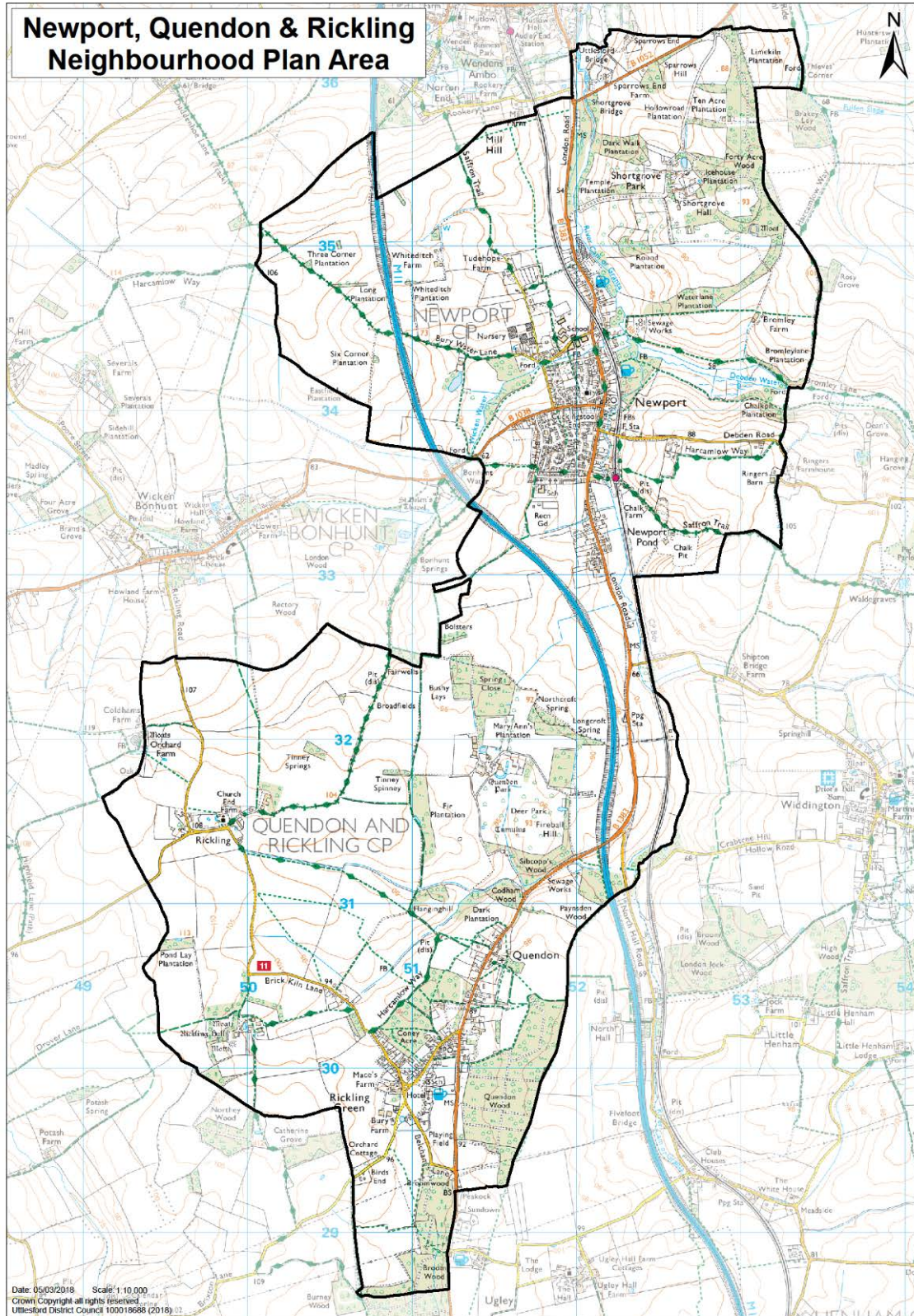


# Newport Quendon & Rickling Neighbourhood Plan 2018 – 2033





This Plan was produced jointly by Newport Parish Council (NPC) and Quendon & Rickling Parish Council (QRPC)

It was written and overseen by the Neighbourhood Plan Steering Group. The Steering Group consists of: Cllr. Neil Hargreaves (Chair) (UDC), Cllr. Anthony Gerard (Vice-Chair) (NPC & UDC), Cllr. Howard Bowman (NPC), Cllr. Brandon Chapman (QRPC), Cllr. Judy Emanuel (NPC), Mr. Mike Hannant (Chair of Newport Sports Committee), Ms. Tracey Hepting (Quendon & Rickling resident working in Newport), Mr. David Mayle (Newport resident), and Ms. Chris Murphy (Newport resident).

Previous Steering Group members are Mrs. Joanna Parry (former Chair and former NPC & UDC Cllr.) and Mr. Barney Miller (The Design Mill)

This document is also available on our website, [www.nqrplan.org](http://www.nqrplan.org). Hard copies can be viewed by contacting NPC

With thanks to: Rachel Hogger MRTPI (Modicum Planning Ltd), Stephen Ayles helping at displays, Sue Duncan on building design and the landscape, Dan Starr of Saffron Walden NhP on logistics for the survey, Uttlesford District Council GIS Department mapping services and The Common Room in Newport where we held most of our meetings. And particular thanks to the communities of Newport, Quendon and Rickling,

Newport Quendon & Rickling Neighbourhood Plan 2018-2033 © Newport Parish Council 2018



## Contents

- **Foreword**
- **What is a Neighbourhood Plan - why does it matter?**
- **Community Involvement, data gathering, and the UDC Local Plan**
- **Our villages' history and today**
- **Key Issues Key Issues that have influenced the formation of the neighbourhood plan**
- **Process, Vision, Aims and Objectives**
- **Policies and Recommendations**

### **Business & Local Economy**

- BL1 Support of new and existing businesses
- BL2 Change of use on upper floors
- BL3 Business parking

### **Green Spaces and Environment**

- EN1 Air quality monitoring and remediation
- EN2 Air quality impact of development proposals
- EN3 Building affecting floodplains
- EN4 Discharges into watercourses
- EN5 Locally supplied evidence of flood risk
- EN6 Footpaths and access to the countryside
- Recommendation EN7 – Wicken Water Marsh Local Wildlife Site

### **Education & Health**

- EH1 General Practice
- EH2 Primary school places

### **Heritage**

- Recommendation HE1 – Consider Article 4 protections for Quendon & Rickling

### **Housing Allocation**

- HA1 Coherence of the villages
- HA2 Balancing development
- HA3 Connection with the countryside
- HA4 Clean air
- HA5 Site allocations
- HA6 Building in the countryside

### **Housing Planning & Design**

- HD1 Parking Standards
- HD2 Housing Design



HD3 Specimen Trees  
HD4 House sizes  
HD5 Affordable homes and local connection  
HD6 Affordable housing

### **Roads and Getting Around**

TR1 Extension of speed limits and footways  
TR2 Cycleway  
TR3 Mitigation of traffic impacts  
TR4 Safe access to schools and village facilities  
TR5 Impact of development of Carver Barracks  
TR6 Recommendation – Speeding and crossing the road

Newport Bypass and the M11

### **Sports, Community & Leisure**

SCL1 Retention of existing community facilities  
SCL2 Financial contributions from development  
SCL3 Provision of amenity space and for ball sports  
SCL4 Retention of sports fields  
SCL5 Recommendation – Improve the facilities at Newport Recreation Ground

### **Other recommendations**

Sewage works  
Joyce Frankland Academy expansion

- **Glossary – definitions**
- **Maps**
  - UDC Draft Local Plan Development Limits & Conservation Area - Newport
  - UDC Draft Local Plan Development Limits & Conservation Area - Quendon & Rickling
  - Outside of Cam Valley area definition
- **Bringing the Neighbourhood Plan into Force**

### **Evidence**

Evidence which is publicly available is referenced in the body of the document. Evidence produced by the Steering Group is on the NQRP website, together with some other key public documents relied upon.

Evidence produced by the Steering group includes:

Frequency of interruption of the M11  
Site assessments





## Foreword

More homes are needed across the district but at present their location and type is largely something imposed upon us rather than being our choice. This Neighbourhood Plan allows local people to influence what developments take place over the next 20 years and help ensure that development meets current and future needs and is the appropriate kind in the appropriate place. It also identifies supporting infrastructure and facilities to maintain and improve our quality of life. Once it is in force, planning applications will be decided by reference to the Neighbourhood Plan, the Local Plan, District Council policies, and the National Planning Policy Framework. It can also provide a platform from which to lobby for better services.

Note that reference to EU legislation assumes that this will be enacted into UK national legislation and will continue to apply

The Newport, Quendon & Rickling Neighbourhood Plan Steering Group was established on 30th September 2016. Ratification of the area to be included, the split of costs between the parishes and the financial process for controlling and recording receipts and expenditure was agreed by Quendon & Rickling Parish Council at their November meeting, and Newport Parish Council at their December meeting.

As the Plan involves two parishes it required the ratification of Uttlesford District Council (UDC), and this was done on 16<sup>th</sup> February 2017. The 2011 census shows the population of Newport as 2,352 and Quendon and Rickling as 587, which is a ratio of 80/20. Although there is a large difference in size between the parishes there is a significant degree of commonality. The villages are on the same main road, are part of the same Church of England benefice and the same District Council ward. The County Council groups the two primary schools together and the nearest doctor's surgery to Quendon & Rickling is Newport. Many of the challenges and opportunities are similar.

