal that the Patrick Stead virtually stands almost empty. It needs to be used as something. Maybe converted into flats or extra space for our Cutlers Hill surgery.</p> <p>The existing cycle path from Harrisons Lane towards town needs to be extended at both ends, from Sparrowhawk Way to CO-OP.</p> <p>2 return through trains to London would be beneficial.</p>	<p>Noted and it is proposed to offer further protection to both.</p> <p>ESC set out the housing quota it plans for Halesworth and Holton in the Local Plan 2019. They are told what is needed by central government. The NPSG or HTC are unable to prevent housing being built.</p> <p>The building is owned by the NHS Property Company, and they currently have it up for sale. The NP aims to give some protection to the much-loved building and does propose other uses that it could be put to including residential.</p> <p>This is proposed in the NP and we hope will feature in the Cycling and Walking Strategy that ESC will issue in Summer 22. See Figure 9.3.</p> <p>We are unable to affect or change external private businesses such as Rail companies.</p>	

	9.7 pg 88	<p>Our bus services are reasonable but underused. The number of buses that pass our house with just a couple of people is unviable. We would like to see more use of minibuses which are cheaper to run. a twice daily service to Norwich is needed without the need to change.</p>	<p>The NP is not able to influence or change a private sector company / service, this is beyond the remit of a NP.</p>	
	9.12 pg 88	<p>Free car parking would encourage more visitors, conversely more expensive parking would encourage greater use of public transport.</p>	<p>Any changes to car parking would require a full parking survey to inform any future changes. An updated parking usage survey is planned for 2022.</p>	
	Town Centre / Shopping facilities	<p>The Thoroughfare may have a wealth of small quaint shops but is becoming a haven for coffee shop patrons. With Palmers Butchers and Hughes Electrical now gone the place is in decline as far as shopping requirements are needed. What is desperately needed is an ALDI or a LIDL supermarket. Many people travel to Beccles for their necessities, and the opening of Specsavers and the Tool Station in that town will continue to make Beccles a sensible place to shop.</p>	<p>Please see the response to the supermarket issue in No 1.& 82</p>	
	More on Cycling	<p>We believe cycling should be banned from the Thoroughfare between the hours of 08:00- 18:00 and allowed in both directions outside of those times. We suggest Chediston Street should allow cycling in both directions. If we, as cyclists, are walking towards town it is necessary to walk in the middle of the road as there is</p>	<p>The town council has set up a Thoroughfare Working Group to look at the traffic management issues including cycling and will come forward with proposals to be consulted on as to how things can be improved. The cycling group set up by the HNPSG rejected the idea of cycling both ways along Chediston as too dangerous</p>	

	<p>General</p>	<p>insufficient space on the pavement. A cyclist walking in the middle of the road is more of a hazard than them riding.</p> <p>We believe there needs to be more consultation between HTC and other statutory organisations, e.g. the path near the old Middle School was widened to accommodate cycling children going to and from school, and guess what the school closed! CRAZY. It is great news that the old Methodist Church is to be used as a Day centre. The loss of Rayner Green was a blow but the new centre will be an excellent replacement.</p>	<p>Noted</p>	
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46	<p>Education, page 64 and action for secondary provision on page 66</p> <p>Figure 10.3, page 109</p> <p>Policy HAL.HSG3: low energy and efficient housing</p> <p>Section 9.30 and 9.31, page 95</p>	<p>For clarity, as it's a bit ambiguous as written, the Beccles school run by Seckford Trust is known as 'Beccles Free School' - it should not be called 'Beccles school' as it could be confused with the much larger state school, Sir John Leman High. I don't believe the NP should get itself distracted into pushing for a secondary school. As a member of the early NPSG I stated that I'd been a Governor at Holton St Peter Primary during the county school organisation review, and I'd done significant surveys of schools etc in our area that feed into Bungay High. There was little or no appetite for a secondary to be created in Halesworth, and since we've not had such provision since the middle school was known as a grammar school in the 1950's, I don't believe the LA will have any appetite for it.</p> <p>I think this figure should show the full route of NCN1 through the central carpark and Thoroughfare. Currently for some reason the figure shows that it stops at the underpass beneath Saxons Way, which isn't correct?</p> <p>I like the inclusion for the drive to provide heat pumps and solar PV for housing - this is long overdue in Government standards and hence is welcome as a local level desire, to fill the strategy gap</p> <p>I totally support the 20mph speed limit in the vicinity of the school, as well as the parking time limit to 30 minutes from the school all the way to "The Avenue". This current</p>	<p>It is understood that the school is now called SET Beccles School and the Plan will be amended accordingly.</p> <p>This is a very long-term vision for Halesworth and one that will go beyond the time frame of the NP. What the NP have done is to question pupil numbers and raise the issue with the local Education authority. It is unlikely to be something the NP will continue to be involved with after the provisional discussions at a high level with organisations such as SCC, ESC and education providers</p> <p>This diagram is just trying to show the possibility for new routes for pedestrians if the site is redeveloped. The new route for the NCR 1 is detailed in the Movement chapter with a detailed appendix in the Evidence Paper.</p> <p>Noted</p>	<p>Paragraph 7.12 - The name changed to SET Beccles School</p>
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	<p>Section 9.42 cycle parking, page 101 onwards</p> <p>Section 7, page 66, other leisure opportunities</p>	<p>the Market square will make the already blind junction near Rosedale potentially much more dangerous , and when deliveries are being made it will be impossible . Few residents or businesses would appear to have been consulted .</p> <p>I'm pleased the cycling group review and proposed parking facilities have been included - thanks for this!</p> <p>Surely there should be an action addressing the lack of a safe footpath along Wissett Road to Norwich Road? At present it is not wide enough for a pushchair or wheelchair, so I'd be surprised if we don't suggest safety improvements here?</p> <p>What's not mentioned in those sections is the importance of the 'Campus' project. Many, many locals, especially young families, have really feedback about the need for leisure/sport facilities and it's obvious that if / when they arise, this will naturally be a geographical area to which younger people would gravitate. The leisure facilities at the Campus should be mentioned here, I don't believe it is getting a prominent enough airing.</p> <p>Don't forget young people particularly in teenage years, like semi-open and open spaces where they can hang out together.</p>	<p>A further car park usage survey will be undertaken in 2022 to help decision making.</p> <p>Any parking reduction or changes would need further consultations and discussions with Highways etc. Ideas in the plan are just that, at this stage</p> <p>Noted</p> <p>Paragraph 9.36 proposes improvements for pedestrians along Wissett Road. The section near to Norwich Road however is very narrow. It is hoped that improvements to footpaths around the school will be addressed by SCC during the Edgar Sewter School expansion work</p> <p>Increased sports facilities form part of ESC's Local Plan and therefore did not become the focus for the NP. Campus was granted planning approval for its first application in January 22.</p>	
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	<p>Figure 9.3 and associated action, page 92</p> <p>Page 22, infrastructure</p> <p>Environment Section 10.11, page 110</p>	<p>I obviously like the proposed cycling N-S route, especially emphasising the need for it to be on the west side of Norwich Road!</p> <p>1. No mention of the need for electric charging points for EVs or E-bikes. I thought we'd discussed this at length in a few forums, yet there's nothing shown?</p> <p>2. No mention of a second supermarket, yet this figures largely in public responses and surveys?</p> <p>3. Under the environment there's no mention of the threat of town and surrounding area flooding arising from poor maintenance, hard-surface development and climate change. I have provided a list of key high water dates/events to the NPSG I believe (since 1968). The list shows this is an ever-present threat. I appreciate the 1993 flood was mentioned but this was a significant event to the Thoroughfare and to surround roads and neighbourhoods.</p> <p>There's too much dangerously high curb in the Market place. An aged friend fell off the curb near the old market pump in November 2021, which suddenly made me realise just</p>	<p>Your comments on the youth space are noted, HTC are taking a lead on setting up a Youth Forum to look into future provision and a survey, to establish what young people themselves want in terms of youth provision. is planned.</p> <p>See above on car charging. The NP presses SCC to deliver a strategic response on all EV charging. HTC are looking into the matter.</p> <p>Please see the response in Nos 1 & 82 on the issue of a supermarket.</p> <p>The HNPSG held extensive meetings with the EA specifically on flooding and current flood risk. The EA stated, counter intuitively, that their latest modelling places Halesworth at a slightly lower risk of flooding than had previously been thought. A Factsheet, developed by the EA following comments by HNPSG is on the HTC website.</p>	
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	<p>Section 9.9, page 87</p>	<p>how dangerous the height of these curbs is. Can't these be dropped??</p> <p>There should be an action to reassess the use of the Angel Link carpark for a bus terminus / stopping point. This is a much under-used carpark and ideally close to the town centre. Surely buses could use this to avoid stopping on Saxons Way and causing obstructions and risk? It would also mean many bus passengers avoiding the crossing of a busy Saxons Way (inc children), to access the town centre from Southbound buses</p>	<p>Noted. If proposals for redesigning the Market Place are taken forward, then this is an issue that should be brought into the plans</p> <p>We understand that the bus companies were not in favour of the bus hub and it was not raised as a major issue in the NP consultations. When developments on nearby sites come forward this could be raised then</p>	
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47		<p>First I would like to commend the authors of the report for their hard work putting this report together. I have a few comments:</p> <p>My main concern relates to the stated objective to 'Make Halesworth an environmentally friendly town, revitalising its waterways etc' The inclusion of a 3G pitch in the Campus Project runs counter to this aim. Artificial grass pitches are a recognised problem in terms of their polluting impact, primarily in relation to the run-off of microplastics and waste management. Research has shown that artificial pitches are a significant source of microplastics that pollute the marine environment. For this reason, the EU is proposing to ban 3G pitches.</p> <p>A 3G pitch will inevitably release microplastics into the town river and up and down the Blyth. A number of people have already raised concerns about this as you will see in the planning application comments section.</p> <p>I would also like to express my support for the proposed improvements to cycling and pedestrian routes, especially the N-S cycle route, which is so dangerous for all, let alone children.</p> <p>Likewise, I support calming the Quay St r'about for pedestrians and cyclists</p>	<p>Noted thank you</p> <p>The new sports facilities including the 3G pitch form part of the ESC Local Plan and a NP must conform with the strategic policies set out in it.</p> <p>This representation relates to the CAMPUS planning application which was approved in January 22.</p> <p>This is about the CAMPUS planning application not the NP.</p> <p>Noted</p> <p>Noted</p>	
48	page 13	I agree with the report in that we need better provision for young people as well as	Noted	

		improved school and educational facilities. At present there seems to be a focus in Halesworth towards building facilities for retirees and the aged. If we want Halesworth to grow sustainably then we need more provision and employment opportunities for the young.		
49	1.5 & 2.3	Completely agree with a move to encourage younger families. The elderly demographic is highly skewed in Halesworth and families are not as well catered for as a consequence.	Noted	
	2.15	Heartily support a new supermarket in the town where it would help and increase footfall on the Thoroughfare	See the response in Nos 1 & 82 on the supermarket issue.	
	2.18	The Campus project is so needed for the youth of the town, they deserve this and need it.	The first Campus planning application was approved in January 22.	
	3.1	Employment opportunities are currently limited in Halesworth. Work on this needs a much more dynamic approach to business which is currently weighted towards retail and catering.	We hope our economic development section might go some way towards this in its promotion of small-scale workshops, tourism and the creative industries all seen as growth area.	
	4.2	Nature Reserve is a fabulous idea and I would be fully supportive of it.	Noted	
	5.13	Anything that encourages working age families especially in professional occupations should be applauded. Policy HSG3 -Fully agree	Noted	

	7.11	<p>Educational underachievement is a significant issue locally. Improved aspirations and an opportunity for secondary education in Halesworth would be very good.</p> <p>I would like to congratulate the group for this excellent draft plan. The body of work and evidence is impressive. I fully support the aims of the neighbourhood plan and hope the town flourishes in the year to come, thanks to this work.</p>	<p>Your support for a new secondary school in town is noted.</p> <p>Noted, thank you</p>	
50		<p>In general, we welcome the proposals as outlined in the HNP plan and with specific reference to the creation of more green spaces, improving access to, and signage about, the spaces, sites and trails etc. within the town (especially the Conservation Area) and proposing a Healthy Neighbourhood site. In addition, I would like to add the following under the broad heading of: <u>Improving Access, Safety and Visibility of Halesworth's Heritage</u></p> <p>Quay Street – There are 2 dangerous blind bends at the railway bridge and Quay House (opposite King's garage) and too often dangerous speeding along this stretch. We would like to suggest some possible solutions. Create a single carriageway from the railway bridge to Station Road junction with preferably (a) traffic lights or (b) road signage indicating "give way to oncoming traffic" with red and blue arrows; enforce a 20 mph speed limit; install raised speed bumps;</p>	<p>Noted</p> <p>The ideas for improving access for cyclists and pedestrians along Quay Street are noted.. A new cycling route for people coming into town from Holton is proposed through the Millennium Green and ESC are looking to improve access to and from the new development in Hill Farm Road into Loam Pit Lane. Please look at the draft Cycling and Walking Strategy on the ESC website as there are proposals for where Loam Pit Lane meets Quay Street. The consultation period however has now closed.</p>	

