

Comments from residents and businesses

RES 1

This document is a detailed appraisal of future development in Newport, covering a wide and relevant number of issues. It raises a number of existing problems and proposes good solutions. I am happy with the report.

I would like to add my comments on the following:

1. Electric car charging points

With the advent of the electric car which will increase considerably over the next 20 years, it should be mandatory that every new residential and commercial development should be equipped with charging points for the use of residents and staff.

Furthermore charging points should also be provided for existing housing and commercial properties.

Imaginative ways should be sought to provide this service, such as using lamp posts, parking areas near communal garaging, doctors surgery, school playgrounds etc.

Provision of charging points is included in the parking space policy. It will be amended to recommend rapid charging points or whatever is state of the art at time. Policies apply to new applications but for existing properties the Plan can only recommend.

2. Chalk Pit development - I agree with the comments in the plan that this site represents a satisfactory potential development area.

However as a long term resident of Debden Road I wish to add the following:

a. Access to the village from Chalk Farm Lane is via the very narrow railway bridge and this represents a hazard in itself both to vehicles and particularly to pedestrians - the road over the bridge is well used by students at Joyce Franklyn Academy, by station passengers and many others.

b. There is very poor visibility turning out of Chalk Farm Lane. Turning left there is virtually no visibility of cars coming from the village until they arrive over the bridge. Turning right - the cars are driving fast coming down the steep hill. Both of these represent a potential accident spot and this would increase dramatically if this road were used as the access road to any housing development at the pit.

Therefore it is imperative that the access road for any development to the Chalk pit should be the road currently used by vehicles working at the Chalk pit as this exits near Widdington and has far better sight lines and hence much safer.

The site assessment is for vehicle access for the current chalk pit (estimated at 150 houses) as via the Widdington Road with no regular access via Chalk Farm Lane. (A gated emergency only access might however be advisable). The long redundant chalk pit site (estimated at 30 houses) would be the only one with vehicle access via Chalk Farm Lane

3. Train services

It would improve communications and reduce traffic load in the village and surrounding villages if the train to and from Stansted airport stopped at all stations from Cambridge to the airport.

This would be very beneficial for the large number of local people employed at the airport as well as for flight passengers.

The Steering Group agree that a direct service to the airport would be beneficial. However at a UDC councillors meeting with executives from Stansted Airport in connection with their planned expansion, the airport operator offered no support for this (nor any enthusiasm for a bus service to reinstate the connection lost to accommodate the Walden-Audley End cycleway into the timetable)

The Plan will be updated to recommend better bus and train services to the airport

4. I agree strongly with the recommendation in the report that there should be better provision of medical services - more surgery provision, of schools - there should be a primary school sufficient to cater for **all** children in Newport.

5. I feel it is a detriment to the architectural heritage of Newport that UDC has **not** adopted the Essex Design Guide. The village has a collection of fine houses from previous eras, how reassuring it would be if this fine tradition could be continued by the planners asserting the *Essex Design Guide* on all new builds thus avoiding the boxes currently being constructed.

The EDG has now been referenced in the latest version of the draft Local Plan

6. I agree with the report's reference to the negative impact on the existing communities of the lack of infrastructure in new builds.

All developers should be compelled to construct roads/schools/doctors practices as part of their development. These stipulations should be enforced by UDC planning authority and the completion certificate should not be issued till all of these infrastructure requirements are completed.

If the developers want to sell their houses then they have to complete the infrastructure first!

Extra comments

Vehicular access from Chalk Farm Lane

Neil Hargreaves has reassured me that access to the properties in the new development will be from the road, which leads onto the Newport- Widdington road and which is currently used by vehicles working at the pit.

See clarification above

However taking practical considerations into account anyone living in the new development wishing to go into the village of Newport particularly to the schools/ shops/ surgery/pharmacy etc has a high probability of using the current Chalk Farm lane access by the railway bridge. This would have certain knock on effects.

A. Changing the nature of the environment

There are only two houses along this lane. It is in a very rural location and extra vehicular use will undoubtedly cause noise and considerable inconvenience to these two properties as well as to the wild life in this area.

Currently there is no pavement along the lane but this does not represent a problem to passengers and local dog-walkers, as there is so little traffic. Adding a pavement would change the rural nature of this lane. Since it is officially outside the village fence, this lane should maintain its rural character.

It would probably be a byway, which is shared space between pedestrians, cyclists, horses and vehicles. In which case no pavement would be needed. Passing places would be provided, for which there is already space cut out for one.