The Steering Group members have been drawn from across the local communities. They have included parish and district councillors, and residents, and people who work in the villages. Several were also representatives, or connected with, village organisations, including the church, the Sports Committee and the schools. New members joined the Group during the process as the various topic areas were expanded and consulted upon and defined.

The Group was supported in its work by a professional planning consultant, the Rural Community Council of Essex (RCCE) and Uttlesford District Council. Logistical support was provided by a member of the Saffron Walden Neighbourhood Plan team, and some formats and principles have been adopted from other successfully completed NhP's.

Funding for the development of the Plan has come from the two parish councils, from UDC, and from the District Councillors New Homes Bonus allocation. UDC pay the cost of the inspection and for the referendum

The Steering Group are required to consider whether the likely effects of the Plan require a Strategic Environmental Impact Assessment. The Group have carried out a scoping review and consider that further assessments are not required and the normal screening requirements on any planning application will be sufficient.



## What is a Neighbourhood Plan and why does it matter?

### Introduction

A Neighbourhood Plan is a means of enabling local residents to participate in and contribute towards improving the social, economic and cultural wellbeing of their local area.

Neighbourhood planning is a new tier of planning to enable communities to influence and shape the future of their communities. It is part of the Government's new approach to planning, which aims to give local people more say about future planning in their area. This is set out in the Localism Act 2011 which came into effect in April 2012. Although deciding where possible future development could go is an important part of any Neighbourhood Plan, it is about much more than this. A neighbourhood plan allows the plan area to be considered as a whole looking at a wider range of issues to ensure that the development of the area is sustainable into the future.

### National Planning

Local planning policy represents the third tier of planning in England. In what is inevitably a hierarchical system, central government policy in the form of the National Planning Policy Framework (NPPF) takes precedence over other more local planning policy documents but the policies of the NPPF are of a general nature designed to apply to the country as a whole.

It seems fitting to begin this Neighbourhood Plan with two quotations from the NPPF, which identify the ambition with which it has been written:

*"Planning should... not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives"*  
NPPF paragraph 17

*"People have been put off from getting involved because planning policy itself has become so elaborate and forbidding – the preserve of specialists, rather than people in communities. The National Planning Policy Framework changes that. By replacing over a thousand pages of national policy with around fifty, written simply and clearly, we are allowing people and communities back into planning".*  
Rt. Hon. Greg Clark, MP,  
Minister for Planning, March 2012

### Local Planning

At district level the planning document of greatest significance is the Local Plan. In Uttlesford the current Local Plan which should determine the form, location and scale of development is still (at the time of writing) the 2005 adopted Local Plan. A new draft Local Plan was presented to an Examination in Public in 2014 but was rejected by the inspector. A revised draft Plan has been prepared and consulted upon and is currently at a stage referred to as 'Regulation 18'. There are significant further stages before it comes fully into effect, the next being 'Regulation 19' timetabled by UDC for summer 2018.

The Newport Quendon & Rickling Neighbourhood Plan ("the NQRPlan") is therefore being prepared in tandem with the Uttlesford Local Plan. It will provide a framework for the way that development is undertaken at a 'micro' level. It is based upon a detailed assessment of the physical characteristics of the villages and the wishes of local people and is intended to both direct and control future development to align with what is needed rather than having it imposed by a rather more remote authority.



As at December 2017 there are over 500 neighbourhood plans that have been adopted nationwide. (source: Notes on Neighbourhood Planning Edition 20, March 2018). They are statutory planning policy documents and therefore provide a very useful means by which communities can influence where development takes place. Once adopted, developers, local planning authorities and planning inquiry inspectors must take account of them. They will have gone through a thorough process of consultation and scrutiny and will therefore have full effect as guiding planning policies.

Newport, Quendon & Rickling have benefitted from community planning in recent years. The Newport Village Plan 2010 and The Quendon & Rickling Village Plan 2015 are documents adopted by UDC which have resulted from community consultation.

### **What a Neighbourhood Plan cannot do**

It cannot stop development that is already proposed in the Uttlesford Local Plan, nor can its policies conflict with the Local Plan or national policies. Anything included in the plan has to be achievable, but the plan can also encourage projects people would like to see happen and can assist that development to take place.

### **How the Neighbourhood Plan fits into the Planning System**

Although the Government's intention is for local people to decide what goes on in their towns, the Localism Act sets out some key restrictions. One of these is that all Neighbourhood Plans must meet four basic conditions:

- **General Conformity with the strategic policies of the adopted Local Plan**  
UDC adopted the current Local Plan in 2005. The NPPF has superseded it in many respects, but in the absence of an up-to-date adopted Plan it is the 2005 Plan with which this Plan must be in general conformity.
- **Have regard to National Policy**  
The National Planning Policy Framework (NPPF) came into force in 2012 and now sets the baseline to which all local planning policy must have regard.
- **Compliance with EU regulations on human rights and environmental standards**  
EU regulations require all local planning documents to be assessed against certain criteria to determine whether or not a Sustainability Appraisal or Strategic Environmental Assessment is needed. It has been determined that neither an SA nor an SEA should be triggered by the policies in this Plan.
- **Making a contribution to achieving sustainable development**  
The NPPF defines sustainable development as being supported by three pillars: economic, social and environmental. "Intergenerational equity" is determined to be a central theme of sustainable development.

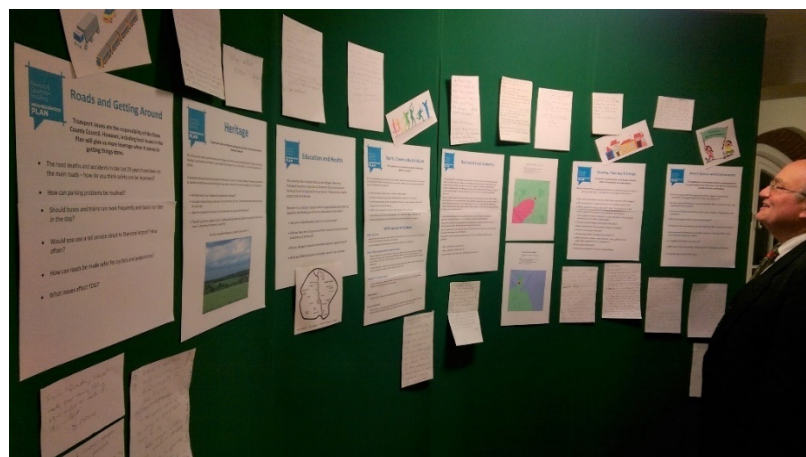
## Community Involvement, data gathering, and the UDC Local Plan

Extensive community consultation work included a website <http://www.nqrplan.org/> a Facebook group, <https://www.facebook.com/nqrplan/> an email address [nqrplan@gmail.com](mailto:nqrplan@gmail.com) and published articles in both village magazines, which are distributed to all the houses and businesses. Posters were placed on the village noticeboards.

In early 2017 consultation events were held in Newport and Quendon. These were attended by 71 people. The resulting suggestions were then combined with other data to inform a set of proposed objectives and policies, which were the subject of a survey of all residents. This was conducted online and on paper. As well as promoting the survey on both village facebook groups, there were posters, letters in the local papers, and hand delivery of questionnaires. The schools and local groups were also invited to participate. The response rate was 7% of the estimated population based on the 2011 census (221 out of 3250). Many responses were joint and the population figure includes all ages so the effective response was greater than 7%. The results are published on the website and extracts relevant to each policy are in the body of the Plan. The 2011 census shows that there are very few residents whose first language is not English and so publication in other languages was not considered necessary.

Discussions have been held by members of the Steering Group with the Newport surgery, three landowners, the primary schools and early years centre, the Scouts District Commissioner, and sports groups via the Newport Sports Committee. The Essex Highways projects officer also came to a Steering Group meeting and housing demand information was requested from estate agents

Members of the Group gave monthly updates to the parish councils, and discussion on various matters has been encouraged on the Plan facebook group



### Regulation 14 Consultation

The consultation on this 'regulation 14' draft is between 2<sup>nd</sup> May and 15<sup>th</sup> June 2018. Comments should be emailed to [steering.group@nqrplan.org](mailto:steering.group@nqrplan.org) or by post to Newport Parish Council, Waterloo House, High Street, Newport, CB11 4ER. The full implementation process is detailed in an Appendix.





### **The 'Regulation 18' Uttlesford District Council Draft Local Plan**

The UDC Local Plan was being generated at the same time as the NQR Plan. The extensive UDC evidence base has also been used in the preparation of this Plan, so this helped to ensure that the plans are aligned with each other.

'Regulation 18' is a detailed consultation draft. This is followed by a 'Regulation 19' final version which goes to the Planning Inspectorate for ratification before adoption by the council. The UDC plan has been delayed several times, mostly over site allocation issues and high-level policy.