		<p>create new pavement alongside Malthouse Flats and its respective car park (joining up from just past the railway bridge to the Police House). See photos below as possible examples.</p> <p>In addition, create a shared cycle and pedestrian pathway (using but expanding the existing pavement) from the Hooker House/United Reform Church roundabout (on Saxons Way) to the Fire Station-Cemetery entrance/exit - all along the left-hand side of the pavement (i.e. United Reform Church side). This will help to improve pedestrian and cyclist access to the Thoroughfare (via existing 2 pelican crossings), Town Park (via Blyth Mews), Millennium Green (entrance/exit off Quay Street just before the railway bridge) and The Cut (create both steps and ramp from the car park in Station Road to the New Cut).</p> <p>Station Road – Continue the aforementioned shared cycle and pedestrian pathway - using but expanding the existing pavement along both sides of the road - from Quay Street up to the Station car park. Give equal priority to pedestrians & cyclists with traffic by installing raised speed bumps (see photos above as possible examples) with different colours of block paving to differentiate between the two and enforce a 20 mph speed limit.</p>	<p>A number of these suggestions were discussed by the cycling group .but not taken forward. You will see that the ESC cycling strategy links new routes to possible funding from planned developments. If any occur on Quay Street then possibilities open up. Landowner/resident agreements also have to be forthcoming and it was not in the case of Blyth Mews.</p> <p>Speed limits are not a planning matter although the group supported 20 mph on key routes.</p> <p>The Halesworth Tourism Group is looking to update and improve the existing trail</p>	
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		<p>Halesworth Trails - Improve status of conservation area by improving visibility of and expanding info about the Maltings and Hooker Trails* (see below) and expand /enhance the info signage at both eye and floor level.</p> <p>* Heritage Landmark Trail – provide information boards etc. at and alongside the sites of historical interest within Halesworth that are not covered by either of the other trails. For example:- water tower, Pillbox, Market Place (using some of the existing information that already exists albeit on the windows of a building), World Land Trust, St Mary’s Church and a selection of other listed buildings</p> <p>* Art Trail – establish a new trail around the town (e.g. Millennium Green exits-entrances / Thoroughfare / Market Place / roundabouts by commissioning local/ regional or even national artists to create work; (maybe establish an Arts Festival and Sculpture Park within the MG and around the town)</p> <p>Millennium Green – create another (hardstanding) footpath that runs along the existing footpath (New Reach) and then to follow the perimeter of the MG joining up near The Six Arches. This would create a circular path as opposed to a single path which restricts movement and enjoyment of the MG</p>	<p>information. ESC has a programme of producing town information booklets</p> <p>A grant for signage relating to the town’s assets has been applied for by HNPSG and if forthcoming some of these suggestions may be picked up but this level of detail is beyond the scope of a NP..</p> <p>For information the Campus charity is beginning some work with Wysing Arts Centre to look at the potential for art and performance on the Campus site but this is beyond the NP scope.</p> <p>This needs to be discussed with the MG trustees</p> <p>HTC Environment Committee and Halesworth in Bloom are planting more trees.</p>	
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	<p>especially during the winter. Plant more trees too! (and maybe on roundabouts in the town).</p> <p>The Halesworth and Holton Healthy Neighbourhood - Add a public swimming pool and spa to the mix of facilities proposed.</p> <p>Retail Development - We think bringing a new additional supermarket to the town will be good for Halesworth as it will provide more choice and be more competitive on pricing. Most people we have spoken to state that the Co-op does not provide enough choice and is too expensive on most food items.</p> <p>For young families this can be a serious problem and with other supermarkets in the area offering both more choice, weekly offers and lower prices, they are literally driving out of town to get their weekly shop or ordering from these supermarkets online for home delivery. This is taking money out of Halesworth rather than bringing in money. In addition, for the elderly residents it leaves them at a disadvantage too, with just the Co-op and the additional cost for their food.</p> <p>If there was another supermarket - for example, Lidl, Tesco, Sainsbury's - then more people from other villages and towns in the region would be interested in driving to</p>	<p>A swimming pool (not a spa) will form the third planning application by Campus although a great deal of work is needed to secure funding. The footprint of the sports centre will include areas for a swimming pool and sports hall</p> <p>Please see response Nos 1 & 82 for comments on the supermarket</p>	
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		<p>Halesworth not only to do the large weekly shop but also to shop in the nearby local independent shops (including the butcher's and new fresh fish shop). Many people still want to buy fish, meat and bread locally and on Wednesday's they can visit the weekly Market stalls too. Also shoppers and day trippers can visit the Thoroughfare and select from one of the many cafes available for coffee or lunch as well as visiting the other wonderful independent shops.</p>		
51		<p>I am writing to give my feedback on the Pre-Submission Consultation Version of the Halesworth Neighbourhood Plan.</p> <p>Before commenting on the details of the plan, I have a couple of general points. I have attended two meetings about the Plan – the Q&A session at St Mary's Church on 7th November and the Zoom meeting with the Halesworth Business Group on 25th November. It was not clear at either of these meetings how comments made on the plan would be dealt with. The process needs to be transparent – it needs to be clear how and by whom decisions will be made, and what the reasons are for accepting or rejecting individual suggestions.</p> <p>It was obvious at both meetings that the representatives of the town's businesses</p>	<p>All comments submitted will be read, recorded and decisions made as to whether changes should be made to the Plan. The advice of the planning consultant will be sought and there needs to be evidence to back up any changes. The Consultation Statement sets out how we have consulted. All representations and responses will be made available.</p>	

		<p>were not comfortable with the process so far. It cannot be that the council submits a plan which does not have the support of at least a majority of the town's businesses.</p> <p>Second, assertions made in the plan about "the community" need to be backed up with supporting detail. Examples are in paragraph 4.1 : "the following objective was consulted upon and received community approval" – and paragraph 4.14 : "the community considered that these spaces were nevertheless important". Who was speaking for the community? How and when were their opinions recorded?</p> <p>My comments on individual sections of the plan are as follows: 1.10 and 1.11: The figures quoted for new dwellings add up to 470, not the 762 given as the total. The Plan should identify the other sources which make up the balance.</p> <p>At the Q&A session, it was said that as and when all these new houses are occupied, the town's population will increase by around 2,000. That is a very significant growth, around 40% - a point worth stressing in the Plan.</p> <p>2.27 : I agree with the Business Group's objection to the description of service, retail and agriculture as "low skilled activities".</p>	<p>The NP has to listen to the views of everyone in Halesworth. Please see the Consultation Statement for details. Differing views have to be weighed up.</p> <p>The evidence is available in the Consultation Statement that will accompany the revised Plan. Your example refers to the Vision & Objectives and these were specifically consulted on via a leaflet to every address, an online survey and a paper form. 'Hard to reach' sections of the community were reached out to.</p> <p>In the ESC Local Plan the following figures are given: Homes built 2014-17 – 38 Existing Housing commitments – 244 Homes allocated in the Local Plan – 480 Total Growth 2014 – 36 = 762</p> <p>Noted</p> <p>Noted. This is a standard national employment definition. These occupations do</p>	<p>Text in the plan will be reworded</p>
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		<p>2.34 : What do “employment deprivation” or “the top 20% most deprived areas for employment” mean? Are these other words for the unemployment rate, or do they refer to assumptions about high and low skills?</p> <p>Pages 17-19 : The charts on these pages should be annotated with the source(s) of the data used.</p> <p>4.23 : There are additional candidates for the designation of “Heritage Tree”, including a 150-year-old beech on our land, and several other trees in nearby gardens. There should be a process for adding trees to the list.</p> <p>4.29 : This paragraph concerns the risk of flooding from the Town River. Given climate change, this is likely to become an even more pressing issue in future years. The actions proposed here are not strong enough. It is proposed that the council should “seek to collaborate” with the Environment Agency and others to “better understand risks” – the</p>	<p>not require recognised qualifications. Retail owners are categorised as Directors or business owners.</p> <p>It is from the Index of Multiple Deprivation, published by the Office for National Statistics: “The Employment Deprivation Domain measures the proportion of the working-age population in an area involuntarily excluded from the labour market. This includes people who would like to work but are unable to do so due to unemployment, sickness or disability, or caring responsibilities.”</p> <p>Paragraph 2.29 states ‘Unless stated otherwise, the figures in this section of the Plan come from the 2011 Census’.</p> <p>The list of trees, given by the Tree Warden, is finite for the purpose of the NP. The process for adding more is not for the NP to determine but if in the future more are added then these would be picked up in a review of the NP.</p> <p>The HNPSG & HTC have met with the EA on three occasions (all details in the Environment evidence paper). The EA carried out an assessment of the river and produced a document called: the Halesworth Flooding Factsheet. This is on the HTC website and in the evidence paper. The EA prioritises flood mitigation measures where they are needed</p>	
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		<p>council should be actively encouraging measures which will mitigate flood risk.</p> <p>There is no mention of sewers anywhere in the Halesworth Plan. One of the main sewers servicing the Thoroughfare runs through our property, and as I write this an Anglian Water engineer is attempting to unblock it. This sewer is blocked at least once a year, resulting in pollution of the Town River nearby. The Waveney Local Plan identifies “localised improvements to the sewerage network” as necessary to support the growth objectives for Halesworth. Shouldn’t the Neighbourhood Plan also address this, or at least acknowledge that action is necessary?</p> <p>6.10 : The policy following this paragraph gives protection to the “Micro Employment Areas” at Miles Ward Court and Station Yard. There should be a process for adding the sites of new small workplaces to this list as they emerge.</p>	<p>to reduce risk to “people & property”. Their counter intuitive assessment is that the flooding risk in the town has reduced. They continue to monitor rivers in town and will collaborate with HTC in informing the public about flood measures including the importance of the flood meadows in the MG. They will also look to measures to improve Biodiversity around the rivers. These will have the benefit of helping to reduce flood risk through the use of leaky dams and other such “natural measures”.</p> <p>Localised improvements to the sewerage network are identified in the Local Plan so not picked up in the NP</p> <p>If the NP is updated in the future this can be looked at again. The NP proposes that small workplaces should feature in any developments that might take place on sites that may come forward in the future. The Economic Development Team and the Planning Department would need to</p>	
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		<p>6.21 : This paragraph states that a proposal for a second supermarket in the centre of the town was supported by “the majority of residents that engaged” with consultations on the Plan – this measure seems very much open to interpretation. How and when were residents consulted, and what counted as engagement? It is also claimed that a majority of the town centre businesses supported a new supermarket, but this claim appears to be disputed. Support for a new supermarket cannot be assumed without a systematic survey of residents and businesses.</p> <p>Have the Town Council or the Steering Group looked at the impact which a second supermarket had on the independent shops in Saxmundham? Much is made in the plan of “café culture” – what would happen to the cafés which have enlivened the Thoroughfare if a nearby supermarket were allowed to open a café of its own?</p> <p>I understand that there have been a number of unrealised proposals for a supermarket on this site. If the current discussions also come to nothing, does the Steering Group have alternative proposals for the site? Most visitors to Halesworth coming to Halesworth by car will walk by this site, and in its current state it is not an attractive gateway to the town.</p>	<p>designate any areas outside of the NP process.</p> <p>See Nos 1 & 82 response on the issue of the supermarket.</p> <p>How engagement was carried out and the results of this is set out in detail in the Consultation Statement.</p> <p>If a further planning application comes forward for a supermarket, then it will be subject to the usual consultations. Separate surveys will not be seen as necessary by ESC as the planning authority.</p> <p>For information yes people in Saxmundham were spoken to about their experience. The fact that their high street unlike Halesworth’s is a major road has the biggest effect on the shops not, in their view, the presence of the supermarkets .</p> <p>See Nos 1 & 82 for response.</p>	<p>Wording related to the new supermarket (paragraphs 2.15, 6.20, 6.21) amended.</p>
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		<p>8.27 : The proposed policy on “Non-Designated Heritage Assets”, in particular section C, does seem to offer wide loopholes for developers.</p> <p>9.3 : The source of the data on methods of travel to work should be identified.</p> <p>9.13 : The parking survey referred to in this paragraph is a prerequisite for many of the proposals in the Plan, and it should be carried out as soon as possible. The paragraph states that the survey will be conducted “once it is considered movement of people is back to pre-pandemic levels”. We should not allow Covid to place projects on hold indefinitely. Thoroughfare today seems as busy as ever. Unless there is another lockdown, the parking survey should take place early in the new year.</p> <p>10.9 : Could the underpass leading to the Town Park really be improved? Are there affordable steps which could be taken to prevent flooding, the main problem with the underpass today?</p> <p>10.10 – 10.16 : I agree with the objective of improving connectivity between Thoroughfare and the Market Place, but more work needs</p>	<p>A NDHA does not give the same level of protection as a conservation listing but it does give some. We have to work with what is possible and available</p> <p>Thank you for pointing this out</p> <p>The new parking survey, undertaken by ESC economic development team will be carried out in 2022.</p> <p>The EA have been consulted at length and their official view is that there is nothing that could or should be done to the underpass to reduce the risk of it flooding. It is at a very low point in the river and water will go where it wants so any walls or other ideas would simply not work.</p>	<p>The data source has been added</p>
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		<p>to be done to find the optimum layout. If the access at the eastern end of Market Place is closed to traffic, then it may be difficult for large vehicles to get in and out. The needs of the Wednesday market – the one time when Market Place comes to life – should be taken into account. The proposed layouts shown in paras 10.15 and 10.16 are confusing – is 10.15 supposed to be an interim phase and 10.16 the long-term solution? It doesn't help that the two diagrams use different scales.</p> <p>The appearance of Market Place would be much improved if the number of parking spaces were reduced, especially along the south side (where the Wednesday market greengrocer parks his lorry). Some businesses have objected to any reduction in parking places on the grounds that this will inconvenience their customers and make deliveries difficult. A detailed survey of parking in Market Place needs to be carried out as part of the parking survey proposed in para 9.13. There will be some drivers who park in Market Place simply to avoid paying parking charges elsewhere – the survey should establish how many of the vehicles parking there actually need access to the square. On the face of it, a trial reduction from 30 to 20 parking spaces does seem a reasonable first step, especially as there is usually capacity in the nearby Angel Link car park.</p>	<p>Agreed that more work and consultation will be needed along with advice from Highways.</p> <p>That is correct. 10.15 is the proposed temporary/trial arrangement</p> <p>The ideas on this in the NP are just that, ideas, and proposals for ways that could improve the assets of the town and the connectivity between them. Your thoughts are useful and will need to be fed into any further consultations if definite proposals come forward. An HTC town centre working group will be looking at what might be taken forward in the future.</p>	
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		<p>10.23 : Some of the “next steps for Town Centre proposals” are expressed in very woolly terms, for example in the phrase “establish ambitions”, used several times over. Specific targets should be set to take forward or amend as necessary each of the proposals and actions in the Plan.</p> <p>10.25 – 10.29 : The level of traffic on Thoroughfare is still unacceptable. Although the Plan states that the TRO closing Thoroughfare between 10am and 2pm is still in force, the signs informing motorists of the restrictions have disappeared. In the absence of police or wardens to enforce restrictions, the only solution is the permanent barrier suggested in para 10.28. As the County Council is due to review the issue by March 2022, the Town Council, having consulted the residents and the town centre businesses, should choose one of the limited number of options available and put forward recommendations by that date. Whatever restrictions are finally agreed, signage should be much more prominent and easily visible at driver level. I hope these comments and suggestions are helpful.</p>	<p>This will be done when the proposals are considered in detail by HTC and/or through a planning application that affects the areas of town in the proposals</p> <p>Highway matters are not planning issues and therefore outside the scope of the NP but for information the Thoroughfare Working Group to look at this has been established</p>	
52	Environment section	<p>Dear Neighbourhood Plan people</p> <p>I've re-read and am going to submit again, my comments on the Environment section as</p>		