B. Parking

Currently a number of people using Newport Station park in Chalk Farm Lane along the edge of the first field. (This parking does not impose on the current two properties) So long as the drivers park appropriately, as most do, this is an amenity. Since many of these cars access the station from the **east** down Debden Road (steep hill), this also contributes positively to reducing the traffic flow since these cars do not have to negotiate the High Street in order to use the main station car park which is on the **westerly** side of Newport Station.

This parking also helps to reduce the traffic congestion at the junction of Debden Road and the High Street - a notoriously difficult access point especially in rush hour. Therefore this parking should continue.

This would not change

Possible solution

The Report suggests a vehicular barrier across the access road to the developments to prevent vehicles from these houses using the Newport Station access road. These barriers would force residents to use the access road giving onto the Widdington road.

Such barriers would still allow access for pedestrians and cyclists. This seems a sensible solution to the problem BUT this must be included in the plan and enforced. Also the two residential properties currently in Chalk Farm Lane should continue to benefit from the Newport Station access onto Debden Road so the barrier should be between these properties and any new developments.

Without such barriers, there is a risk of this lane becoming a vehicular thoroughfare and also considerably increasing the accident risk at the Newport Railway bridge end of Chalk Farm Lane.

We can find no reference to a barrier, but this is the intention and will be added to the site assessment

RES 2

NQR Draft Plan Review 22nd May 2018

I am a resident of Newport (for the last 42 years) and I have read and reviewed the draft Plan and offer the following comments:

- 1) The draft plan is well written and comprehensive in nature
- 2) I agree with almost all of the proposed policy
- 3) I fully support the point of encouraging high-quality design of all the built environment (Objective 2). High quality in this context should not mean pastiche or simple copying of existing old-fashioned designs, rather it means adventure, inspiration and the excitement of the new.
- 4) Creating opportunities for a greater set of possibilities in creative, cultural and recreational activities could have more emphasis. Whilst these types of activities are not in the gift of the planning process, having aspirations that allow the creation of an environment that would encourage them very much is. In addition these types of activities are local in nature, even very large events tend to be denoted by where they take place e.g. "The Edinburgh International Festival" - why not the Rickling Wine Festival or the Newport Literature Festival...
- 5) Structures that encourage individuals or groups to start and maintain creative activities include: provision of multiple high quality spaces and facilities, adequate parking, active communication of information about groups, etc
- 6) In 20 to 30 years time all cars will require electrical charging points. Whilst houses having on-site parking or garaging will accommodate themselves in this respect, public points will be needed for visitors to the villages and for dwellings without their own parking. The amount of time a vehicle needs to stay charging is much longer than is currently required for re-filling with fuel, hence the total number of spaces needed will be considerable. Planning should address this issue comprehensively
- 7) Similarly, planning for new developments either residential or commercial should mandate charging points at least for visitors. Trailing cables are a tripping hazard and hence points at the roadside and not at houses are required.
- 8) Comment is made about the visible businesses such as shops and garages, and maintenance of these is clearly essential, but many businesses are smaller and run out of residential premises or upper floors of buildings, or in multiple-occupancy facilities. There has been a trend towards more of these as on-line working has become possible. In the planning period this will most likely accelerate and support facilities for such activities should be supported

Support for charging facilities is in the Plan and will be amended as noted in another response. It is however dealt with in more detail in the draft Local Plan as well as the Essex Design Guide so it is not considered necessary to duplicate here. Fast internet connection is also covered and will be further emphasised for businesses operating from homes

RES 3

Dear Steering Group

Thank you for providing the opportunity to comment on the Neighbourhood Plan for 2018 - 2033. My comments are as follows:

1. This is a well thought through, comprehensive document which I generally am supportive of. However could I suggest that before finalisation and to help for future reference purposes that you provide page numbers against the contents list. Also it would perhaps be useful to have a summary of the policies against which the parish council can readily assess planning applications. I found it a little difficult to navigate .

Indexing will be done in the final version

2. As a newcomer to Newport I feel there is a need for better indoor gym sports facilities and perhaps community use of the secondary school facilities would be a way of providing this although I am unsure what such facilities the school has, if any. In relation to the plan however I fully support the concept that the District Council should be encouraged to require developers to contribute to sporting facilities and improvements. With a focus on healthier lifestyles nowadays this should be a priority.

3. I am fully supportive of the objectives of the plan and feel objective 10 (re businesses) is something that is crucial to avoid a decline in retail and service providers. I feel there is scope and indeed a need to enhance a thriving community by the addition of further individual businesses including restaurants but at the same time avoiding all typical High Street type retail chains etc.

4. I find it odd and somewhat insensitive to make reference by name to an officer of the UDC on page 25 (para 10). This could lead to personal " attacks" against the individual. She is merely an officer of the Council and should not be placed in this position. I cannot see any other officer referred to personally throughout the rest of the plan .