Some of the 'Reg 18' detail policy wordings are quoted and adopted in the NQR Plan. This is to give early effect to policies which otherwise could be dismissed as only draft. The Steering Group believes that those UDC draft policy wordings adopted are unlikely to be materially altered. It will keep them under review and if significant alterations are made before the NQR Plan goes to final consultation adjustments will be made as necessary

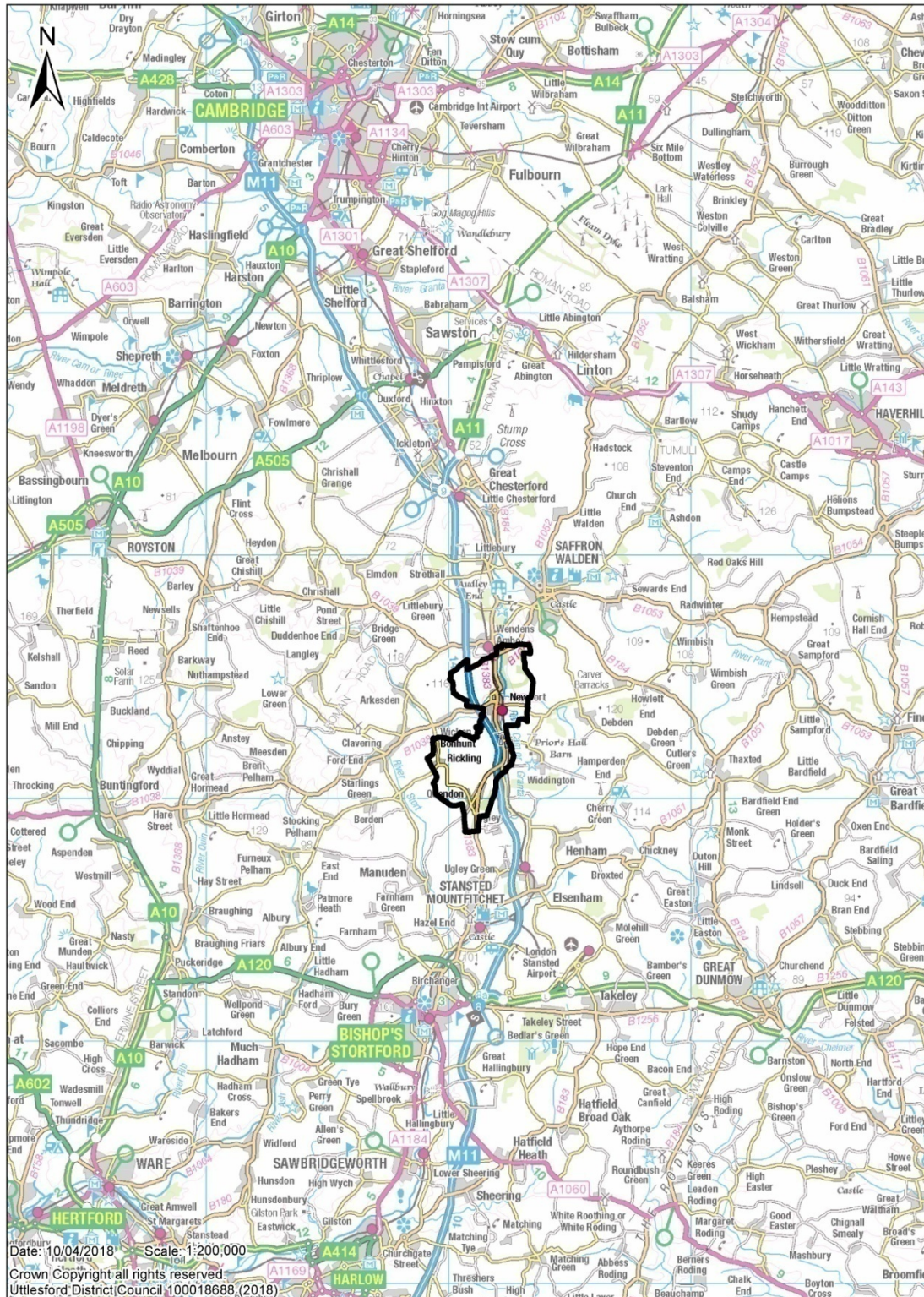
### **The Essex Design Guide**

The Essex Design Guide has not been adopted by UDC. This has led to weakness at planning appeals where the Guide has been relied on, but then challenged as not being adopted by UDC.

The Essex Design Guide was established in 1973 by Essex County Council. It is used as a reference guide to help create high quality places with an identity specific to its Essex context. It was revised in 2005 and again in 2018. The guide is of national significance. It is referred to in the NQR Plan policy on Housing Design

## THE WIDER AREA

### Newport, Quendon & Rickling Neighbourhood Plan Area





## The Newport Quendon & Rickling villages history, and today

Our attractive villages are of medieval origin. They are set in a rolling landscape of valleys, and more open areas, along the old A11. The villages are in north Essex about 40 miles north of London.

### History

Newport is mentioned in Domesday in 1086, but probably originated around 900 AD as a royal township. It flourished until its market moved to Saffron Walden in 1141 and then became a mainly agricultural village, with trades including leather and wool combing. There were two religious guilds in Newport and a guildhall stood on the site of the present Church House. After the dissolution of the guilds in 1540 it was used as the first premises of Newport Free Grammar School until its demolition in 1838. The church of St Mary the Virgin originates from the early C13th, but contains grave covers re-used as roofing confirmed as C12th. Recent research indicates that some of the structure may be C11th and there is a late Saxon cross fragment in the north wall

Charles II came to Newport on his way to Newmarket and his mistress Nell Gwynn may have lived at the Crown House on Bridge End. The main road through Quendon and Newport was improved as a turnpike in 1744 and the railway in 1845 brought new businesses, including a gas works and maltings. Housing development in the C20th doubled the size of Newport and brought a new school, doctor's surgery and sewage works. With its station and secondary school, it retained many shops, pubs, businesses and village organisations. In Newport village the livestock farms were demolished or converted, and fields and orchards built on.

Rickling (Richelinga) is also in Domesday and is said to mean either Ricela or Ricola's people. Ricola was Queen of Essex in the 6th Century. Quendon is derived from the Old English words scene and den, meaning women's valley. It is likely that the village of Rickling was originally around its church, but due to either plague or fire moved to join its near neighbour, Quendon. When the main road was improved it is believed the remaining population around the church moved to what is now Rickling Green to be close to the turnpike.

Quendon has many houses dating from the 17th and 18th centuries, exemplifying local materials and building traditions. The archives of the now defunct Rickling Green Cricket Club contain the first score book of a fixture dated 1861, and which starts by saying "after an absence of over a century cricket has been restored to her ancient sward". So cricket started there in the early 18th century. There are old photographs on display in the remaining village pub, The Cricketers Arms. Cricket is still played on the Green throughout the summer months. The churches of St Simon & St Jude, Quendon, and All Saints, Rickling, originate from about 1200. In the C20th, council and other houses were built to the north of the Green. Rickling primary school was extended, but with a smaller scale of development the village lost its shops and petrol station but retains agricultural businesses, a wide range of organisations, and the large pub with rooms, and the two churches. The M11 took away the through traffic and the A11 became the B1383





## **Population and housing growth**

Newport's population at the 1911 census was 918, living in 250 households. The parishes of Quendon & Rickling were combined in 1949 so the first comparable figures are from the 1951 census showing 557 persons and 174 households. At the 2011 census the population of Newport was 2,352 in 974 houses, and Quendon & Rickling 587 in 249 houses.

## **Setting**

The villages are in a rolling landscape of valleys along an old road improved as a turnpike in the C18th. Newport is set within the Cam valley and its tributary valley Wicken Water. Like other settlements in the Cam valley it is largely hidden from view from the surrounding area, except for the church tower. Quendon and Rickling are in a more open undulating landscape with no large watercourses in the villages, being on the watershed between the Stort and the Cam. Newport is subject to serious flooding, as happened for example in February 2014. The village history 'A Village in Time' records flooding of properties several times per decade with dates quoted from 1947 onwards.

The villages are joined by the B1383. At the north there is extensive parkland belonging to Shortgrove Hall, which was destroyed in a fire in 1966. Between the two villages is the parkland of Quendon Hall, which is Grade 1 listed, and is a wedding venue.

## **21<sup>st</sup> Century**

In the C21st, housing recently built, or with permission, will add a third new estate along the B1383 in Quendon and Rickling and will increase Newport by 50%. Newport has lost commercial sites to housing, and only minor improvements to the infrastructure and facilities of the villages have been secured from these developments. Ribbon development has continued along the B1383 in both parishes and the other nearby settlements of Stansted and Ugley





## Key Issues that have influenced the formation of the neighbourhood plan

### Location

The villages are at the north end of Essex along the B1383, the old A11, in what is a rural area. They are within commuting distance of London, Cambridge and other centres. To the south of the district is greenbelt and a large area of protected land around Stansted Airport. This has put significant pressure on the locality to take housing development. It is in the London, Stansted, Cambridge, M11 'corridor'

### History and employment

Traditionally employment was in the villages. Over many decades local employment has reduced and commercial sites have continued to be replaced by housing. The largest employers are now the three schools and the surgery, mostly staffed by people who commute into the villages. The National Planning Policy Framework para 37 says 'Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.'

### Demographics

At the 2011 census the population of Newport was 2,352 in 974 houses, and Quendon & Rickling 587 in 249 houses. Since 2011 planning permission has been given for a further 444 homes in Newport (March 2018), plus three pending applications for sites of a further 150, 74 and 24. 40 permissions were granted in Quendon.