		<p>I think they contain some useful pointers for the neighbourhood plan before it goes into stone.</p> <p>a. The importance of replacing friendly with sustainability may seem like a small change, but is in fact a primary one.</p> <p>b. The importance of bringing in the context of Climate Changing is vital esp after COP 26, as this should inform all Town Development policies from now on. The Environment in particular as this one can be positive in it's of carbon sequestration.</p> <p>c. Suggestions on re-ordering - are for ease of reading and are naturally subjective. Don't bury the Nature Reserve, celebrate it but declare it.</p> <p>d. Trees - definitely a crowd pleaser. I'd see this as an opportunity to define which trees have TPO's and which are Heritage Trees - yes, a map would be useful, and not impossible.</p> <p>e. The importance of the river to the town I don't think is expanded enough.</p> <p>But I don't know enough about this</p> <p>f. Making Halesworth a sustainable greener town - a very important aspect and a good</p>	<p>This refers to the wording in the Objective. There was a specific town wide consultation on the Vision and Objectives in 2020 and it would be inappropriate to change the words at this stage.</p> <p>All the proposals made in the NP which contribute to the sustainability agenda will be highlighted in a new Climate Change section near the start of the Plan</p> <p>The Nature Reserve is currently an aspiration and not supported by the landowner. It would seem inappropriate to give it such prominence.</p> <p>There is a map of heritage trees in the Environment section of the plan. ESC has the map of trees with a TPO</p> <p>Noted</p>	<p>New climate change section added at the end of Chapter 3 at paragraph 3.3</p>
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		<p>one to end on. Plastic Free? Recycling centres? Solar panels?</p> <p>Renewable energy for all future developments (and not gas boilers that are being phased out)</p> <p>I've made some suggestions. I have copied Jill Reece into this email as we discussed this together.</p> <p>Rachel</p> <p>Also submitted was a complete tracked changes version of the Environment Section of the NP.</p>	<p>As much as is possible really, working with businesses, the community ESC / SCC to recycle and improve the green credentials of the town.</p> <p>It is not within the remit of planning policy to ban the installation of gas boilers in new homes. Government has said that all new buildings will <u>not</u> be permitted to have gas boilers by 2025. The Neighbourhood Plan cannot bring that date forward.</p> <p>The tracked changes were not felt appropriate by the HNPSG due to the background knowledge and evidence backing the content of the Plan. Your comments on climate change have been helpful and led us to decide on a new section to highlight the relevant proposals contributing to this agenda in the Plan.</p>	
53		<p>Please find below comments on the pre-submission Neighbourhood Plan for Halesworth.</p> <p>It is obvious that a lot of time and effort has gone into producing the document and those involved should be congratulated and thanked for their hard work in carrying the work through to this stage.</p> <p>By and large I am supportive of the document, but there are a few items which I</p>	<p>Noted thank you</p>	

		<p>feel are either omitted, or need strengthening and these are listed below.</p> <p>The Plan should recognise that The Thoroughfare and Market Place are mixed use areas. There is a considerable amount of residential accommodation, and this needs to be recognised and policies take this into account. At present it feels that only commercial interests are being acknowledged. This is especially important when considering any development on the Old Print Works and Long Stay Car Park site off Saxons Way. It should be a requirement that any business/development taking place on that site operates in a way that is acceptable to a residential area.</p> <p>The residential nature of The Thoroughfare also needs to be reflected in the section on movement and traffic, 10.25 – 10.29.</p> <p>There is no specific policy supporting development of community facilities. An example of this type of policy can be found in the Beccles Neighbourhood Plan. Given that there are a number of development or regeneration projects going on in the town it is surprising that these have been omitted.</p> <p>The regeneration project at St Mary's should be supported, and the Plan seems to be silent on the Rifle Hall and the Campus projects.</p>	<p>We note your comment on needing to take account of the needs of residents of the Thoroughfare and Market Place, not just the businesses. If a further planning application comes forward for the Long Stay carpark site then local residents will have to be consulted. Equally any HTC consultations will be with both businesses and residents. .</p> <p>Noted. The HTC working group looking at the Thoroughfare traffic includes residents of the Thoroughfare</p> <p>Improvements to community facilities featured strongly in the ESC Local Plan so the NP did not focus on these as much as other NP areas do . The Community Infrastructure chapter shows the NP focus</p> <p>See above. The Campus is subject to a planning application.(approved January 22) There are no planning or land use issues connected to St Mary's or Rifle Hall so do not feature in the NP.</p>	
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	<p>Equally, the Plan should seek to ensure that there is no loss of community facilities through development. An example of suitable wording can be found in the Wroxham Neighbourhood Plan.</p> <p>With the number of new housing developments proposed for Halesworth, and with the tendency for developers to cram as many properties in as they can resulting in small gardens, it would be beneficial to the town for the Plan to include a policy on the provision of allotments tied to housing developments.</p> <p>There is no policy included to support development of health care facilities in Halesworth. Given the ageing nature of Halesworth's population and the current struggle to attract GPs and NHS dental services to the town, this should be included.</p> <p>This should also include support for development of leisure facilities. For an example of a policy see Beccles Neighbourhood Plan.</p> <p>There are a couple of errors in the Plan. Specifically: 2.25 The NP states that the library is run as a charity, I feel this doesn't quite convey the right impression – the provision of library services in Suffolk is currently undertaken by Suffolk Libraries which is an independent charity.</p>	<p>The NP states no loss of open spaces or playgrounds are allowed unless there are replacements.</p> <p>.</p> <p>There would need to be an identified need for additional allotments for this to be included as possible use of land that came forward for development. According to HTC demand for allotments varies with times when there is a waiting list and then times of low demand. Allotments did not come up during consultations</p> <p>Health services are not planning matters, they are the responsibility of the NHS . The lack of GPs is a national problem.</p> <p>We will look at these errors you have highlighted and amend accordingly</p>	<p>Errors amended</p>
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		<p>6.2 Sizewell is a nuclear power station.</p> <p>Again, thanks to those who have taken the time and trouble to prepare this document.</p>	<p>Noted thank you.</p> <p>.</p>	
54	<p>Comm Infrastructure</p> <p>Environment</p>	<p>What a wonderful effort! It is an extraordinary document in such breath and detail. I approve of all the aims, policies and action plans.</p> <p>A few comments:</p> <p>Community Infrastructure - I found the acronyms in this section confusing. I got the impression that the town park playground , Jane Kircher, is considered a NEAP, which is for older children. The equipment there is for young children in my opinion, not older. There is not enough space to add more equipment, unless the skate park is being included. In fact Jane Kircher is so overused that I think all the other play spaces need to be promoted to relieve overcrowding. I approve the policy of upgrading and expanding all the play areas in the town, and on keeping and extending where possible, all green spaces.</p> <p>For the sake of wildlife and people. A policy of strengthening the protection of the park and Millennium green is vital, as in getting Local Green Space status for it.</p>	<p>Thank you for your positive comments, they are all noted.</p> <p>Policy HAL.Com1 Play Facilities refers to Town Park & Jane Kircher. Together they form a NEAP.</p> <p>Noted</p>	

	Town Centre	The policy of improving the connectivity through the town, especially the route to the market square, is very good. Now that the scaffolding is gone, walking the narrow pavements one feels very vulnerable.	Noted	
	Movement & Transport	Anything that helps people walk and cycle rather than use cars is most welcome, both for the planet and individual health. Your plan for another pedestrian crossing over Saxons Way would greatly help.	Noted	
	Heritage & Design	I am pleased that the NP proposes some of the old buildings be protected, I am very keen for all old or interesting buildings in Halesworth to be preserved, both residential and commercial, such as the two large Maltings, one of which is in a parlours state of repair. It is good to see the designation of the Library and the Maltings. Could the New Reach be a Non Designated Heritage Asset? It is such an important part of Halesworth's industrial history and unique .	The designation of the New Reach has been looked into and given it fits the criteria this will be added in the revised Plan.	New Reach added as a proposed NDHA
	Comm Infrastructure	Given that the population of the town is set to rise greatly, I approve of exploring ideas around secondary school provision. Another school would be of enormous benefit to town, and help with reducing car / bus journeys.	noted	
55		I would like to make the following comments about the draft Plan.	Thank you for your positive comments, they are all noted.	

		<p>older children (ie. to replace the Apollo Centre).</p> <p>Similarly, the Neighbourhood Plan non policy action to explore the reintroduction of secondary school provision is really important if the town is to educate its young people locally and in doing so, benefit both the environment and young people's health (ie. walking / cycling to school, rather than in buses and cars). I don't believe the proposed expansion of Bungay high school meets these criteria and also don't believe it will cope with the numbers of additional children generated by an expanded Halesworth population, especially given the fact the Bungay is already taking children from as far away as Gorleston and Lowestoft. In addition to have any chance of a more balanced demographic, young families have to be provided with the right facilities to bring them to the town.</p> <p>I support the principle of providing a community centre but HTC must undertake the necessary research to define the range of needs it might meet.</p> <p><u>Environment</u> The Millennium Green is a major asset for the town and quite unique being only minutes from the town centre. Improving access to it is addressed in the Movement & Transport chapter and the proposal to seek Local</p>	<p>Noted</p>	
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		<p>Green Space status for it is a great idea. This also goes for the town park. I also like the idea of maximising the impact of smaller green areas all around the town. All of this sends a message that we cannot take these resources for granted.</p> <p><u>Town Centre & Economic Development</u> I support the ideas in these chapters to improve the way in which the town centre works and create economic opportunities. I also appreciate the difficulties some people will find with some elements, such as parking in the town centre and these need to be worked through in more details, at the appropriate time.</p> <p><u>Design & Heritage</u> The town has many beautiful buildings and the Plan recognises the need to protect them. However, it is clear that it also doesn't see a future for design as being set in aspic. Rather, it sees the advantages of mixing the new with the old, and its example of the town's library illustrates this well.</p> <p><u>Housing</u> The Plan is clearly limited in its scope due to central government legislation but nevertheless, I support its principle of providing housing to meet people's needs rather than what is most profitable for a developer. Affordability, both buying and renting, is a big problem and I think the Plan</p>		
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		<p>suggests a direction towards addressing this, however limited.</p> <p>Overall, I support this Plan which looks to the future, rather than trying to sustain some kind of fantasy that the town can stay just as it is. Given that its population is likely to rise by around 40% over the next few years. the idea that nothing needs to change is for the birds.</p>	<p>All noted, thank you</p>	
56		<p>The plan is very comprehensive, encouragingly positive and "green".</p> <p>I believe that community centre facilities are very overdue and could be key to public support for any plans. I am very concerned that there should be no gap in provision of youth centre facilities. The current Apollo centre may need to be moved but I strongly feel that the current building should not be demolished until alternative housing is found even if it is interim. I frequently wonder where the money is to come from to provide all the amenities listed.</p> <p>How are we to attract Drs here when the national trend is difficulty in recruiting.</p>	<p>Noted thank you</p> <p>The community centre is included in the Local Plan and HTC have established a working group to look into such provision. The Local Plan makes land and some money available if it can be established that a community centre is wanted and what it should be used for. Detailed plans can then be drawn up.</p> <p>A planning condition, related to the Campus planning application says the Apollo building cannot be demolished until alternatives are found. The Youth Forum / HTC have secured funding to undertake consultations with young people to find out exactly what type of youth provision they would like.</p> <p>Unfortunately, the shortage of GP's is a National NHS issue and not a planning matter.</p>	