This will be altered

5. Again as a newcomer to the village I find that footpaths are non existent along some of the side roads. This, together with lack of lighting, is an issue for residents' safety so any means of enhancing general footpath provision would be welcomed.

6. I think it is important that new developments are required to provide more in the way of tree planting and landscaping actually within the development area as well as on the perimeters.

7. With regards the speed of vehicles along the High Street I think the plan hits the nail on the head by saying that the parking of the odd vehicle in the road is a good means of reducing speed. The last thing I would wish to see would be chicanes and islands and speed humps etc. These usually cause more aggravation than they are worth and are never in my view what local people wish to see.

8. I fully support all that can be done to enable/encourage provision by other authorities to improve M11 access and to avoid traffic being unnecessarily diverted through the villages.

I hope these comments are helpful but generally, Well Done to all concerned for all the work that has gone into the Plan.

Kind regards

RES 4

Page 18 no indication of the factory of RJM in BWL.

Also Carros vehicle maintenance and repair in CR

Both off the map see page 19

Where would we place business units

List all business ?

Page 3 could it show an index.

Page 109 purpose of this plan.

Page ? SCL5 The extg. rec. cannot accommodate the future proposals.

The JFA Astro pitch I believe is run buy SWHA.

Countryside and Hill ,where will the surface and foul water go.

A independent Newport resident has switched the lights on and off in the past.

Last man pull up the drawbridge ?

Has JFA a competitive school league cricket team.

Page numbers will be added to the contents page. The Plan does not attempt to list every business. They change, and for example the café at Sparrows Hill has closed during the time the Plan has been in preparation

The map on p109 is referenced from policy HA1. For layout purposes it is easier to keep full page maps separate

RES 5

Dear committee

First of all, I would like to thank the committee and its members in taking the time and efforts to put together the plan on behalf of the above villages' residents.

I am in agreement with the plan and have the following comments:

All the green spaces, hedgerows, and trees in our lovely countryside should be protected, not just those with TPOs or inside conservation areas. I'm glad we have these protections but it's also the more mundane, lower profile wildlife we need to protect. All our green areas provide much needed habitat to insects, bees, birds etc which are all critical in our ecosystem Green areas and access to them are essential. More importantly, the countryside on our doorstep should be protected

--> I totally agree with the above statement. My argument is that not only should we seek to protect the wildlife rich spaces which are already in our landscape but we should seek to actively add to these spaces by 1 - imposing certain criteria on housing developments to ensure they pro-actively add wild spaces rather than manicured ones. The 'attenuation pool' built at the entrance to the Cala Homes site on Bury Water Lane for example is an example of a barren site with no consideration to wildlife enrichment.

2- managing both parish and council owned land in a way which is attractive to wildlife. The lawn mower seems to be the preferred green space management tool at the moment when there are well published benefits to insectlife by leaving road verges wild for example.

While requests for a bypass and new M11 connection are understandable, they are financially completely unviable. To fund them locally would need a vast scale of housing creating a new town, which is wholly contrary to the many views expressed that our villages should remain villages.

--> There is no doubt that adding access to the M11 in the vicinity of our villages would dramatically increase the attractiveness of the surrounding landscapes to development and so any proposal to do this should be argued against. Residents choose to live in our area because it has a 'remote' and isolated feel. Increasing connections to the motorway network would ruin this aspect and open the whole region to more traffic in what is a very rural road network.

Newport currently lacks the following Recreation facilities that parishioners would value in the village:
Outdoor Keep Fit/Exercise Area
BMX cycling/skateboard facilities
Multi Use Games Area (MUGA) – An all-weather area suitable for a range of sports
NEAP suitable for teenagers

--> It is open to debate how many parishioners wish to see further additions to the current recreational facilities. The current proposed housing development on the Frankland academy staff carpark and cricket pitch has obvious benefits to the local hockey club.

It is clear that developers are using the inclusion of 'community facilities' as bargaining chips in the process of approval. Local sports clubs should not have sole say on this. The Newport Tennis Club has not seen much of an increase in its membership and so the supposed 'local' benefits of development are arguable at the moment.

My last comment is to do with the pressures on the road network of additional development and the potential for increased pollution.