### Services & Facilities

Newport has a range of retail and service facilities typical for a large village, including a railway station. Quendon & Rickling has no shops. Most of Newport has high speed broadband. At the time of writing Quendon does not, but connections are in progress. All fully staffed police stations in Uttlesford have been closed, including the one in Newport. The nearest one is 25 miles away at Braintree. Although the area has a low crime rate compared with other parts of the country, the withdrawal of police facilities has led to a sense of vulnerability, particularly as far as rural crime is concerned. There is no regular policing of traffic speeds.

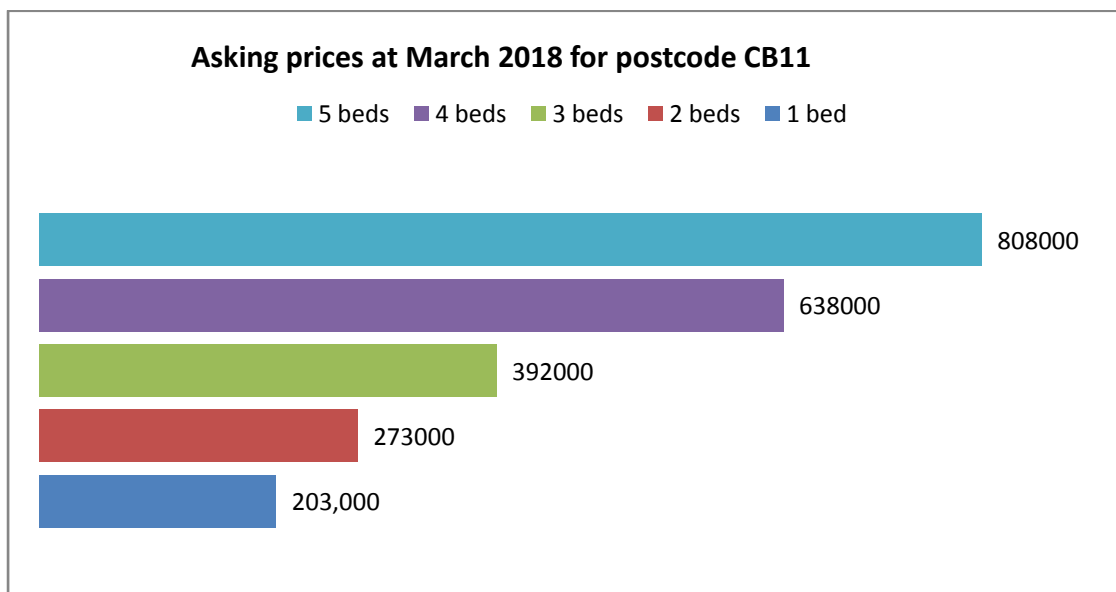
### Housing & Tenure

In 2011 there were 1,223 homes in the plan area. By 2021 there may be about 1,865 homes (Newport 1,570 and Quendon & Rickling 295). Here are the house sizes from the 2011 census:

Number of bedrooms	Newport	Q and R	Total	Percentage
1	48	10	58	5%
2	182	64	246	20%
3	413	81	494	40%
4	184	54	238	19%
5+	103	34	137	11%
Empty	44	6	50	4%
	<b>974</b>	<b>249</b>	<b>1223</b>	<b>100%</b>

The issues include lack of single bed homes and affordability. Of the 484 homes permitted in the Plan area since 2011, 34 are single bedroom. Zoopla records of sales in the year to March 2018 showed postcode CB11 at an average of £437,000 compared with England at £292,000. Asking prices for rent for a 2 bed property averaged £900 pcm. UDC seeks to obtain 40% of affordable homes from larger developments. However ‘affordable’ means 80% of the full market value or market rent, so is still not affordable for many people.

The Home Truths Annual Housing Market report for 2017/2018 published in March 2018 shows Uttlesford to have a very high ratio of house prices to income at 11.7



### Recreation & Open space

A review for Uttlesford District Council in 2012 showed deficits in recreational facilities across the district. Although the villages are set in open countryside, access to that countryside is restricted to footpaths and the large areas of parkland at Shortgrove and Quendon Hall are not open to the public. Network Rail has, or will be, closing four footpaths. There are a variety of sports facilities in the villages and at the Joyce Frankland Academy. The new developments are providing some playground space, allotments and some green space, but no financial or other contribution to recreation facilities.

Newport Village Hall dates from the 1950's and has been extensively refurbished and extended. Quendon Village Hall is currently in poor condition, requiring structural work to which one of the housing developments has contributed £20,000. Newport has one children's playground and Quendon has a small play area for very young children.

The sports and scouts buildings at Newport recreation ground need significant improvement, as does the car park and the unmade access track. In wet weather the two football pitches suffer and there is a need for a Multi-Use Games Area



### **Flood risk**

Against local advice development has been allowed on flood plain areas in Newport. Three sites which in 2014 flooded from rising water from the Cam and Wicken Water have since been built on. All of the central area along the Cam, and particularly where the Wicken Water and Debden Water join the Cam in the village centre, are vulnerable. Minor flooding happens regularly but significant flooding involving property damage and road closures has occurred in 1947, 1955, 1958, 1960, 1963, 1968, 1987, 1993, 2001 and 2014. Quendon does not suffer from flooding apart from the access to Quendon Hall on the B1383

### **Local environment**

Water supply is provided by pumping from the aquifer which underlies the entire district. This results in poor water flow in the rivers and streams and typically the smaller streams dry up from May onwards, which means that the former rich aquatic environment is lost.

Water quality in the Cam is poor and dry weather flow not sufficient to dilute the output from Newport sewage works (Hyder Consulting Ltd, 2010, for UDC Local Plan). The poor water quality is the result of fertiliser and other agricultural chemical run off and by the biological oxygen demand of the outflow from the sewage works.

Newport has NO<sub>2</sub> concentrations at the Wicken Rd – High Street junction at illegal levels. This may be the case elsewhere but that is currently the only central location with a monitor. A monitor underneath the M11 on Wicken Rd has also shown illegal NO<sub>2</sub> levels.

### **Transport**

There is one bus service between Saffron Walden and Bishops Stortford, which does not function in the evenings or Sunday. Newport has a station with trains to London and Cambridge. It is a slow stopping service. Most travel is along the B1383 which is often congested through Newport. Cambridge road in Newport had 89,000 vehicle movements per week in June 2016. The B1383 is the feeder route to the M11. There is concern that the cumulative effect of large housing development in the villages and surrounding area, particularly Stansted and Saffron Walden, has not been taken into account. No highway improvements are currently planned.

The B1383 is the relief road for the M11, which suffers regular closures and disruptions. (See the Appendix - Evidence of frequency of interruption of the M11)

Speeding, road safety and pavement parking are concerns.

There are no cycle ways. There is no direct public transport to the largest centre of employment which is Stansted Airport. Walking around the villages is fairly easy, but the footways between Newport and Quendon, and to the south of Quendon, along the B1383 are poor and have negligible maintenance from the highways authority.



## Process, Vision, Aims & Objectives

### Process

The process has aimed to be:

- Inclusive – offering the opportunity to participate for all residents.
- Comprehensive – identifying the important infrastructure and facilities needed to plan for the future.
- Positive – bringing forward proposals which will improve the quality of life in Newport, Quendon and Rickling.

### Vision

A Neighbourhood Plan that will conserve the character of Newport, Quendon and Rickling villages whilst allowing for long-term economic and social growth together with sustainable development.

The vision is for Newport, Quendon and Rickling to be forward thinking, vibrant villages, which are clean and healthy with a strong sense of community to provide an outstanding quality of life for current and future generations where the views of the community are respected and reflected.

### Aims

It is the aim of this Neighbourhood Plan to guide developments in Newport, Quendon and Rickling to 2033.

The aim is for Newport, Quendon and Rickling to have small, sustainable, timely developments that meet the needs of local residents and that do not distort the shape and essence of the villages; to evolve and expand whilst retaining our unique and distinctive character.

The vision and aims are to be achieved through the following objectives:





## Objectives of Newport Quendon Rickling Neighbourhood Plan

### Objective 1

To ensure Newport Quendon & Rickling develop in a sustainable manner by ensuring the timely provision of infrastructure and services to meet the needs of current and future residents

### Objective 2

To ensure that new housing is of high quality design that respects Newport Quendon & Rickling's local distinctiveness and enhances the historic character and setting of the parishes

### Objective 3

To seek solutions to the traffic parking and congestion issues and reduce traffic speed and to ensure that new developments have adequate and easily accessible parking

### Objective 4

To create a safer, healthier and more accessible environment for pedestrians, cyclists, other road users and residents

### Objective 5

To preserve and promote green areas within the villages and parishes to retain Newport Quendon & Rickling's predominantly rural identity, and to ensure that development is permitted only where it does not harm the special landscape characteristics of the area.

### Objective 6

To ensure Newport Quendon & Rickling has the appropriate community and public open space provisions, and recreational facilities, either within the parishes or within reasonable travelling distance, to support residents of all ages.

### Objective 7

To ensure the conservation and enhancement of our heritage assets.

### Objective 8

To ensure new housing is in response to a proven housing shortage and that the housing is provided in a range of tenures, types and sizes so that local people of all ages can continue to live here.

### Objective 9

To ensure that the locations of new developments are sustainable and retain and complement the essential characteristics of our villages.