		Where developers are required to provide an amenity as a condition of planning consent, this needs to be made 100% binding. Instead of so many disparate groups, how about the formation of a Community Council to shoulder some responsibility for the management of sports and leisure activities.	These matters are legally binding and stipulated at the planning consent stages / Section 106 agreements between developers and ESC planning department. Your idea of a Community Council is noted but beyond the remit of the NP	
57		<p>6.20 and 6.21 The assertion that the community has identified a need for a new supermarket is wrong. The outline plan in 2002 was not taken further because of a large amount of opposition to the idea in the town. If you allow the building of a new supermarket then the Thoroughfare will be irrevocably changed for the worse forever. The last butcher will go, the fish shop and the greengrocers and the deli. A second supermarket is still a very bad idea.</p> <p>Fig 8.19 Will the view of the church from the Millenium Green survive the proposals for Dairy Farm?</p> <p>Fig 9.3 Upgrading the NCN Route 1 in the way suggested would be a good thing. The route across the Millenium Green is also important and could be extended up to Holton Road. It is a good route out to the lanes toward Wenhaston from the town centre. A cycle route along Swan Lane would be good. Generally, slowing traffic in the town would help make the town safer and more pleasant</p>	<p>Please see the response at Nos 1 & 82 on the supermarket. The wording of these paragraphs will be amended</p> <p>The HNPSG have listed this view as one to be protected and informed ESC planning department given the plans coming forward for that site.</p> <p>All noted. Many of the suggestions in the NP have been fed into the ESC Cycling and Walking Strategy due out in Summer 2022. Things like speed limits are not planning matters although we included some suggestions connected to making it safer for children to get to school</p>	Wording related to the new supermarket (paragraphs 2.15, 6.20, 6.21) amended.

	<p>for cycling and walking. Speed limit enforcement in the town, lower speed limits, quiet streets, traffic calming, low traffic neighbourhoods as seen in London and extending pedestrianisation would all help.</p> <p>Fig 9.5 All look like good ideas.</p> <p>9.30 Making it safer for children and parents to travel to school and to be able to actively travel there must be a priority. I agree with these proposals.</p> <p>HAL.TM2 More cycle parking would be a good thing.</p> <p>10.20 Agree with a controlled crossing on Saxons Way near the Co-op</p> <p>10.26 The Thoroughfare should be fully pedestrianised.</p> <p>Appendix 1 and general comments I agree that the current arrangements on NCN Route 1 are a muddle through the town and they could be streamlined as proposed. However, the plans need to keep connections to the Thoroughfare. You do want people on bicycles to come into town to buy coffee and cake as they ride along the Great North Sea Route, obviously, but you also want people to be able to ride into town on their shopper or ebike to visit the food shops. There is a danger in these proposals that you are</p>	<p>Noted thank you</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>An HTC working group has now been set up to look into this although it remains a highway and residents and businesses need access.</p> <p>All noted. The 'competent 12 year old' approach was used to check out some routes. And the cycling group was very cognisant of the need to support the cafes. Future signage will need to address this if routes do get changed.</p>	
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		<p>directing people around the town rather than into it. Cyclists are just people on bikes, most of them have common sense. You want more people to ride them around town, presumably. It isn't just the views of people who you consider to be cyclists but all those people who aren't cyclists yet. What would it take for them to get their bikes out of their sheds and garages and generally use them to get around? What do you need to do to make cycling the obvious thing to do to get about? Chris Boardman, the Cycling Commissioner for Manchester, says that they look at the infrastructure they want to install and ask, "Could a competent 12 year old safely negotiate this?" That's a pretty good way to test your proposals, I think. What they are doing in Manchester to encourage active travel by foot and cycle would bear investigation and wider application, such as pedestrian crossings on junctions, Dutch-style roundabouts etc. Some of this may involve slowing motor traffic down somewhat but arguments need to be made, debates won.</p>		
58		<p>There are flaws throughout the plan, it appears to be written by people who don't know the heart of the town and its folk. It</p>	<p>The Plan is based on consultations with residents and what they said is important to</p>	

	<p>states that Saxons Way is a barrier to the MG as it only has a pedestrian crossing at Quay St., there is infact a pedestrian subway that leads directly from the towns car park into the park that leads you to the Green, also a crossing with island further along Saxons way you can join the MG from Holton Road (3 entrances) Quay Street, from the JST industrial estate, so the Green is in no way obstructed.</p> <p>The plan says that it's vital Green spaces must be looked after especially the river flooding, there has been a problem with people undertaking vital work to the river without permission / knowledge about the protected fauna / flora that lives there, leading to having to get Suffolk wildlife involved to stop the destruction caused in the name of save our Green spaces.</p> <p>It cites the campus being open for use in 2023, nearly 10 years the town has been hearing these promises and all we have is a selling off our land to fund a 3G pitch, that has a lifespan of 10 years and an annual maintenance cost of £10,000. Many, if not most of the townspeople DO NOT want this land sold off, the Apollo youth club is to be demolished and a new one built if there's spare cash.</p> <p>The plan says it's important to attract younger people here as it's dominantly older folk living here so why does it agree to selling off our</p>	<p>them. The NPSG has had to make judgements when views conflict. The comments relating to the access to the MG are because the underpass is not consistently open due to flooding and people cross Saxons Way which is dangerous. It is the route from the town centre to the town park that is being considered here.</p> <p>The river and any maintenance carried out in it (or not) is overseen and permitted by the EA. Any breaches of this should be immediatly reported to HTC and the EA.</p> <p>The comments below relate to the CAMPUS sports and leisure facilities planning application not the NP. The sports centre is a proposal in ESC's Local Plan</p> <p>This refers to proposals in the Local Plan and to planning applications not the NP</p>	
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	<p>sporting fields for yet more OAP accommodation.</p> <p>As I said at the beginning this plan appears to be written by someone who does not know the town and its people, its worked very well for a thousand years evolving at its own pace to what the people want, what it doesn't need are plans more suited a big urban town being forced on it, so it resembles a London suburb.</p> <p>Please reject this plan. It's been a pandemic for nearly 2 years so many of us have not been able to actively participate in meetings as they've been on zoom, many of us don't know how to join / don't have internet / deaf and dispute requesting subtitles on meetings they were never added. This plan is not a fair representation of the town folk.</p>	<p>The HNPSG is made up of local residents and town councillors. The HNPSG cannot stop changes coming only try to make them work better for the town.</p> <p>A wide range of methods have been used to reach out to residents during the time the HNPSG have been working including public meetings when possible.2021. All the consultation methods are set out in the Consultation Statement.</p>	
59	<p>A survey was undertaken by a London firm as part of this plan, costs varies from £10,000 -£20,000 depending what report I'm reading, to me that shows just how out of touch the plan and its instigators are, we are a small rural Suffolk town with different needs and requirements of city folk, a firm more local ie Norfolk / Suffolk would have been more appropriate, I did ask why this firm was chosen and told the NP committee decided they were! How many of the NP committee are City folk I wonder? Instead of spending a huge amount of OUR cash on a city firm survey surely the money would have been</p>	<p>The cost of the connectivity report, commissioned by HTC was just under £10,000. The architects were appointed by the Council after a full tendering/procurement process. A local firm was on the shortlist but was not selected. The HNPSG secured a grant for some extra work to look at issues such as cycling and signage that were wider than the town centre proposals. All members of the HNPSG are local residents.</p>	

		better spent updating the towns public toilets , they are an embarrassment to the town council	Town Park toilets are at present the responsibility of East Suffolk Council not the town council.	
60		<p>1. <u>Saxons Way underpass</u>: I do not think that there should be a crossing on Saxons Way as a way of dealing with the occasional underpass flooding. Better to encourage people to use the underpass. The underpass could be protected from flooding by the use of temporary barriers on the river side and/or temporary raised walkways. If Venice can do it - so can Halesworth.</p> <p>2. <u>Heritage Trees</u>: Not all mature trees are marked on the map. A complete survey should be carried out and all mature trees, including those in private gardens, and any others designated as heritage, should be the subject of tree preservation orders. There have been too many incidents of developments or builders moving in and cutting down trees.</p> <p>3. <u>Buses</u>: There is emphasis on reinstalling a through bus to Norwich. What is much more desperately needed is a through bus to the James Paget Hospital.</p> <p>4. Bungalows of which there are many in Halesworth, are conspicuous by their absence from the pictures of housing throughout the plan.</p>	<p>The HNPSG have consulted the EA on this matter, and they categorically say this cannot be done. Water will go where it needs to go and putting in barriers will not hold the water. An EA Factsheet on flooding is on the HTC website. A crossing on Saxons Way will be an alternative and make it safer for those who cross there already.</p> <p>The list of heritage trees provided by the Tree Warden is finite for the purpose of the NP. The process for adding more to the list is not a matter for the NP. If any are added in the future this would be picked up in any review of the NP.</p> <p>It is not possible for the NP planning document to change or affect a private company such as a bus service provider.</p> <p>Noted</p>	

		<p>5. <u>Wildlife</u>: There is a small wildlife area at the entrance to the Skills Centre which was maintained, presumably, by the Centre or the old school. This should be retained.</p> <p>6. <u>Verges</u>: These should be retained and maintained. Many could be planted with small columnar trees, whose cost, I am sure, could be raised by local people donating a tree in memory of family members and/or friends. The worst offenders in terms of damage to verges are parents parking their cars up the Norwich Road when dropping off/ collecting their children from school. Wooden posts with chain linking them would be an attractive way to stop this.</p>	<p>This information will be passed on to the landowners although the HNPSG is unaware of it.</p> <p>The parking on Norwich Road is being looked at as part of the School expansion travel plan. The NP proposes changes to the parking arrangements.</p>	
61		<p>Main issues to consider as priorities are:</p> <p>1:-Improvements to pedestrian movement throughout the town as a whole (wider/safer pathways)</p> <p>2:- Safe access to public transport (siting bus stops/disabled access/priority route enhancement to regional hospitals/education centres/shopping) by provision of bus hub utilising extensive grounds alongside Angel Link car park</p> <p>3:- Meeting the cost of cycling facilities by a cycle tax and insurance (to cover cycle routes/shared pavements/cycle and mobility parking)</p>	<p>Agreed, the NP has identified specific ways that improvements can be made. .</p> <p>The bus hub did not come up in consultations but if a further application comes forward for the long-term car park there would be an opportunity for the public to raise the idea again.</p> <p>3 & 4 & 5 are not appropriate matters to be dealt with by a NP unfortunately.</p>	

		<p>4:- Improved access (possibly ring road) for large goods vehicles serving the industrial areas AND enforced restrictions on other roads</p> <p>5:- Ring of safety ANPR cameras on approach roads and monitored CCTV in town centre and vulnerable points all directed through a Police managed agency based at the Police station. We have to consider the wider implications of Sizewell C construction (demand for housing and leisure re workforce/additional medical facilities/food supplies) all of which impact on Halesworth.</p> <p>Public transport in the commercial sector is currently looking at creating "corridors" between main towns and links through bus hubs; Halesworth needs to assert itself as part of a main corridor and bus hub to ensure future accessibility to regional hospitals/education centres / shopping; some of the most accessible are cross border.</p> <p>Building development needs to address local labour supply through affordable homes for the workforce which give easy access to their workplace without reliance on private motor vehicles or bussing workers in from distant accommodation (Airfield site would suit Council or housing association affordable rented homes). This could also provide a location for "out of town" volume shopping.</p>	<p>This is a matter for SCC. A NP cannot make representation.</p> <p>The Local Plan 2019 sets out housing requirements until 2036. This NP does not designate further land for housing as sufficient is allocated by ESC. The airfield is outside the NP boundary</p>	
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		<p>Move HTC entirely, and possibly Halesworth Museum to the Patrick Stead Hospital location to allow refurbishment of the entire railway station to meet travelling passenger needs including waiting areas and toilet facilities, and open the Station Maltings as small business/office spaces close to public transport facilities.</p>	<p>The Patrick Stead Hospital is not owned by HTC, ESC or SCC, it is owned by NHS Property Company and is currently up for sale. The NP proposes to designate the building as a Non designated Heritage Asset to give some protection to the building and in Policy HAL. ED3 Major Development Opportunities it does suggest a range of uses for buildings/sites that might become available.</p>	
62	ALL	<p>The plan in its current format is unwieldy and maybe by intent it is near impossible to properly scrutinise. My recommendation would be to have a concise plan (say 4-6 pages) that will be voted on; it appears that most of the document is a manifesto for how the plan will be delivered written by individuals who are not residents so will not be impacted by their worldviews, and presumably a vote for the plan will be interpreted that the entire contents of the document are acceptable.</p> <p>This could be a separate document which could be considered along with other inputs subsequent to the plan being adopted; Various statements are made throughout the document without reference to supporting [quantified]evidence; Similarly statements are made without providing the quantitative data so that the reader can determine how credible the claims are made.</p>	<p>The planning policies proposed, if approved, will impact on developments and developers. They become part of the planning framework and therefore must be fully evidenced. A 4-6 page document is not appropriate for a NP with 19 planning policies and 17 Non-Policy Actions.</p> <p>The Vision and Objectives which form the backbone of the plan were written on the basis of what local residents told the HNPSG in the various consultation processes. The Consultation Statement sets these out in more detail For information the HNPSG is made up of local residents only. 3 current members of the HNPSG are also town councillors.</p>	