--> ***There is in my mind too much emphasis on the management of car traffic and car parking in the proposed plan and not enough suggestions on how to improve the public transport provision and more environmentally friendly transport. The proposal does mention cycle paths and electric points but perhaps does not go far enough?***

--> *Should there not be more 'radical' thinking in how the current road network could be used by residents...regular electric shuttles between housing estates and certain points (stations, town centres...).*

Policy HD3 Specimen Trees will be added to for 'wild areas' and correct maintenance thereof. A street scene policy is also being considered, which could incorporate leaving wild areas

RES 6

I attended the open afternoon about the Newport parish plan that was held on Tuesday 22nd May. I am in favour of the plan but have a suggestion relating to keeping the green spaces to the west of the village undeveloped. I am fully in favour of this however to encourage more people to use the footpaths in this area the speed limit on Wicken Road needs to be reviewed. There are at least 4 footpaths that emerge on Wicken Road on either side of the M11. One crosses the road but the others require walkers to walk along the road to connect to other paths. There is no pavement in this area and traffic speed limit is 60mph. There are several bends in the road in this area which further contributes to the dangerous situation. Could the NPP propose extending the speed restriction zone on Wicken Road to facilitate safer use of the footpath network in the area.

The Steering Group agree. However it is outside of the Plan area. The main error was when the M11 was built and the byway from the pull in on Wicken Rd was severed instead of building a tunnel, as was done elsewhere. It is too late to rectify this. However, there is a policy to extend speed limits where development goes out along roads

RES 7

Following the free for all with house building that seems to be going on in our area, I am fully supportive of the NRQ Neighbourhood Plan. I feel it will lead to more considered development and hopefully put an end to speculative development that only considers profit and not a balanced approach to developing needed housing. I feel strongly that Newport should remain a village with protected green spaces and appropriate infrastructure. Areas that villagers have supported for development for many years, such as the site east of the railway, should not be ignored. Hopefully the NRQ. Plan will give local inhabitants their voice back when it comes to planning issues.

RES 8

Dear Steering Group,

Firstly I would like to say that I think the NP is a great read, with interesting ideas and proposals. I did take part in the original survey, and enjoyed the opportunity to help make changes.

My comment is with regards to the speed of traffic on the B1383. We live in Broomwood Cottage in Quendon, on the junction of Cambridge Road and Belchams Lane. The speed limit is 50mph. The recently knocked down Ugley village sign is at the end of our garden. We have lived there now for 4 years, and had minimal hesitation buying a house on the main road, as the benefits of space and land outweighed the noise. The noise, even now, still isn't my main concern, it's the speed. If you know where we live, you will know it's a very straight section of road between Quendon and Ugley, where motorbikes and cars can really let loose, and regularly overtake at speeds easily in excess of 90mph plus every day. Overtaking, is what I am led to believe, caused the death of the young guy who lost his life many years ago by our house. Even though we are slightly out of the village, I feel the traffic calming measures mentioned, i.e. the possible removing of road markings, would hopefully improve the safety of this road, and make it feel less 'A' road-like, and more like the B road that it is. I have witnessed many crashes and near misses by this dangerous junction. I have even called the police on one occasion when a van coming out the junction hit a mini which 360'd the mini in the main road, only to be told they wouldn't attend unless someone was hurt. My husband even saw a police car carefully pick its way through the debris on route to another job, so my concern is many of these incidents no longer get reported to the police.

Extension of the speed limit has been requested, but the Highways officer will not put extension to the Belchams Lane junction in the proposal. The reasoning will be detailed in the October edition of the Quendon Link and has been covered on the village facebook

RES 9

I am forwarding this to the Steering Group

as a suggestion following discussion with a resident at our councillors surgery about empty houses in Newport. Two have been empty over 20 years and the resident most recent one is owned by the same person who owns the worst offendi

The suggestion is we record in the Nhp that we strongly support any initiative by UDC and maybe Govt legislation to get properties left empty for no valid reason into occupation

ORG 1 Central Garage

I'm an the owner of central garage in Newport, I feel that applying parking restrictions to Newport will have detrimental effect on our business and others in the village as we rely on people being able to park outside and pop into the shop, also the parked cars act as a natural speed calming for other traffic and without this the speed of passing cars will be a risk to all users of the village

Best regards

Jon McGee

ORG 2 Newport Barbershop.

I am a business owner in Newport, more specifically on the main road, i recently heard news that there were plans to put double yellow lines along the main road.

Could you please clarify this with me please as I fear it could have a calamitous effect on my business, possibly to point of closure as I rely almost exclusively on the fact that people can park there.

Kind regards, Paul.

DEV 9 Gace Trust

I write as the current chairman of The Gaces trust in Newport, and wish to confirm that the trustees of the trust have no intention to consider any request to develop the Gaces acre in Newport, which belongs and is administered by the trustees.

This land is currently used as a recreation area for the enjoyment of all Newport residents, and confirm our intention is for the land to continue to be used for this purpose.

It could be registered as an Asset of Community Value