### Objective 10

To retain and support existing retail, service and other businesses, and to attract new businesses which would provide improved facilities and local employment opportunities.

## Policies & Proposals

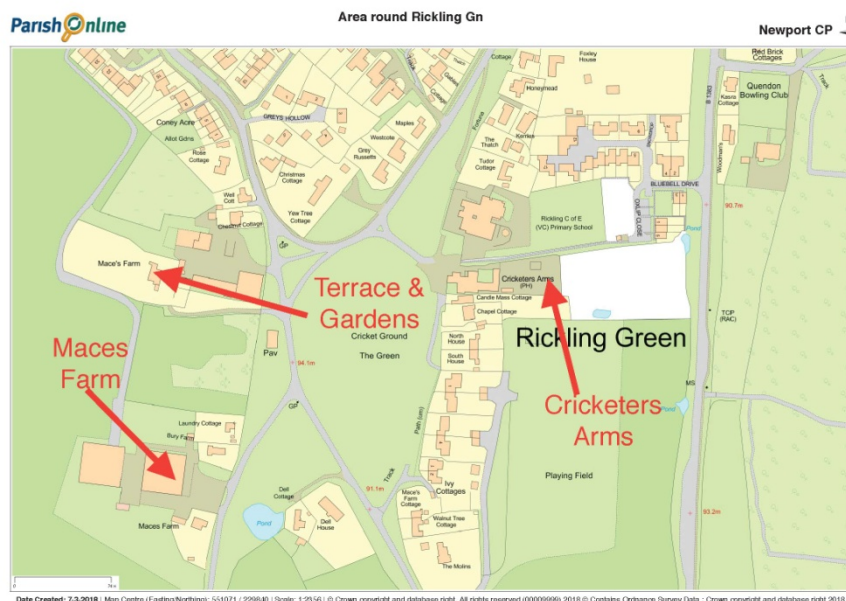
### Business & Local Economy

#### Objective 10

*To support and retain existing retail, service and other businesses, and to attract new businesses which would improve local employment opportunities*

#### Background

1. The 1950's to 1970's developments in Newport doubled the size of the village and brought significant new infrastructure and facilities. With its station and secondary school, it has retained many shops, pubs, businesses, B&Bs and village organisations. However, over the years there has been a significant reduction in the number of shops, businesses and therefore employment
2. In the C21st Newport will have a similar number of new houses built in 10 years that were built in all of the previous century. Some of these developments have displaced businesses, which have been lost to the community. These include part of the Maltings, two horticultural businesses, a four unit commercial centre, plus several conversions of small retail businesses to houses.
3. Quendon and Rickling has a primary school, but with a smaller scale of development, has lost its shops, restaurant, and petrol station, but retains a pub with rooms. There are businesses run from homes, and a home and garden pottery manufacturer. The Quendon Hall Parklands wedding venue is a significant business, providing some local employment, but is separate from the village and not seen as a major contributor to the village economy. Poor broadband and mobile coverage has been a significant disadvantage, which is planned to be resolved during 2018 with very fast connections being made available.
4. New



businesses in Newport have included a busy café, a home décor shop, and a new 500 m<sup>2</sup> office type commercial unit is planned. There is permission granted for a care home. The expansion of the communities means that more businesses are needed, and for Newport the scale of development should make more businesses viable. High speed broadband is widely available. There is a UDC housing depot in Newport, but the former Essex Highways depot on Bury Water Lane is now a 14 house estate.

5. There are farm businesses and a livery stables in or near the villages and a commercial shoot at Shortgrove.
6. Although the planning use class A businesses (shops, professional services, food and drink) are spread along the main road in Newport, the other class B and ‘sui generis’ (‘a use on its own, for any use not in a category’) businesses (offices, and industry, which includes the vehicle businesses) are in zones, partly mixed with residential. These are the four areas shown in the map plus the Nurseries/ vehicle business off Cambridge Rd.



7. Newport is classed as a key village in the draft Local Plan. The Plan says ‘Key Villages are a major focus for development in the rural areas – suitable for a scale of development that would reinforce their role as provider of services to a wide rural area.’
8. Quendon is in the draft Local Plan as a Type A village for which the definition includes ‘They act as a local service centre’. This is an out of date view and may have been correct before the



businesses along the B1383 were replaced by housing, but it is not a local service centre.

9. Parking is an important factor for many existing businesses and some depend on day time parking along main roads. In Newport parking along the road is perceived as a nuisance by those travelling through. However, as well as being important for village businesses, it has a very significant calming effect on traffic, which improves safety for everyone and allows people working at and using the businesses to more easily cross the road.
10. Newport has a Fire Station in the centre of the village - 'Station 84' - staffed by retained firefighters. Their website says 'On-call firefighters protect their local area by responding to incidents such as fires and road traffic collisions as well as community safety work. You'll need to live or work within five minutes of an on-call fire station so that you can respond quickly when paged'. It is therefore important for the retention of the vital fire service that employment be retained and supported in the village centre.
11. Paragraph 28 of the NPPF says that policies should 'promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.'
12. Paragraph 37 of the NPPF says 'policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.' Sustainability is an important thread throughout planning policy. Provision of shops and services and employment within walking or cycling distance of homes is important to reduce vehicle movements, and therefore road congestion and environmental impact.

#### **Community Consultation Feedback:**

Some text comments from the consultation:

*'Change of use from business to residential should be a last resort, avoiding the loss of facilities necessary to sustain development'*

*'As population increases locally it's important to plan for sustainable employment locally too'*

*'I would think that business's in Q&R would continue to operate on an 'at home' basis. A business centre in the village would not be fitting'*

*'improved car parking facilities would encourage visitors to come and use shops and coffee shop'*

*'Need incubator for new local high tech businesses'*

*'Newport needs more takeaway food outlets'*



Summer 2017 survey	No opinion	Neutral	Like	Dislike
[Any conversion from commercial to residential properties should only apply to first or higher floors or where there is overwhelming evidence that the retail space is not required]	14	54	138	15
	6%	24%	62%	7%
[The area and the villages would benefit from having a hotel]	17	71	50	83
	8%	32%	23%	38%
[Should a small business centre be built?]	15	71	58	77
	7%	32%	26%	35%

### UDC Local Plan Policy EMP3 - Non-Estate Employment Uses

All employment sites in the development limits of the villages are 'non-estate'. (The Regulation 18 plan document considers the Newport Maltings as estate, but the map shown is incorrect and highlights only the majority of the former site which is now residential, so for the Neighbourhood Plan the remaining business section is considered non-estate.)

EMP3 says:

'Employment sites located outside the identified employment areas but within development limits should be retained for employment use. Exceptions to this may be permitted where the applicant is able to provide demonstrable proof that the employment use is no longer viable. The non-viability of employment uses would need to be proven either by marketing or an independent assessment in accordance with the requirements set out in Appendix 5.'

Appendix 5 details how the marketing and assessment should be done, including realistic pricing and not at residential values, and that advertising must be in all appropriate media. In addition to advertising the applicant should be able to demonstrate that they have proactively tried to find a tenant/buyer including engaging with businesses, tourist or community groups etc who might be interested in using the building.

### UDC Policy RET4 - Loss of Shops and Other Facilities

Our villages are not 'defined Town and Local Centres' in the Regulation 18 Local Plan, therefore policy RET4 applies.

RET 4 says:

‘Beyond the defined Town and Local Centres change of use (that require planning permission) of shops and other community facilities including those identified in the list of Assets of Community Value will only be permitted where the applicant can demonstrate that: There is no significant demand for the facility within the catchment area; The facility is not financially viable; The marketing criteria in Appendix 5 has been met; and equivalent facilities in terms of their nature and accessibility are available or would be made available nearby.’

UDC Policy RET3 - Town and Local Centres and Shopping Frontages in the Local Plan would not apply to Newport Quendon & Rickling. However it is considered that an element of RET3 is universally valid, and supported by the survey of residents. RET 3 says for properties in A1 use ‘change of use to residential will be allowed on upper floors.’

A1 use is for shops and retail outlets where the customers should be “visiting members of the general public” including shops, retail warehouses, hairdressers, florists, laundries and dry cleaners, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops and funeral directors. For this Plan the principle is applied, but without restricting the type of use

#### **Policy BL1 – Support of new and existing businesses**

New and existing provision of shops, services and employment particularly within walking or cycling distance of homes will be supported and the loss of such businesses will be resisted. Businesses will be particularly encouraged in the existing core areas shown on the central Newport map as a concentration of shops and services supports their viability.

The following draft UDC policy is adopted:

EMP3: ‘Employment sites located outside the identified employment areas but within development limits should be retained for employment use. Exceptions to this may be permitted where the applicant is able to provide demonstrable proof that the employment use is no longer viable. The non-viability of employment uses would need to be proven either by marketing or an independent assessment in accordance with the requirements set out in Appendix 5.’

RET4: ‘Beyond the defined Town and Local Centres change of use (that require planning permission) of shops and other community facilities including those identified in the list of Assets of Community Value will only be permitted where the applicant can demonstrate that: There is no significant demand for the facility within the catchment area; The facility is not financially viable; The marketing criteria in Appendix 5 has been met; and equivalent facilities in terms of their nature and accessibility are available or would be made available nearby.’