	<p>Cycle parking</p>	<p>There needs to be an indication of what potential impact there will be on the council tax precept for Halesworth residents. Whilst CIL money will fund capital investment on-going maintenance will presumably need to be funded by the residents. Without such an assessment residents are being asked to sign-off on a blank cheque. Many residents are on fixed or low incomes and cannot afford to fund the follies of the elite.</p> <p>The document as far as I could see does not explicitly call out the major conflict of interest in that the chair of the HNPWG is also a director of Halesworth Campus who's plans are not being challenged in order to address the feeling of the residents. Similarly, it is not being called out that the chair is also a town councillor who is already trying to influence decisions based on her assumption that the plan will be voted for.</p> <p>Existing cycle parking provision which is located so to be convenient to the</p>	<p>The NPSG made an early decision not to rely just on quantitative data only as it would be unlikely that representative samples could be reached.</p> <p>The planning policies will place a cost onto developers rather than residents. None of the proposals are put forward as agreed plans. Many of the proposals such as for cycling routes would be maintained by highways or the Public Rights of Way office at SCC. Ideas for improving connectivity in the town centre are ideas only and would need a great deal of planning, consultation and costing before they were agreed. No increase in HTC revenue funding is committed by the NP although it will bring in more capital funding in the form of CIL money.</p> <p>The NP is a town council document. They are the Responsible Body therefore it is entirely appropriate for a councillor to chair and for others to make up the group. This is usual practice in other NP groups. All members are involved with other bodies and organisations in the town – Museum, HCSL, Governor of the Primary School, Volunteer Centre. The Campus proposals are a part of the ESC Local Plan, and a NP has to be in general conformity with its strategic policies. They are also subject to a planning application and are consulted on in the usual way.</p> <p>The cycling storage proposals were made with some of your points in mind and to try</p>	
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	<p>Car parking</p> <p>Policy HAL.HSG1</p>	<p>Thoroughfare and the Marketplace is rarely used. Cyclists obviously concerned for the value of their bicycles keep them as close to where they are consuming their refreshments without any consideration for other users of the vicinity. What evidence is there that by taking up further space for cycle parking it will actually be used? And how will its usage be enforced?</p> <p>The amount of car parking is inadequate at peak times, and with the new residences being positioned further from the town centre the demand for parking is likely to increase. As the report commissioned by the HNPWG indicated, motorists are already now parking on residential streets, and this will be exacerbated by the plans put forward here. There is clearly no consideration for the existing residents for the Town who will be impacted by these vanity projects which themselves will reduce the car parking provision. I suspect I will stop shopping at the butchers and fishmongers if I find getting a parking space in the Market Place becomes an unnecessary challenge.</p> <p>What is the qualified evidence for the lack of 4 bed properties? Rightmove has consistently shown new 4-bed houses on the Holton Road development for sale for some time now.</p>	<p>and stop bikes being parked against shops and in inconvenient places. A working group of HTC is looking into traffic management in the Thoroughfare.</p> <p>A parking survey undertaken by ESC in 2019 showed that the car parks were never full. This survey is to be repeated this year so there is proper data on which to base any changes. The Market Place is an anomaly as it is outside of the parking restrictions and payment system operating in the rest of the town. There are two car parks nearby. The proposal for a reduction from 30 to 20, if taken forward, would need further research and consultation but could bring improvements to the Market Place as a public space.</p> <p>See the Consultation Statement and the Housing Evidence Paper for details. It was based on discussions with estate agents and house builders, demand caused by working from home requirements and the below average number of larger homes in Halesworth.</p>	
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<p>8.12</p> <p>Nature Reserve</p>	<p>The photograph of Allington Road being a culs-de-sac which lacks connectivity is grossly misleading. Indeed the photographer is most likely standing close to the path that connects Allington Road with Clay Hills. Has the HNPWG asked the residents of the culs-de-sacs whether they feel 'disadvantaged' in some way by the design of the street pattern? Indeed, some residents may feel safer in such an environment. Why are those out of town looking to impose their worldview and social engineering on the residents who might, if asked, state a preference for how their environment is designed.</p> <p>I may have missed it within the report, nonetheless what provision has been made for additional allotments. Apparently there is a demand for them which in part was used to justify increasing the fees. If there are so many additional residents coming into Town wouldn't it be sensible / a requirement to allocate space for additional allotments which provide so many benefits.</p> <p>I disagree that the Basley football pitches should be turned into a Nature Reserve. These are apparently approved by the Suffolk FA as fit for football. There is already a lack of pitches in the Town., This just exacerbates the problem created by the Chair of the NPSG who in her role as director of the Campus is driving the destruction of the playing fields at the Middle School.</p>	<p>The photograph of Allington Road serves as an illustration of cul-de-sacs. It does not relate to any policy put forward other than the overall proposals to improve connectivity.</p> <p>Despite this not having come up as a theme in the consultation's allotments were considered by the HNPSG. The information from the town council at the time showed that demand fluctuated greatly and showed no overall increase.</p> <p>There were errors in the aerial view used in the Plan. These will be corrected in the next draft. The Basley Ground is not included in the proposed nature reserve. In discussions with one of HCSL trustees a possible footpath into the nature reserve was discussed.</p>	<p>Figure 4.7 has been corrected</p>
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63	<p>page 5. 1.9</p> <p>Page 5 1.10</p> <p>Page 5 1.11</p> <p>Page 7 1.16</p>	<p>Talks of improved sport and leisure facilities, noting the completion of the Halesworth Campus and additional health facilities and enhanced employment... Neither Campus or Health facilities have been agreed and there is no indication of how these features will attract families or younger people to the town.</p> <p>This section implies very strongly that outline planning has been accepted for residential care and sport provision, which it has not!</p> <p>Whilst there is mention of some planning applications, there is no mention in the plan of the application for assisted living off Old Station Road North/ Norwich Road.</p> <p>Whilst the pandemic may have restricted consultations, new membership of the Neighbourhood Plan group was not encouraged and was limited to a very select few, none who live in Halesworth.</p>	<p>The proposals for the facilities in the Halesworth and Holton Healthy Neighbourhood form part of ESC's Local Plan and as such the NP must conform with these strategic policies. All the proposals will be consulted on through the planning process. (The Campus first planning application was approved on 11th January 2022)</p> <p>Page 5 of the NP details what is included in the Local Plan – the developments that ESC consider necessary in the years up to 2036. A NP cannot change this.</p> <p>There is nothing in the Local Plan about the Old Station Road site. The assisted living plan came much later and to date has not been put forward for full planning. This site is outside the settlement boundary and as the NP decided against calling for any more sites for housing it did not put forward any plans for it. The NP states that no more specialist housing for elderly and disabled people is required in the town given present housing stock and the plans for the developments on the Campus site.</p> <p>50% of the group live within the town boundary, the others in nearby villages that use Halesworth's facilities. 3 current members are town councillors and a number of new members joined during the pandemic</p>	

Page 10 2.13	<p>There is a statement which says prices for houses have steadily increased by 34% over the last two decades, a low increase when compared to the rest of Suffolk. This is incorrect. You can look at any online property site to see how prices have more than doubled... Use an example of a Chediston Street property in 2002 at £134,000 changed ownership in 2018 for £275,000 and again in 2021 for £300,000.. The percentage needs to be checked properly.</p>	<p>The figures are taken from official land registry information not from commercial estate agent sites</p>	
Page 11 2.14	<p>Talks of lockdowns and pandemic influence on town shops.. Never have an empty shop, there have always been people waiting to take on business dwellings. The only empty shop is next to The Angel Pub, where someone has bought the whole building and done absolutely nothing to it. New owner evicted the tenants from the residences and the shop and has done nothing to what is becoming a derelict building. They should be forced to do something to it.</p>	<p>The occupancy of shops in the town continues to fluctuate. The building referred to is subject to an agreed planning application to convert the building into flats.</p>	
Page 12 2.15	<p>This part says the “majority of traders support the development for a second supermarket”. Where is the evidence to support this as we hear of many who were never spoken to by the NP group at all.</p>	<p>Please see the Consultation Statement for the full range of consultations undertaken.</p>	<p>Para 2.15 has been amended.</p>
Page 15 2.27	<p>The A12 has never been 3 miles away from Halesworth. Note SPECTRA came and built</p>	<p>This view on the impact of the A12 was made by the large employers in the area and by the</p>	<p>Distance from A12 corrected.</p>

		new business premises, so it is not true that firms are not attracted because of roads.	Economic Development team at ESC. Thank you for pointing out this error. The words will be amended to 5 miles.	
	Page 23, 4.3	Why has the town park been identified as parks and gardens when it has the best equipped play space in our town? We must not lose our play space	It is classified as "parks and gardens', parks can have play spaces in. There are no proposals to lose our equipped play space in the town park but proposals to improve them.	
	Page 34 4.21	How can you allocate a proposed Nature Reserve on land which is used for children's sport and recreation. This is Basely ground used for football, where is the evidence which shows the town wants it to be a nature reserve?	The aerial view used in the draft NP was incorrectly annotated over the Basely Ground. An amended version will be in the next version of the NP, apologies for any confusion caused on this matter. There will be NO loss to Basley ground at all.	Figure 4.7 has been corrected
	Page 37 4.24	Shows heritage trees on Campus land, are they to be kept?	The location of the trees on the map are to be made more accurate. There are no heritage trees on the Campus land. One is shown on the health and social care land. In the planning application documents the future of all trees are shown.	Heritage Tree map amended
	Page 43 5.8			
	Page 50 6.3	Why does this have a different outcome from 2.13? It says house prices have increased by 55% in 10 years when figures from property consultants says different	The previous figure spanned two decades. Prices have risen more quickly in recent years	
		Please use the correct spelling of SPECTRA	This will be changed	spelling of Spectra in para 6.3 corrected

64		<p>Thank you for the opportunity to comment on the Halesworth Town plan: For what it's worth, it seems to me to be a very comprehensive and professional document that ought, when approved, to be a robust guidance document for the planning authority when determining planning decisions for Halesworth.</p> <p>I am not a resident, but an interested party in that I support the Halesworth to Southwold Narrow Gauge Railway Society. In my view, heritage railways are a boon to the areas in which they operate, drawing in visitors to the railway, who spend with local businesses during their visit. The former Southwold Railway that the society seeks to restore has the added attraction of being a 3 foot gauge - Narrow Gauge - railway. Society members have already done great work restoring original features of the old railway, as well as acquiring original artefacts. Some track has been re-laid with the permission of the landowners.</p> <p>I believe that the railway, however much of the old route is restored from the interchange station site in Halesworth with the main line railway to Southwold, will bring much benefit to Halesworth and I urge the Town Council to support the society's efforts, especially by including a statement of such support within the Halesworth Town Neighbourhood Plan. The plan area does not include much of the former Southwold Railway's route, and much</p>	<p>Noted, thank you.</p> <p>Please see response No 67 for a comprehensive statement on the Heritage Railway.</p>	
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		<p>of what is covered runs across Millennium Green, a matter for its Trustees, but the support of the Town Council for the Halesworth end of the line would have a consequential influence on potential planning decisions affecting other parts of the former line lying outwith the plan area.</p>		
65		<p>I commend the hard work and thorough analysis which has gone into the Neighbourhood Plan and feel that it reflects important issues for the development of the town. My congratulations to all those involved in its production.</p> <p>I applaud the professional way in which the Plan was put together during the most difficult of times and the heroic extent of the consultation efforts that have gone into reaching out to the community during the problems created by the pandemic.</p> <p>I am happy to recommend its adoption for a town I have lived in for over 40 years and where I raised both my children.</p> <p>I agree with all of the priority policy issues identified in the Plan, and with many of the non-policy issues raised.</p> <p>In particular I would commend the following items identified:</p> <p>Green: Env3 Page 35 Flooding Page 39</p>	<p>Your comments are very welcome.</p>	

	<p>Housing Pages 45, 46 Lettings Paragraph 5.24 Page 47 Heritage issues: Page 84 Transport issues Page 88 Town Centre Connectivity - particularly Station Links (pages 105/106). I should declare an interest here - as Chair of Halesworth and District Museum, which is specifically mentioned in this section.</p> <p>I am excited by the Plan and willing to be involved in trying to put it into practice.</p> <p>There will be hard work involved in putting the principles of this Plan into practice and much will be led, and monitored, by unpaid public servants (including the Town Council). I am concerned that time is not wasted.</p> <p>In particular, I am concerned that the pursuit of a new secondary school for Halesworth (Paragraph 7.13 page 65) has garnered a lot of public attention. Although the Plan does not include reference to a Sixth Form, recent press releases (EADT, Beccles and Bungay Journal) regarding the Plan have mentioned this possibility.</p> <p>Education is an emotive issue for many people (including those who either don't know, or forget, that Halesworth has not provided state education beyond the age of 13 for 50 years and that it has never delivered full-time post-16 state education). The Plan mentions the Middle School which</p>	<p>Thank you for your support for these policies.</p> <p>Noted with thanks.</p> <p>This is a very long-term vision for Halesworth and one that will go beyond the time frame of the NP. What the NP have done is to question pupil numbers and raise the issue with the local Education authority. It is unlikely to be something the NP will continue to be involved with after the provisional</p>	
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	<p>closed in 2012. That School catered for children aged to 13. Secondary education after this was provided by Bungay High School. Currently, Halesworth offers education to age 11. 2 years of post-11 education have been lost.</p> <p>The minimum number for a successful sixth form (able to offer a wide range of A levels and associated Level 2/3 qualifications) is around 200. That is the approximate current Sixth Form number at Bungay High School - which caters for both Halesworth and Bungay and the surrounding areas. Other Halesworth students get their post-16 provision at East Coast College (Lowestoft) or at the Halesworth Skills Centre, or through Apprenticeships or other colleges (some travel to Norwich and Ipswich).</p> <p>The majority of Free Schools - mentioned in the Plan as a type of provision that might be pursued - are primary or secondary up to the age of 16 only. Our nearest Free School, SET Beccles School, is running at half its capacity and has around 300 11-16 year olds.</p> <p>I would not waste time pursuing full time secondary school provision with a Sixth Form in Halesworth when there are other aspects of the Plan that can, and should, be addressed more immediately. My worry is that it will be the bit of the Plan that people will focus on and its non-delivery will become</p>	<p>discussions at a high level with organisations such as SCC, ESC and education providers.</p>	
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		<p>an issue to distract from other important aspects of the Plan.</p> <p>I have memories of a Halesworth Campus Plan which, despite other admirable and achievable ambitions, was widely criticised for a 'failure' to put a timescale on the delivery of a swimming pool. Other things that could, and should, have been achieved first, were ignored.</p> <p>Best Regards and admiration. PW</p>	All your comments have been noted.	
66		<p>Two of the jewels in Halesworth's crown have not been dealt with sufficiently, if at all. That is the navigation and the old Southwold Railway, a lot of the remains of which are in Halesworth. These should be treasured and enhanced. There is a lot of economic benefit to be gained from doing that and I, for one, would like to see the navigation resurrected and brought back into use and also a reinstated railway to Southwold with a starting point and terminus in Halesworth.</p> <p>Regards Ken Penrose</p>	Please see response No 67 for comments on the railway and the designation of the New Reach (old navigation) and the railway as Non-Designated Heritage Assets	
67	Policy hal.ed2: tourism and creative industries	<p>There is one major omission in the suggested actions to enhance the tourism offer: that Halesworth currently lacks a tourist attraction.</p> <p>Said tourist attraction should be family-friendly, all-weather, all-year and ideally</p>	Policies HAL.ED2 and ED3 both offer considerable support to tourism on any development sites that might come forward in the future. ED2 mentions a 'tourism offer' and ED3 mentions tourism activities specifically. It is beyond the scope of a NP to promote a	

	<p>Proposals to improve and enhance the tourism offer and the creative industries sector in Halesworth will be supported.</p> <p>To identify a range of spaces on both existing and new sites which attract businesses and create employment opportunities, particularly in skilled and creative industries and in tourism. Halesworth</p> <p>Tourism and creative industries</p>	<p>based on Halesworth's local advantages and/or history.</p> <p>The tourist attraction which best answers those criteria is a heritage railway. Heritage railways are something that the UK is the best at, in the world, by far. So we may as well take advantage of all that expertise – which is available free, because of the widespread enthusiasm among Halesworth residents and others for this concept.</p> <p>Heritage railways attract exactly the kind of tourism demographic that Halesworth needs – divided into families with young children, and the middle-aged and early retired. Both groups have surplus cash in quantity, and with both groups there is an appreciable add-on value to the town in catering, hospitality, retail.</p> <p>Many examples can be given of this effect – towns as diverse as Porthmadog, Bury, East Grinstead, Alston, Leighton Buzzard, Kidderminster, New Alresford, Bo'ness, Heywood, Wallingford, Sheringham, and Dereham, and villages such as Wetheringsett, all benefit – and all are different. In some cases, not a single tourist ever visited until the heritage railway was established - in others, the railway takes its place among many other attractions.</p> <p>It is proven that heritage railways provide a minimum of 5 times their own takings for the</p>	<p>particular kind of attraction over and above any other but a family attraction based on the heritage railway would fit into the categories in these planning policies. Any such development depends on suitable land becoming available and during the period that the NP was in development none did so. Any land that comes forward in the future would be covered by these policies.</p> <p>The arguments for such an attraction are well made..</p>	
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		<p>local area. Some railways have a multi-million-pound turnover - others are small. It is suggested that Halesworth could become another Tywyn, initially with 5,000 visitors, growing to 25,000 in 5 to 10 years, and 100,000 in 20 years.</p> <p>Heritage railways are the only tourist attractions where the provision comes from volunteers, greatly reducing the cash input from local and national sources – the advantage to the local economy from these volunteers is substantial – they all have to eat and drink and stay somewhere. The award-winning Halesworth to Southwold Narrow Gauge Railway Society is a ready-made partner for the Council and tourism groups/providers, having skilled local volunteers and much experience in the field.</p> <p>Heritage railway also employs many staff – the Ffestiniog Railway, for example, employs 150 staff, mostly full-time.</p> <p>Above all, Halesworth has two unique advantages in the heritage sector – the 18th century Blyth Navigation and the 10th century Southwold Railway. Few other comparable towns have even one of these inestimable advantages – none have both. It’s a no-brainer to take the maximum advantage from these assets.</p> <p>Listing of assets as Non-Designated Heritage Community Assets:</p>	<p>Proposals to designate the New Reach and the section of the Halesworth to Southwold Railway within the Millennium Green have</p>	<p>New Reach and the section of the Southwold</p>
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		Those sections of the Blyth Navigation and the Southwold Railway which lie within the town boundaries should be listed as Non-designated Heritage Assets to protect these important and unique historic sites against adverse development.	been researched to see if they fit the criteria for being designated as a Non-Designated Heritage Asset. The conclusion is that they do, and both will therefore be included in the next draft of the Plan. Given the Blyth Navigation stretches well beyond the parish/NP boundary designation will not be taken forward.	Railway proposed for designation as NDHA in section 8.7 of the revised Plan
68		<p>General comments on the plan, I do think that the plan could be more accessible. Some of the maps are difficult to interpret and there are a lot of acronyms and jargon. I also think that referencing years old surveys is unhelpful as the findings are probably no longer relevant.</p> <p>The proposal to link the Cut with the adjacent car park via steps is inconsistent with the aspirations of improving access and mobility for people with a disability.. surely a ramp would be more appropriate?</p> <p>I am concerned about the sustainability of the proposal as the plan involves spending CIL money which can only be spent on capital projects but makes no mention of how the new items will be maintained, for example the use of planters to help green the town. Halesworth in Bloom manages the Thoroughfare planters brilliantly but do they want to take on all the ones suggested and unless planters are maintained they actually detract from the area they are in.</p>	<p>Noted. For the plan to be effective it needs to be written in a certain way to hold proper weight with relevant authorities.</p> <p>See Consultation Statement.</p> <p>If this proposal is taken forward then a full and detailed survey would be undertaken, involving stakeholders (ie The Cut and its service users, ESC) and would, of course, need to take account of accessibility access.</p> <p>Any firm plans that come forward for consideration would need to have plans in place for both capital and revenue costs. Being in the plan does not in itself commit to any spend by HTC or local groups.</p>	

		<p>The same would apply to the proposed walkways behind Dukes Drive for example. It would appear that the nature reserve would include the football field off Bramfield Road which is inconsistent with the sporting needs of the town. The Town Council voted against the Campus proposal but this is not mentioned in the report. Why is this?</p> <p>The proposal to link the new Chediston development to Dukes Drive via Allington Road is no longer appropriate. I assume that this was originally proposed when access to the new development was via Chediston Street but now that access will be via Roman Way it would make sense for the developer to create a cycle path within the development to Roman Way as people would only have to cross the road to reach the existing cycle path.</p>	<p>The aerial view showing the proposed nature reserve in the draft plan is incorrect and will be changed. It should not include the Basley ground which will remain as a sports ground. Discussions have been held on possible access along the side of the sports ground. The Campus proposals form part of strategic policies in the Local Plan and is subject to planning applications. (first application approved on 11 January).</p> <p>In suggesting the footpath link from the new development via Allington Road using land owned by ESC (up onto Dukes Drive and the bus stop) the HNPSG aims to make the development better connected to existing residential areas to help residents with mobility issues and no transport, better access the nearest bus stop and easier walking route to the local supermarket. It would also provide better access to the play facilities proposed.</p>	
69	5 Housing & 7 Community Infrastructure	<p>If, as planned, Halesworth continues to grow, more local services are required. While I completely support all investment in the high street, as much support as possible to small independent businesses which make Halesworth so attractive.. We need at least one, large, preferably low cost (Aldi or Lidl) supermarket. The Co-op is inadequate and expensive. Driving to Lowestoft for alternatives is expensive and time consuming in your own transport, let alone without it .</p>	<p>See response Nos1 & 82 for comments on the supermarket.</p>	

		<p>Similarly, we desperately need better local health and social care to support our community. Where are the social care beds we were promised? Where is the healthy living alternative we were promised? If we are going to have population growth don't we need a serious answer to how our very young and very old people access emergency services? 40 mins or more to the nearest A&E is untenable. I understand neighbourhood planning perversely has not covered health and social care. But it can, should and should have a policy view on it.</p>	<p>The ESC Local Plan proposed the health and social care facilities on the old middle school site. These will provide the only nursing home beds in the town. A NP must conform in general with the strategic policies in a Local Plan nor can a NP deal with health services. The NP looked carefully at specialist provision for elderly people (see the Housing Evidence Paper) and concluded that if the proposed development went ahead (planning permission was granted on the 11January) and given the present housing stock with its high proportion of small properties that further specialist housing was not necessary.</p>	
70		<p>I fully support the creation of a new nature reserve. I would like as much green space as possible including small places where flowers, bulbs could be planted. Also less cutting of verges etc to allow wild flowers to grow and seed Halesworth is a lovely town and must remain so.</p> <p>Housing should be confined where possible to brownfield sites if available. Housing should consist of a variety of smaller dwellings, maybe above shops and other places, younger people don't always want gardens, not indeed older people. 3 and 4 bedroom houses on greenfields are an absolute no no as far as I am concerned, there are enough estates sprawling around the town.</p>	<p>Noted</p> <p>The HNPG did not allocate sites for further housing as it was considered enough new housing was planned for through the ESC Local Plan adopted in March 2019. However, Policy HAL.HSG: Small Housing Sites maybe reflects the issue you raise. The town has a higher than average number of small properties and estate agents and builders told us there was a shortage of larger family homes – more so with the move to working from home.</p>	

		<p>Halesworth is charming and I fear that some upper tier councillors will see it as a milch cow fulfilling their wants rather than what is right for this historic green market town. Places like this are ruined by overdevelopment because this benefits some politicians and their friends. I do not want to see that here. If I could help with anything I would be happy to.</p>	<p>ESC the local planning authority is responsible for housing and site allocations on sites put forward by landowners. Their proposals are set out in the Local Plan In turn ESC are told by central government the number of new houses they need to build. The NP tries to make sure any new developments are better designed and connected to the rest of the town.</p>	
71	Transport	<p>It is disappointing that no mention is made of the efforts of the Halesworth to Southwold Narrow Gauge Railway Society of the efforts and benefits such a project would bring to the residents and businesses of Halesworth. Further consideration should be given to including this project within this otherwise excellent Plan.</p>	<p>Please see Response No 67 for a comprehensive statement on the Heritage Railway</p>	
72		<p>Don't live in Halesworth, but support for the narrow gauge railway based in Halesworth would help on both the above items.</p>	<p>Please see Response No 67 for a comprehensive statement on the Heritage Railway</p>	
73		<p>1. The thrust tends to be to attract people to use the shops in town, rather than to be attracted to the town heritage and natural environment. Shops are not charities. Shopkeepers will have thriving businesses if they sell goods that people want at reasonable prices. Resources should be directed at attracting people to Halesworth as</p>	<p>The NP has aimed to put forward planning policies and ideas that would improve the whole of the town centre not just the shops. We have made tourism a key focus of the economic development potential for the town and a few policies highlight tourism as needing consideration in any developments.</p>	