**BL2 – Change of use on upper floors**

In addition, for those properties where business use on the ground floor is continuing, change of use to residential on upper floors will be supported.

**BL3 – Business parking**

Opportunities for more parking to support businesses will be encouraged provided it can be done without damage to the Conservation Areas. Proposals that lead to loss of parking serving existing business units will be resisted.

**Conformity statement**

**NPPF: 28, 37. UDC DRAFT LP: EMP3, RET3, RET4**

## Green Spaces and Environment Policies

### Air Quality

#### Objective

To create a safer, healthier and more accessible environment for pedestrians, cyclists, other road users and residents.

#### Background

##### Air quality objectives in England (UDC 2017 Air Quality Annual Status Report)

Pollutant	Air Quality Objective <sup>2</sup>	
	Concentration	Measured as
Nitrogen Dioxide (NO <sub>2</sub> )	200 µg/m <sup>3</sup> not to be exceeded more than 18 times a year	1-hour mean
	40 µg/m <sup>3</sup>	Annual mean
Particulate Matter (PM <sub>10</sub> )	50 µg/m <sup>3</sup> , not to be exceeded more than 35 times a year	24-hour mean
	40 µg/m <sup>3</sup>	Annual mean
Sulphur Dioxide (SO <sub>2</sub> )	350 µg/m <sup>3</sup> , not to be exceeded more than 24 times a year	1-hour mean
	125 µg/m <sup>3</sup> , not to be exceeded more than 3 times a year	24-hour mean
	266 µg/m <sup>3</sup> , not to be exceeded more than 35 times a year	15-minute mean

1. The main source of NO<sub>2</sub> is from burning fossil fuels. Although domestic gas boilers may contribute slightly, traffic is the only obvious source of street level pollution at Wicken Rd and in the centre of Newport generally and so it is reasonable to assume a linear relation between traffic volume and pollutant concentration. Being in a valley and oxides of nitrogen being heavier than air, the pollutants will naturally pool in the lowest area
2. High NO<sub>2</sub> concentration is a marker for other vehicle related pollutants such as particulates, which are therefore also likely to be at high levels.
3. The Environment Act 1995 requires all Local Authorities to review air quality within their districts. If any air quality objective set out in regulations under the Act is not likely to be achieved then the local authority must designate the affected area as an Air Quality Management Area (AQMA). The Act then requires an Action Plan to be produced for these designated areas, setting out the actions that the Council intends to take to meet the objectives and to maintain levels below the objective for the life of the plan.
4. Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. (UDC 2017 Air Quality Annual Status Report)



5. The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion. (Defra, Abatement cost guidance for valuing changes in air quality, May 2013). A report to the government Environment, Health, Transport and Environmental Audit committees in March 2018 said "Air pollution is a national health emergency resulting in an estimated 40,000 early deaths each year, costing the UK £20bn annually."
6. Looking to the future it may well be that vehicles will become less polluting and more electric. However, in a rural area electric vehicles are less viable, and hybrids being intrinsically less efficient with losses in electricity generation and storage and heavier have similar fuel consumption to traditional cars which are cheaper and simpler. (Source <http://www.nextgreencar.com/mpg/best-mpg-cars>). The government's long-term target is to abolish the sale of new cars driven **only** by petrol and diesel by 2040. This is 22 years away and would still permit hybrids and says nothing about commercial vehicles. This is therefore not considered as an 'answer' now or at any time within the lifetime of this Plan
7. It is possible that continuing research may further reduce the permissible levels thus balancing or negating the technology changes. It was also drawn to the attention of the government Environment, Health, Transport and Environmental Audit committees, who were together considering air pollution (and were critical of the lack of action) that 'recent reports have drawn a possible link between attention deficit disorder, dementia and air pollution - at levels currently considered acceptable.' Source – BBC News website.
8. Now that it is known that Newport has a similar if not worse pollution problem to Saffron Walden, which already has an AQMA, the Newport parish council would like monitoring to be extended to other locations along the B1383, in particular the Station Rd/Cambridge Rd/Frambury Lane cross roads. The UDC Environmental Health officer confirmed in April 2018 that investigation work for this will be done, and is in possession of the Essex Highways traffic survey nearby done in 2016.
9. There is currently no monitoring in Quendon. Being a more open location typically without queuing traffic it is not likely to have dangerous levels of pollutants. However it would still be advisable to extend monitoring to all built up areas along the B1383.
10. Ann Lee-Moore (Environmental Health Officer at Uttlesford District Council) says: '*An annual mean over about 35 at a residential location is cause for concern*'. This is 87.5% of the legal limit. Applying the same percentage to the hourly limit of 200 indicates a cause for concern at 175  $\mu\text{g m}^3$ .
11. No evidence could be found that provision of Travel Plans, which provide no more than residents would find online, on their phones or in the village magazines which are delivered to all houses, make any difference to vehicle usage.



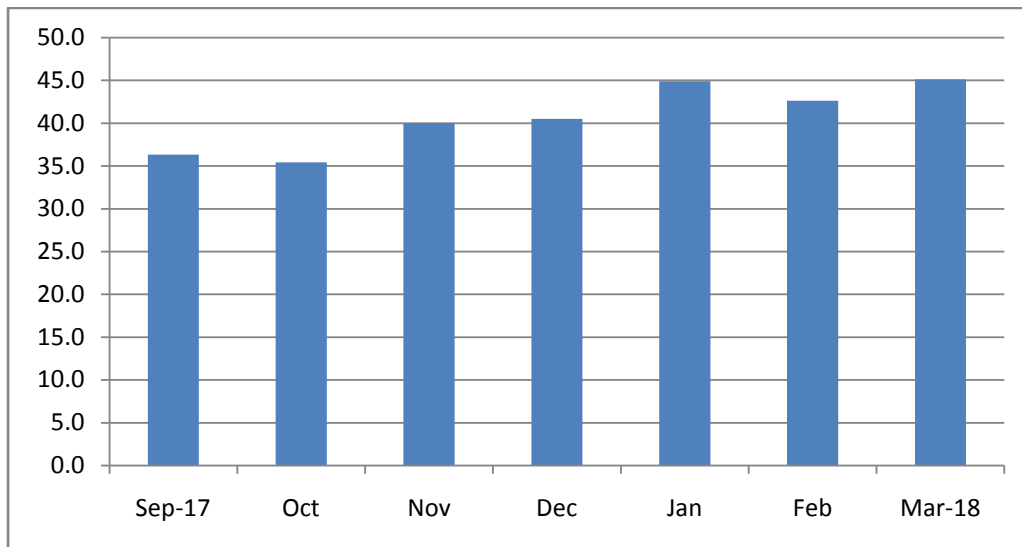
12. No research could be found on whether provision of charging points makes a material difference to take up of electric vehicles. The provision in this area is scarce, see map as at April 2018:



### Nitrogen dioxide levels in central Newport

Recordings of NO<sub>2</sub> at the Wicken Road B1038 – High Street B1383 junction are averaging at the legal limit, and individual monthly recordings are breaching the annual average limit, which is 40 µg m<sup>3</sup>

Readings for the seven months September 2017 to March 2018 averaged 40.7 µg m<sup>3</sup>. The highest reading was 45.1 µg m<sup>3</sup> in March 2018. (Source UDC Environmental Health officer). The readings showed a consistent pattern:



The traffic assessment for a major planning application shows that the traffic at this junction will increase by at least 28% by 2021 (UTT/17/2868/OP – Transport report from Markides)

**Assuming that most NO<sub>2</sub> pollution is from vehicles, this means that the annual average will reach about 52 µg m<sup>3</sup> in the area around the junction**

This location is particularly sensitive as subject to queuing vehicles and significant pedestrian traffic at peak periods. This is the main pedestrian route for many students going to and from the Joyce Frankland Academy from the station and bus stops pass along this route, as well as other commuters.



Photo 12th November 2017 at 08.30 from the B1038 – B1383 junction, at the NO<sub>2</sub> monitoring point which is attached to the Stop sign, looking west



Photo 12th November 2017 at 08.31 from the B1038 – B1383 junction, at the NO<sub>2</sub> monitoring point, looking south

Until such time as take up of zero



emission vehicles in this area is significant, and the results from local pollution monitors show pollution declining, the provision of charging points, while supported and in the Plan parking policy, is not considered a material mitigation against the pollution effect of more traffic created by developments.

#### **Community Consultation Feedback:**

No specific questions were asked on air quality. There was one consultation comment:

*Air quality needs to be assessed and improved*

Markides Transport Assessment for UTT/17/2868/OP (150 houses):

*'With regards to NO<sub>2</sub>, it should be noted that the predicted future baseline concentrations in 2021 show concentrations approaching or exceeding the relevant air quality objectives without any additional development in the village. These occur at the junction between the B1038 Wicken Road and B1383 High Street, where the combined traffic flows are greatest and there is relevant exposure close to the modelled roads.'*

#### **UDC Local Plan policy:**

##### **Policy EN16 - Air Quality (extracts)**

Development will be permitted where it can be demonstrated:

That it does not lead to significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air;

Specifically applicants, where reasonable and proportionate, according to the end-use and nature of the area and application, must demonstrate that:

Development has regard to relevant UDC Air Quality Technical Guidance; Development within or affecting an Air Quality Management Area (AQMA) will also be expected to contribute to a reduction in levels of air pollutants within the AQMA;

The development does not prevent compliance with national objectives, targets and standards for pollutants;

#### **NPPF**

'124. Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the **cumulative impacts** on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.'