		<p>a destination in its own right, and as being a step-off to the country and coast around.</p> <p>2. There is no large 'attraction' in Halesworth to draw visitors to the town. The Halesworth to Southwold Narrow Gauge Railway would solve this. There is ample evidence that such an attraction would benefit everyone in the town without turning it into a Blackpool.</p> <p>3. Whilst St Mary's Church is mentioned several times, more should be made of this historic building.</p> <p>4. The town should also preserve its historic buildings and re-purpose them, rather than leaving them to deteriorate (eg Rifle hall), and then proposing bland buildings such as a community centre which would take revenue away from existing venues and rapidly become a white elephant.</p> <p>5. The Thoroughfare and Marketplace should be linked visually by paving. No through traffic should be allowed beyond the</p>	<p>The Design and Heritage section proposes ways of protecting heritage buildings.</p> <p>See Response No 67 above on the railway. Suitable land would have to become available.</p> <p>The views of the Church tower are put forward for protection in the Design and Heritage section of the NP. The connectivity proposals in the Town Centre section would also serve to highlight the church and its environs. As no development proposals for the Church came forward and it is already a listed building the NP could not do more.</p> <p>Planning legislation can offer protection to historic buildings and the town has many listed buildings including the Rifle Hall. The NP cannot provide money to maintain buildings. A need has been highlighted in the ESC Local Plan for a Community Centre that has good facilities for all sections of the community as there is no such facility in the town. The Design codes should support an interesting new building if one is built. The library building is a good example of good modern design.</p> <p>Noted</p>	
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		<p>roundabout at Angel Link and the entrance to Steeple End in London Road, and cars not allowed at all. Access for deliveries should be at prescribed times.</p> <p>6. The suggestions for the Marketplace are neither one thing nor another. Vehicles should be banished from the Marketplace except for stall-holders on market day. Deliveries can be made by trolleys of one sort or another - they manage it in Venice, and not by boat.</p> <p>7. There should be more emphasis on improving Halesworth for its population who, in many cases, have moved here because it is a small quiet town, NOT a 'large, vibrant' one trying to pretend it is nearly a city.</p>	<p>This view can be fed into the further consultations that will be needed if changes to the Market Place are taken forward. A HTC working group will be looking further at the ideas in the NP.</p> <p>The expansion of the town is determined through the Local Plan and the NP cannot stop new houses being built. Expansion will happen and the HNPSG set out to try and bring in policies that would make that expansion fit better with the town as it is today.</p>	
74		<p>The policy as a whole, shows a good understanding of the needs and requirements of Halesworth's future, however the development of tourism in my opinion shows a lack of foresight in the proposals.</p> <p><u>Comments:</u> Tourism is without doubt a major contribution to the income of an area. If development of attractions is carried out with regard to the local heritage and history of a town or area then it can bring great dividends without spoiling the culture and infrastructure of that area.</p>	<p>Noted thank you.</p>	

		<p>One particular huge opportunity is the magnificent millennium green, which after I visited is largely a disappointment. Yes it probably appeals to the small minority of public who are passionate about plants, birds and animals, but the opportunity to appeal to the majority is huge. There is the history of the canal and basin, of which little is in evidence, but could be renovated visually and there is a massive interest in canals, as evidenced by the fact that over 80% of Britain's once lost canals have been restored.</p> <p>Further there is the fascinating Halesworth to Southwold railway. This railway was just about unique in its unusual gauge of 3 foot, and consequently of huge historical importance, but sadly there is but two tiny bits of the original railway which have been restored, with apparently not much chance of further development, although I understand a group are trying to restore it, which would be of interest to very many enthusiasts from all over, particularly if there were trains running on it once again. The success of restored railways can be demonstrated by the Mid Suffolk light railway. One of the advantages of these types of developments is that invariably they are carried out by volunteers and do not have a particular financial impact on the local authorities.</p> <p>Another thing that the millennium green is crying out for is a visitor centre with quality</p>	<p>The HNPSG are unable to bring about such changes to the Millennium Green as it is run and managed by the MG Trust. The flora and fauna do have certain protections.</p> <p>There have been proposals put forward by residents to designate the New Reach as a Non-Designated Heritage Asset. Research shows it does fit the criteria and will be included in the next draft of the NP</p> <p>Please see No 67 response in relation to the railway.</p> <p>This would need to be taken up with the Millennium Green trustees. It is hoped that</p>	<p>Addition of New Reach as a NDHA at para 8.7</p>
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		refreshment facilities. Add to this a bird watching hide similar to that on the north Norfolk coast, and designated foot and disabled routes, the millennium green would easily become a huge generator of income for Halesworth and the town centre attractions, and of course a great advertisement for Halesworth. "Come and visit the country's largest millennium green with its fascinating industrial heritage, and its fabulous flora and fauna" could be quite a strapline.	signage to the Green will be improved. The Neighbourhood Plan Action at paragraph 10.32 supports this.	
75		I write in support of the activities of the Halesworth Narrow Gauge organisation.....their aim is to reopen the Southwold Railway as a narrow gauge heritage railway starting from Halesworth.....this would have a very beneficial effect on tourism at Halesworth bringing visitors into town and supporting local businesses. It should be included in the plan . Elsewhere reopened railways have been very successful.	See the response No 67 for a comprehensive response to the Heritage Railway.	
76		Please include support for the Halesworth to Southwold railway in the plan, as this will have a wholly beneficial impact on the town and the surrounding area.	See the response No 67 for a comprehensive response to the Heritage Railway.	
77	8 Design & Heritage	Whilst I left Suffolk for employment opportunities, many of my family there and	See the response No 67 for a comprehensive response to the Heritage Railway.	

	(crossover with Tourism)	we are frequent visitors .The former Halesworth to Southwold Railway is a wonderful piece of the Town's Heritage and an aspiration to reinstate it / showcase remaining historical features would bring visitors to the Town as happened in many market towns in Devon where I now live.		
78		I heartily encourage the inclusion of heritage railway restoration into the local plan. Several towns in the UK enjoy hugely significant commercial benefits (tourism then employment then more tourism then more employment then more etc) from having a heritage railway. And there can be no doubt that a restored line along the Halesworth Southwold route (as near as possible) would bring similar such benefits.	See the response No 67 for a comprehensive response to the Heritage Railway.	
79		I consider restoration of the Southwold Railway should be supported by the Council. Ask shopkeepers in Sheringham what they would have done in lockdown without the extra visitors coming to the town as a result of the North Norfolk Railway being there.	See the response No 67 for a comprehensive response to the Heritage Railway.	
80		I do think it is an excellent idea to propose that the New Reach should be Non-designated Heritage Asset and in fact we did consider proposing this when our group was active. Please take this email as a formal request.	This proposal has been put forward by several residents. Research shows that the New Reach does fit the criteria for designation as a NDHA and will be included in the next draft of the NP	Addition of New Reach as a NDHA at para 8.7
81		Firstly I really appreciate all of the effort and time that is going into this to try and support the future of our community.	Noted, thank you	

	<p>I was raised in Halesworth and although I have worked in many places up and down the country I have never had a desire to move anywhere else.</p> <p>I have a young family and feel there are several aspects of our town that need to be improved to support its future and encourage our younger generations to make it their home. We need more affordable housing for first time buyers this is vital for the future and viability of the town as a whole.</p> <p>I would support another supermarket giving families from all walks of life an option. Currently I shop out of town once a week at Aldi, topping up locally during the week in the town. As a working family of 5 this is the only affordable option we have as the coop although handy is very very expensive.</p> <p>I would support a new High school in Halesworth given the building planned within the town and the village area catchment. Working in the Pastoral Team of our primary school I also know many many children who leave us excited for their new adventure to Bungay but who end up with huge anxiety issues over the bus journey alone.</p> <p>I would support all parks within Halesworth being looked at and improved. I live close to Chichester Road Park which I loved growing up as a child. This had been abandoned for</p>	<p>The HNA showed that people on low incomes cannot access housing in the town. The actions suggested in the Housing section, that propose a community led housing approach, is one of the few ways the NP could find that could provide affordable permanent homes for local people.</p> <p>See response Nos 1 & 82 on the supermarket issue</p> <p>Your support is noted for a secondary school in Halesworth.</p>	
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		<p>many years with the children in the area's only option to cross the busy railway line to access the Station Road Park. It would be great if this green space could be utilised once again.</p> <p>I would endorse fully sports facilities giving the HTFC options of use or the buying of land at a much more affordable price than £750,000 when the land originally was sold for £1. A lot of good proactive people volunteer for the club they have and can make things happen for the better of our children in the town.</p> <p>I would love to see better youth facilities in the shape of a youth club/Centre which is invested in to support our children's mental health and wellbeing giving them a safe place to go and feel like part of our community.</p> <p>I do not endorse the selling off of green space for retirement complexes in a town whose NHS GPS are at capacity. We are in grave danger of turning our town into little Southwold. We are already overrun with second home owners and retired folk (nothing against them as I will be one to one day) but in order for our town to thrive we need to think about the younger folks and put plans into action.</p>	<p>Your comments on play spaces have been noted. HTC are reviewing all play spaces.</p> <p>This relates to a planning application for the Campus sports development, not to proposals in the NP.</p> <p>HTC are taking the lead on bringing together a Youth Forum which will look at future youth provision. A survey asking for young people's views on what facilities they would like to see will take place in 2022.</p> <p>Noted.</p>	
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82	See following Appendix			
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Appendix

Nature of Representation	Comments from the Responsible Body (Halesworth Town Council)	Action Taken or Changes made to the Plan
<p><u>Long Term Carpark Site</u></p> <p>In particular, I would like to comment on the references to the Long Term Carpark Site and the plans for a second supermarket there. Some of the wording in the consultation document and the posters used in the display are inaccurate.</p> <p>Poster - "The community voiced a need for a new supermarket"</p> <p>Para 2.15 - "The Neighbourhood Plan consultations indicated support for a second supermarket"</p> <p>Para 6.20 - "The community has identified that a need for Halesworth is a new supermarket"</p> <p>Para 6.21 - " As part of the early community engagement on the development of the Neighbourhood Plan, the majority of residents that engaged said that they were in favour of a second supermarket"</p> <p>At an extraordinary meeting to discuss the supermarket application on 12/10/20, we were told by the Chair of the NP that, in response to a questionnaire (350 responses), there were 812 responses to the question "What are the three things you would like to see (in Halesworth)?" . 249 mentioned shops, of which 114 mentioned a supermarket.</p> <p>114 mentions of a supermarket is, therefore, not a majority, nor can it be taken to represent "the community" nor "a need" as indicated in 6.20, 6.21 and the poster.</p>	<p>The Consultation Statement and Evidence papers set out all the consultation processes the HNPSG conducted. Wording will be amended to make clearer</p> <p>The chair of the NP has engaged directly with this resident concerning the possible supermarket development. Interesting research and views about in-town supermarkets and their effect on high streets and local economies have been exchanged. It is not the place of the HNPSG to say one way or the other as to whether there should be a supermarket or not. A NP cannot determine whether a supermarket will be built or not or whether a supermarket operator will occupy any building. This will be determined by the owners/developers of the site and through the planning process if another application comes forward. Any focus in the plan on a</p>	<p>The wording to do with the supermarket in Paras 2.15, 6.20, 6.21 amended</p>

<p>I have looked at all the supporting evidence documents and cannot find the questionnaire referred to nor the results.</p> <p>Para 2.15 - "A majority of the traders support the development as a way of bringing people into the town"</p> <p>Para 6.20 - " a majority of the town centre businesses also supported such a development"</p> <p>Where is the evidence for this? How was it collected and collated? Does it include the owners of food shops?</p> <p>While I do not, of course, wish any ill to the proprietors of the Hideout Cafe, in their application for change of use of Palmer's Butchers to a cafe earlier this year, the following statement was made in the Planning and Heritage Statement:</p> <p>"The ever-increasing rivalry from two local supermarkets, possibly 3 if planning is granted, and online sales have just about been absorbed (by Palmer's)."</p> <p>This is a recognition and confirmation that supermarkets have an adverse effect on local food shops in particular. And yet, cafe owners often use the argument that we need another supermarket to "bring people into the town". This is a circular argument with a devastating effect on the vitality of our market towns: local food shops cannot withstand the pressure of a supermarket, they are forced to close resulting in a loss of footfall in the town for all the remaining shops, so the answer is another supermarket in the hope that some people will wander into town to have a coffee!</p> <p>Following the recent Climate Change Exhibition, as reported in the December Community News, there are several references to buying local produce. Supermarkets rarely sell local produce.</p>	<p>supermarket was because a planning application had been submitted at the time of the NP development. It would have been remiss of the HNPSG not to engage in the matter. The wish for a second supermarket was mentioned by 114 people in the original survey when we asked people what they wanted to see in the town in the future. This is the highest number for any one specific thing identified. No, the 'evidence' put forward concerning a supermarket is not based on a full statistically significant survey but on a collection of views expressed in surveys. Far more people said they wanted a supermarket than argued against.</p> <p>The focus of a NP is to look at development sites and consider what kind of development might be the most favoured by for the community based on the findings from consultations with residents. Although a planning application for a supermarket had been submitted this was not necessarily going to get planning approval, so consideration of the site had to consider various options. (The We Made That report on connectivity considers three scenarios). A Site Options and Assessment report was commissioned (this is not in the public domain as it refers to sites that have not been put forward for development as yet) and the We Made That Connectivity report included this site given its prominence in the town centre. Our conclusion in paragraphs 6.21 and 6.22 in the NP was that the site should <i>not only provide a supermarket and parking. It provides an opportunity, through good design, to deliver a wider range of uses (including further retail space, workshops, housing and community uses), improved connectivity to the town centre and a high quality public open space. The Neighbourhood Plan has</i></p>	
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<p>Para 6.20 - Since the outline planning permission granted in 2002, there has been repeatedly strong opposition to a second supermarket in the town.</p> <p>Poster - "The Waveney Retail and Leisure Needs Assessment 2016 also assessed that Halesworth did have a need for 126m2 of superstore-format retail floorspace."</p> <p>Para 6.20 - "The Waveney Retail and Leisure Needs Assessment 2016 assessed that Haleworth did have a need for 126m2 of superstore-format retail floorspace."</p> <p>These references to this document are inaccurate and misleading with only certain words having been picked out. Reference to 126m2 is fully explained in paragraph 11.39 of the Retail and Leisure Needs Assessment 2016:</p> <p>11.39 By 2032 there is limited forecast capacity for Beccles (584m2 net), Bungay (73m2), Halesworth (126m2), Southwold (18m2) and the District other centres (98m2). Realistically this level of floorspace could support a smaller convenience store format in Beccles, and smaller stores and/or extensions to existing stores in the other centres.</p> <p>The most recent planning application for a supermarket in Halesworth was for a store of 1,894 m2 - several times larger than the capacity forecast as above.</p> <p><u>Furthermore, para 8.96 of the Waveney Local Plan states:</u></p> <p>"The Retail and Leisure Needs Assessment (2016) identifies a need... for 1,564 m2 for food store retail development over the plan period... For retail and leisure development Policy WLP1.1 Scale and Location of Development focuses most development in Lowestoft and Beccles, with smaller amounts in Halesworth, Bungay and</p>	<p><i>maintained ongoing dialogue with the developer in respect of these proposals, with the intention of pushing to ensure that any scheme maximises the potential to contribute towards the objectives of the Plan. Given the advanced nature of proposals, it is not appropriate to have a site-specific policy about this in the Plan. However, the Town Council will continue to engage with the developer to secure the most beneficial outcome.</i></p> <p>In the circumstances we believe this is as far as it was appropriate for the HNPSG to go. If another kind of development plan comes forward for the site, then these points will still be relevant, and we think would make for a better development. See response at No 1 also.</p>	<p>Text amended</p>
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<p>Southwold... Some of the food store need... will be met on larger residential allocations in Beccles and Lowestoft in the form of small local shopping centres."</p> <p>Therefore, the current supermarket application in Halesworth represents 330 m2 more than the current needs assessment for the whole of the district.</p> <p>It is true that some residents support a second supermarket in Halesworth - it has been reported that it was passionately expressed at the recent NP exhibition. There is also opposition - which would have been equally passionately expressed had attendance in person been possible by a number of residents who are against it.</p> <p>Other visions for the Town Centre site have been put forward by members of the community. One of the exhibition posters states that "development proposals must ensure that no particular use dominates the scheme mix such that it is likely to limit the potential for the other uses in the mix." A supermarket will dominate.</p> <p>Summary - Paragraphs 2.15, 6.20 and 6.21 should be re-written to reflect more accurately the questionnaire data, assessment and policy documents (Retail Assessment and WLP) and the differing views within the town, avoiding misleading words such as majority and claims made for a need by the community or in policies. The current situation is very much developer and CIL money led, rather than by the community and needs more consultation with the community. For such a sensitive site and proposal, a citizen's assembly type approach is needed. Other towns are now developing much more dynamic and imaginative strategies for their centres e. g. Watchet. The wording in the NP as it currently stands gives the</p>		
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<p>impression that it is a done deal with majority support, neither of which is true.</p> <p><u>Nature Reserve</u></p> <p>I am a resident of Kennedy Close. Earlier this year, I responded to a survey by the Environment Committee about the green space behind the Close. I understand from the chair of that committee that the general flavour of responses was for very low-key intervention. It is already rich in birds and other species.</p> <p>No mention was made of a proposed nature reserve immediately outside our garden boundary nor that this should be part of a proposed town perimeter walk. Many of the gardens open directly onto the space with no fencing or hedges.</p> <p>Para 4.20 states that the NPSG has engaged with the key stakeholders - however, residents have not been engaged with. This was the first that we knew of it despite having been told that, following the survey, the residents would be consulted as to the way forward.</p> <p>While I do support a nature reserve in principle, this will have to be incredibly carefully managed and requires further consultation with the residents. There is already a problem with litter (including "disposable" barbecues) and dog mess bags. I have informed the Environment Committee about this.</p> <p>It could become very problematic to residents and wildlife alike if visitors are deliberately directed to this very sensitive area. It is also often subject to flooding.</p> <p><u>Other comments</u></p>	<p>The NPSG can only apologise for the confusion caused by the wrong map of the proposed nature reserve being included in the Plan. There is no intention of the green space owned by ESC behind Kennedy Close to be included in the proposed Nature Reserve. If the aspiration for the reserve ever came to fruition, then this public green space could act as an access point to it. The same is true of the Basley Ground. It is right that a nature reserve would need very careful management and the level of public access would depend on the range of wildlife and biodiversity found there – there might be none actually allowed over the reserve. Suffolk Wildlife Trust would need to advise. The fact that the land floods is one of its attractions – it would be a wetland nature reserve. At present it is an aspiration as the landowner does not wish to engage with the proposal.</p> <p>The town council's Environment Committee has plans to follow up the survey it undertook and will be working with residents on what improvements they wish to see to the green spaces near them.</p>	<p>The map of the Nature reserve at Figure 4.7 corrected</p>
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<p>Para 1.9 - "additional health facilities" - are there proposals for an increase in GPs? Cutlers Hill Surgery have responded to the Campus proposals to say that they do not have the capacity and many residents have raised this.</p> <p>"Halesworth Campus" - residents have lodged opposition to the current planning application and in the recent TC questionnaire.</p> <p>"the separate identities of Halesworth and Holton and the sensitive landscape surrounding them" are at risk due to overdevelopment in this area. Loss of the green belt between them.</p> <p>Para 1.11 - Dairy Farm site - not designated in the WLP for a retirement complex - the third such application currently. The views across to St Mary's tower should be protected.</p> <p><u>This relates to:</u></p> <p>Para 2.13 - "the population is demographically skewed" This demonstrates the need for more affordable housing to attract younger families, not three retirement/care complexes.</p>	<p>The planning application for the social care and health facilities and Campus (first application) were approved by ESC on 11 January. The lack of GP's is a national issue. At the planning committee there was an undertaking for continuing dialogue with the surgery to see how the needs of the people in the care home can best be met. The care home will provide the only nursing home beds in the town following on from the closure of Patrick Stead beds.</p> <p>The NP does propose that view of St Mary's tower is protected, and the potential implications of the development have been brought to the attention of the planning officers. In the Housing Evidence paper the HNPSG sets out its reasons for concluding that no further specialist provision, including 'assisted living' housing is needed. Paragraph 5.14 of the NP refers to it briefly.</p> <p>The HNPSG were unable to increase the percentage of affordable homes provided on developments despite the evidence of need in the HNA report. The one avenue to provide properly affordable homes for local people in perpetuity would be for a Community Land Trust to be set up. The NP proposes HTC look into doing this.</p> <p>Only one planning application for specialist housing for elderly people has been approved. This was proposed in the Local Plan as a strategic policy and the NP had to remain in general conformity with this. The NP argues against further specialist developments</p>	
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<p>Para 2.17 - the flooding issues with the Town River are likely to be exacerbated by overdevelopment on the Long-Term Carpark site.</p> <p>Para 2.24 - although we are currently not open, please could the Halesworth Gallery logo be included here! We are often overlooked...</p> <p>Para 2.32 - Is the statistic expressed correctly? 66% were either working, unemployed (or a full-time student)??</p> <p>Page 17 - Under Dwelling Size circles - caption reads "Large proportion of 2 bedroom properties" but the Halesworth circle shows more 3 bedroom properties</p> <p>Should the pictogram underneath this be titled "Dwelling Type" rather than "Dwelling Size" again?</p> <p>Page 18 - Occupations - is the caption correct? Graph shows highest proportion working in skilled trades</p> <p>Para 2.36 - Additional GP health facilities? It is actual GPs that we need but seem unlikely to get. The current Cutlers Hill facilities used to accommodate 8 GPs quite comfortably.</p> <p>Listed with the documents relating to the care home application on the Campus site, Ben Woolnough (Major Sites and Infrastructure Manager, ESC) states:</p> <p>"CIL and s106 can fund physical infrastructure but it cannot be used to fund resourcing those facilities i.e. an extra Doctor's salary"</p>	<p>The advice of the Environment Agency was sought on the flooding issues. An EA Factsheet relating to Halesworth's issues is on the HTC website. Any development on the long-term car park site would have to show that no more surface water runoff is created than is there now. Recent policies on Sustainable Drainage Systems (SUDS) appears to strengthen flood prevention.</p> <p>The gallery is given special mention in the Town Centre connectivity proposals and is mentioned in paragraph 6.14.</p> <p>They are taken from national statistics. Low rate of economic activity related to the high number of retirees.</p> <p>This sets out what is in the Local Plan. Alterations to the surgery to increase consulting rooms are being undertaken using the allocation of CIL in the Local Plan. The shortage of GPs is a national issue</p> <p>This related to a planning application not an NP matter</p>	<p>Text at Page 17 clarified and amended</p> <p>Text on Page 18 clarified</p>
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<u>East Suffolk Note on Infrastructure to support the Halesworth and Holton Local Plan Growth</u>		
<p>26.03.21. It would seem that extra GPs are unlikely.</p> <p>Para 6.11 - boutique hotel in development? Where is that?</p> <p>Para 6.15 - studio/workshop spaces could form part of a mixed-use development on the Long-Term Carpark site. Such suggestions have been put forward to the HNPSG.</p> <p>Para 7.12 - Has the town been consulted about proposals for a new secondary school? The middle school was certainly a loss and a secondary school is certainly desirable but support for a "free/academy" school needs to be sought. There are many who would have ideological reasons for objection.</p> <p>Paras 7.14 and 7.16 - interesting ideas for a mixed-use site. The Apollo Youth Club must be replaced.</p> <p>Have residents been consulted as to the best positioning of the Community Centre on the Dairy Farm site?</p>	<p>It refers to the planned rooms at the Boarding House. Three are now in use. 6 were planned but now possibly not going ahead.</p> <p>The HNPSG cannot determine what is included in a development only suggest what should be considered. Studio/workshop spaces are referred to in the policies in the Economic Development section.</p> <p>The HNPSG has brought about a dialogue with education organisations including SCC the education authority. This was based on people's wish to bring more young families to the town. If there is a possibility of a secondary school, it is a long way into the future and consultations would follow the statutory guidelines. The NP make no planning policies on this matter.</p> <p>Work is underway to start the process. Planning conditions say alternative provision needs to be planned before the Apollo building can be demolished.</p> <p>ESC has made a site available through the Local Plan allocations as well as potential CIL funding. It doesn't have to be there if another more suitable site was available. Residents need to be consulted on whether they want to see a Community Centre and if so what should it provide. On that basis plans can be drawn up.</p>	<p>Text has been amended to reference change</p>

<p>Design section - excellent design requirements which an off-the-shelf supermarket is unlikely to meet. The current application was rejected by Historic England, also for spoiling the sight line through to the Millennium Green</p> <p>Similar concerns over the design and bulk of the care home proposals on the Campus site.</p> <p>Para 8.14 and 8.15 - Similar concerns here to do with lighting, height and roofline re supermarket proposal, especially with the plan for parking spaces on the roof.</p> <p>Para 8.18 - it is hard to discern the church tower and river on the aerial photo, picture is too small. Also on all the photos... The Church Tower is not very visible, especially on the one across the Green.</p> <p>Para 8.25 - a supermarket is unlikely to fulfil these conservation area requirements.</p> <p>Page 84 - All of these designations are very welcome. But now the Patrick Stead is up for sale. Can a NDHA be sold?</p> <p>Para 9.1 - a supermarket is likely to increase the volume of traffic on Saxons Way</p> <p>Figure 9.2 - is rather unclear, blurry, especially the legend. Could it be made larger?</p> <p>Para 9.20 - people tend to go to a supermarket in their car to fill the boot so will increase congestion</p> <p>Figures 9.3 and 9.5 - rather blurry</p> <p>Figure 9.9 - it is helpful having the street names on this one</p> <p>Figure 10.2 - on the map, the areas are referred to as A, B, C, D but then these do not match up with the writing below e.g. A is the</p>	<p>. Noted</p> <p>Yes a NDHA can be sold but gives some protection as to how it is developed.</p> <p>Traffic impact would be a part of any planning application.</p> <p>Fig 10.2 - noted</p>	<p>Text amended</p>
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