(This is further strengthened in the draft NPPF para 179, and where 'EU' is replaced by 'national')



## **2005 UDC Policy ENV13 – Exposure to Poor Air Quality**

Development that would involve users being exposed on an extended long-term basis to poor air quality outdoors near ground level will not be permitted. A zone 100 metres on either side of the central reservation of the M11 .... (has) been identified on the proposals map as particular areas to which this policy applies.

### **Policy EN1 Air quality monitoring and remediation**

Extending the NO<sub>2</sub> monitoring to other locations in the Neighbourhood Plan area including the Station Rd / High Street junction will be strongly supported.

If the results show levels above 35 µg m<sup>3</sup> annual mean, or 175 µg m<sup>3</sup> 1 hour mean on more than 18 times a year, an Air Quality Management Area (AQMA) should be designated and an Action Plan produced and will be strongly supported

As the current figures show that the AQMA trigger level is already exceeded and the professional assessments show that there will be significant breach by 2021, the provisions of the NPPF and UDC regulation 18 EN16, and 2005 UDC Policy ENV13 will apply immediately as far as planning applications are concerned.

### **Policy EN2 Air quality impact of development proposals**

Major development proposals in the plan area which will lead to increased congestion at the Wicken Road B1038 – High Street B1383 junction, and elsewhere in the villages, shall be accompanied by a Transport Assessment and Air Quality Impact Assessment. Where air quality impacts are predicted, as defined in policy EN1 for an AQMA, mitigation actions shall be identified to bring levels of predicted pollutants back to pre-development levels. Proposed actions will need to evidence that they will be effective.

## **Conformity statement**

**NPPF 124, The Environment Act 1995, UDC reg 18 EN16, 2005 UDC Policy ENV13, draft NPPF 179**





## **Green Spaces and Environment Policies**

### **Building affecting floodplains**

#### **Objective 9**

*To ensure that the locations of new developments are sustainable and retain and complement the essential characteristics of our villages.*

#### **Background**

1. As recorded in the introductory sections of the Plan, Newport is subject to frequent flooding involving property and road closures
2. The Environment Agency (EA) map is created from readings and by computer modelling. It is indicative but in a meeting with the EA and parish and district councillors it was agreed that it may under-record the flood risk. For example the Bury Water Lane – School Lane junction, critical for access to the secondary school and over 250 properties and a care home – has suffered repeated ‘1 in a 100 year’ events and in 2014 a ‘1 in a 1000 year’ event, defined as over one metre depth at the road surface.
3. Despite submissions from residents on planning applications reporting flooding, three flood plain sites, which flooded from the Cam and Wicken Water in 2014, now have houses on them. The EA map does correctly record the three sites as being at flood risk
4. Such properties may be built high or in one case with a surrounding bund. This may protect the residents themselves, but any development on a flood plain reduces the ability of the natural environment to retain flood water, and to release it in a filtered clean condition into the watercourse. Tanked SUDs systems are not likely to be able to retain as much water as a flood plain which is under water, nor do they typically filter the water.
5. Any reduction in the function of flood plains may disadvantage land and home owners both up and down stream. There is a common law duty not to do this, as well as local and national policies
6. To date, Quendon & Rickling do not have significant flood issues.

#### **NPPF para 100**

Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards....’

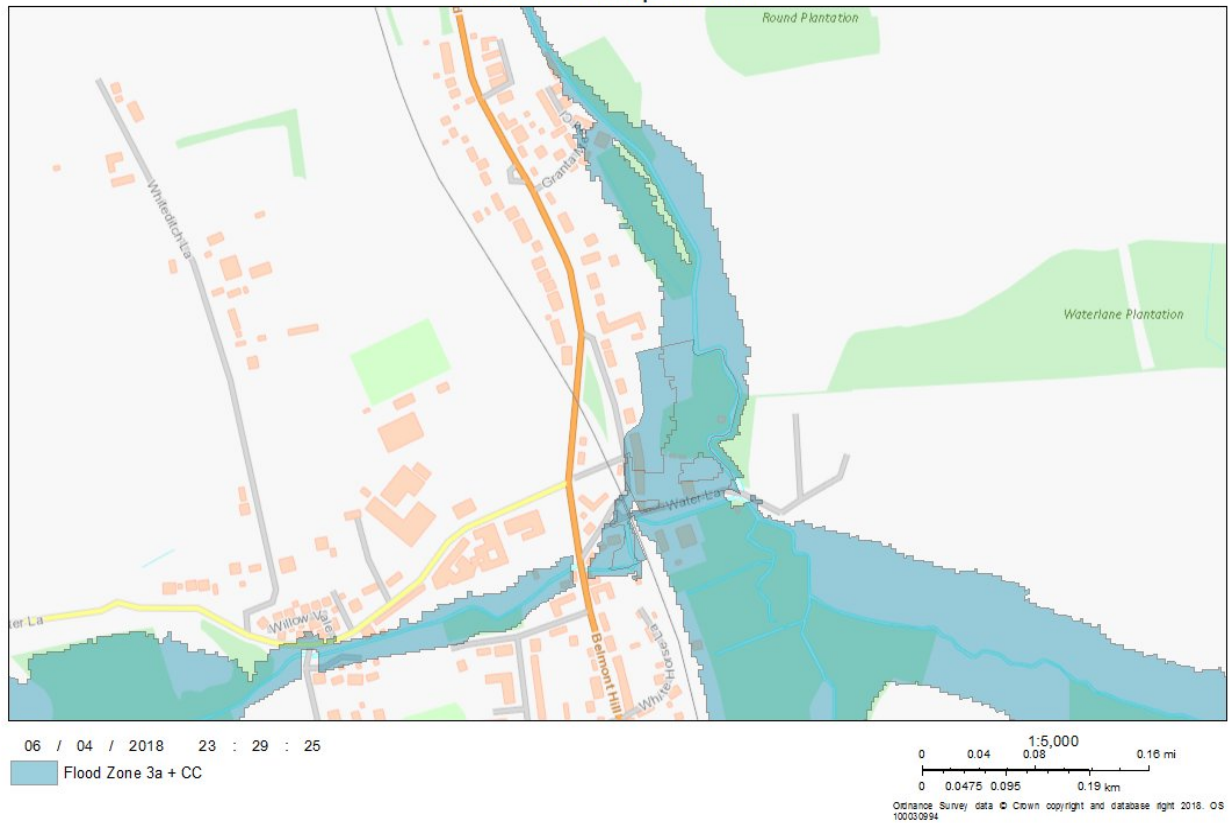
There are several following paragraphs on flood risk. However there is nothing in the NPPF requiring or acknowledging the use of local knowledge and evidence to support or contradict the computer modelling used to generate the assessments to support applications.

**UDC Reg 18 policy SP12**

This says the council will support ‘Locating development on land identified as being at low risk of flooding and taking into account any potential increased risk of flooding from new Development’

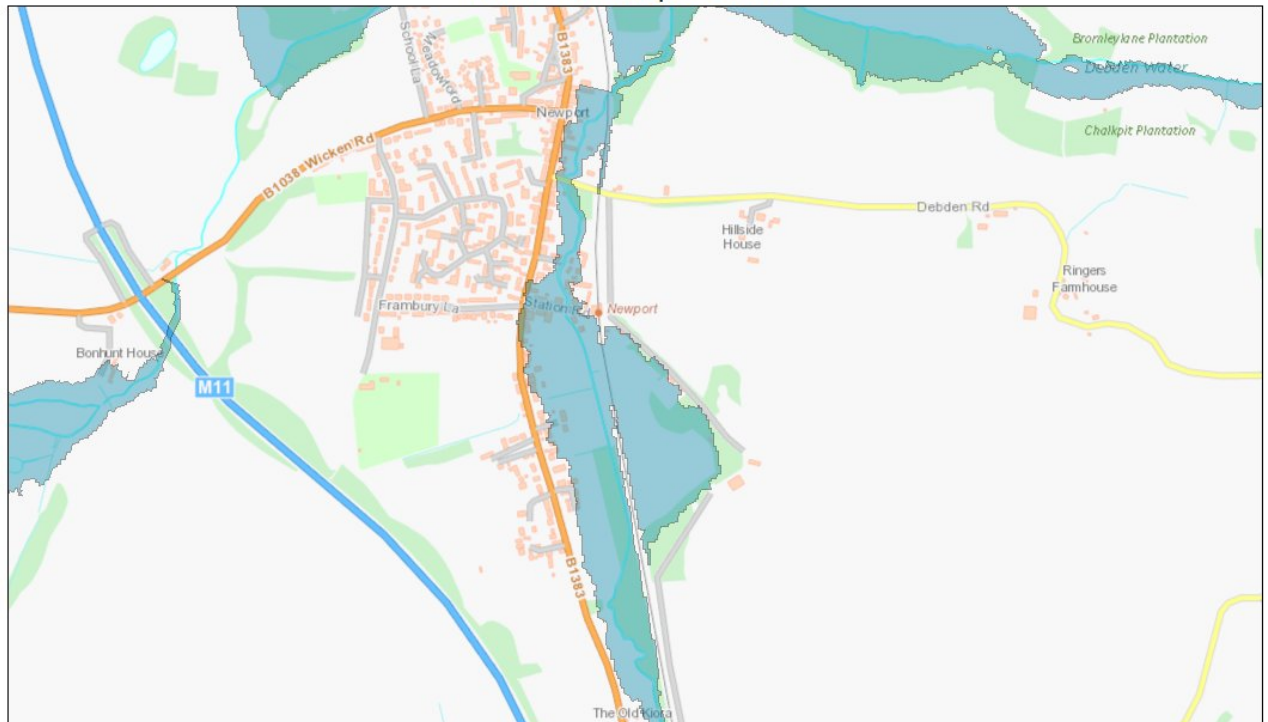
The maps and figures below are EA Zone 3a plus climate change, defined as High probability - Land having a 1 in 100 or greater annual probability of river flooding.

Flood risk Newport north



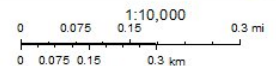
Utterford District Council  
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### Flood risk Newport south



06 / 04 / 2018 23 : 34 : 40

Flood Zone 3a + CC



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#### **Policy EN3 – Building affecting floodplains**

In view of the existing flood problems, development on flood plains, or any development reducing the beneficial function of flood plains, will be opposed.

#### **Policy EN4 – Discharges into watercourses**

New discharges into watercourses will not be supported unless there is clear evidence that the net effect of mitigating measures will be to reduce, or at worst not increase, the total discharge or the speed of discharge

#### **Policy EN5 – Locally supplied evidence of flood risk**

Environment Agency comments about flood risk, and those of other statutory consultees, may be based on computer models which may not necessarily accurately reflect reality. Applications for development, and supporting reports, are required to take full consideration of locally supplied evidence. This may include photographs, historical evidence and maps, and statements by residents and parish councils.



## **Green Spaces and Environment Policies Footpaths and access to the countryside**

### **Objective 4**

*To create a safer, healthier and more accessible environment for pedestrians, cyclists, other road users and residents*

### **Objective 5**

*To preserve and promote green areas within the villages and parishes to retain Newport Quendon & Rickling's predominantly rural identity, and to ensure that development is permitted only where it does not harm the special landscape characteristics of the area.*

### **Objective 6**

*To ensure Newport Quendon & Rickling has the appropriate community and public open space provisions, and recreational facilities, either within the parishes or within reasonable travelling distance, to support residents of all ages.*

## **Background**

The parishes of Newport, Quendon and Rickling are traditional rural villages in many ways but unusually have a railway line that dissects Newport and the M11 motorway that borders each parish. These have a major impact on wildlife corridors and noise and air pollution. The Harcamlow Way long distance footpath passes through Newport.

Rickling Village Green is the quintessential village green in that it has a cricket pitch, mature trees and is encircled by housing, including the village pub. Other Green Spaces include the Recreation Ground and Quendon Woods. Quendon has particularly attractive walks through bluebell woods.

Newport has a Common (formerly known as Newport Pond) that borders the River Cam and Gaces Acre within the village. On the outskirts are marsh areas adjacent to Wicken Water, Debden Water (part of which is designated as SSSI) and the river Cam. Wicken Water, from the West and Debden Water from the east flow into the Cam which flows south to north. These waterways can be dry in summer months, but are prone to winter flooding.

Both villages have very large areas of designated parkland (Shortgrove and Quendon Hall) to which there is no public access. Otherwise the villages are surrounded by open green spaces and farmland but access is restricted to public footpaths, bridleways and byways.

There is a large variety of wildlife in the countryside such as badgers, muntjac and roe deer, foxes as well as other small mammals, adders, grass-snakes, slowworms and birds, including buzzards, kestrel, harriers, red kite and sky larks as well as large numbers of pheasant and partridge. The maintenance of wildlife corridors is essential through and around the villages if these populations are to be maintained.

Although most of the surrounding land is arable farmland there are a number of small areas of woodland, that are primarily used as pheasant/partridge pens, but do provide habitats for other animals.



In many areas hedgerow borders have been extended by farmers to provide additional habitat for small mammals as well as ground nesting birds, such as skylarks. Footpaths along these field boundaries are particularly attractive, with the combination of crops, field margin, and hedgerow.

The war time history of the area is revealed by the many pill boxes along the valleys to the east of the B1383. Most are partially hidden and in poor repair

### **Footpaths, bridleways and byways**

1. The footpaths and other public rights of way enable recreational access to the local countryside for residents and visitors to the area. These features are highly valued by residents and are an important feature of the village lifestyle.
2. New development may offer an opportunity to improve existing footpaths and other routes, and may in some circumstances be able to contribute to the creation of new ones
3. Unacceptable adverse impacts on footpaths and rights of way are changes that will reduce public enjoyment and amenity value and include the closure of footpaths, re-routing of paths that reduce accessibility or the loss of adjacent landscape and wildlife features and the 'boxing in' of paths, for example by fencing or walls.
4. Constructions within 50m of footpaths will be of particular concern, but the more distant impact of loss or degradation of views will also need to be considered.
5. The fragmenting of footpaths prevents them being wildlife corridors and is therefore unacceptable, unless alternative corridors of equivalent quality are provided
6. In Newport, Network Rail are intending to close all three footpaths across the line with the only alternative to walk on existing roads. The northern most, 'Windmill' was only rarely used. The central one, leading off the High Street, 'Elephant' was frequently used and formed part of a circular route. At the time of writing the closures had not completed the legal process and so are still shown on the footpaths map included in this Plan, despite being already barricaded off. The 'Elephant' closure has resulted in more pressure on the remaining paths, which in winter become muddy.

### **Community Consultation Feedback:**

*Need areas with open access (preferably including woodland). Land owners are very restrictive with regard to sticking to public footpaths (eg Quendon Estates and Shortgrove)*

*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*



*Footpaths access to schools must be considered for new developments - all houses should have safe passage for children to get to school! Not currently the case*

<b>Policy question</b>	<b>Total responses were 221</b>			
<b>Summer 2017 survey</b>	<b>No opinion</b>	<b>Neutral</b>	<b>Like</b>	<b>Dislike</b>
[New developments should incorporate new footpaths and cycleways for recreation and to link to village facilities]	<b>9</b>	<b>5</b>	<b>204</b>	<b>3</b>
	<b>4%</b>	<b>2%</b>	<b>92%</b>	<b>1%</b>
[Biodiversity should be encouraged through the improvement and protection of wildlife corridors]	<b>2</b>	<b>8</b>	<b>209</b>	<b>2</b>
	<b>1%</b>	<b>4%</b>	<b>95%</b>	<b>1%</b>
[Development permissions focus on road access . They should also improve connectivity between the development, green spaces and the surrounding countryside]	<b>7</b>	<b>22</b>	<b>187</b>	<b>5</b>
	<b>3%</b>	<b>10%</b>	<b>85%</b>	<b>2%</b>



Newport 'footpath 14'



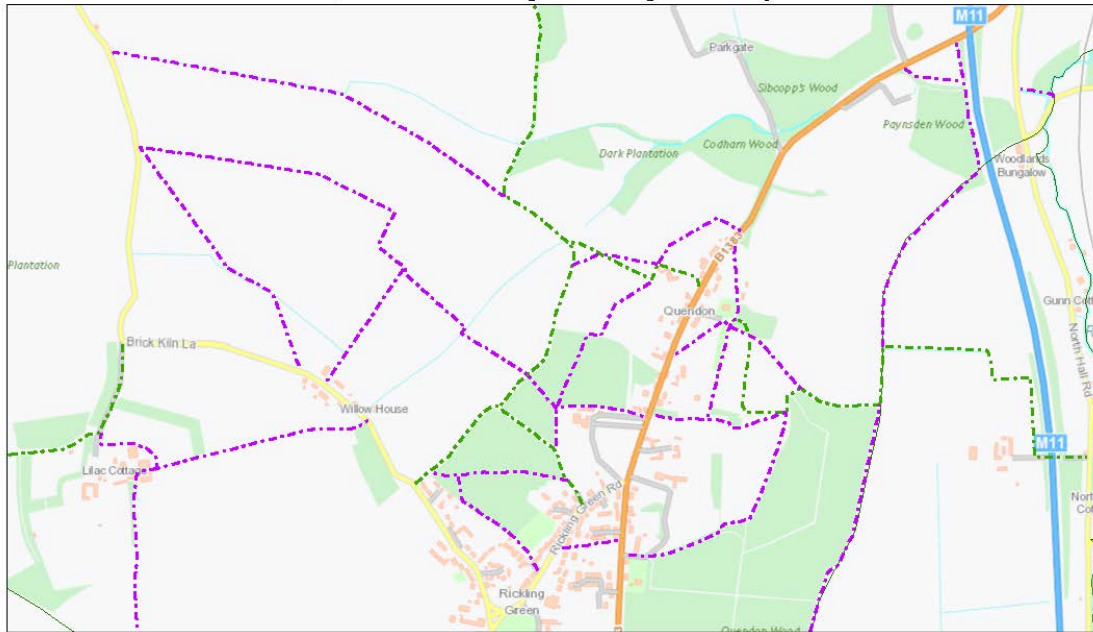
The Harcamlow Way



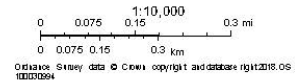
Winter mud – White Horse Lane path



### Quendon & Rickling Public Rights of Way

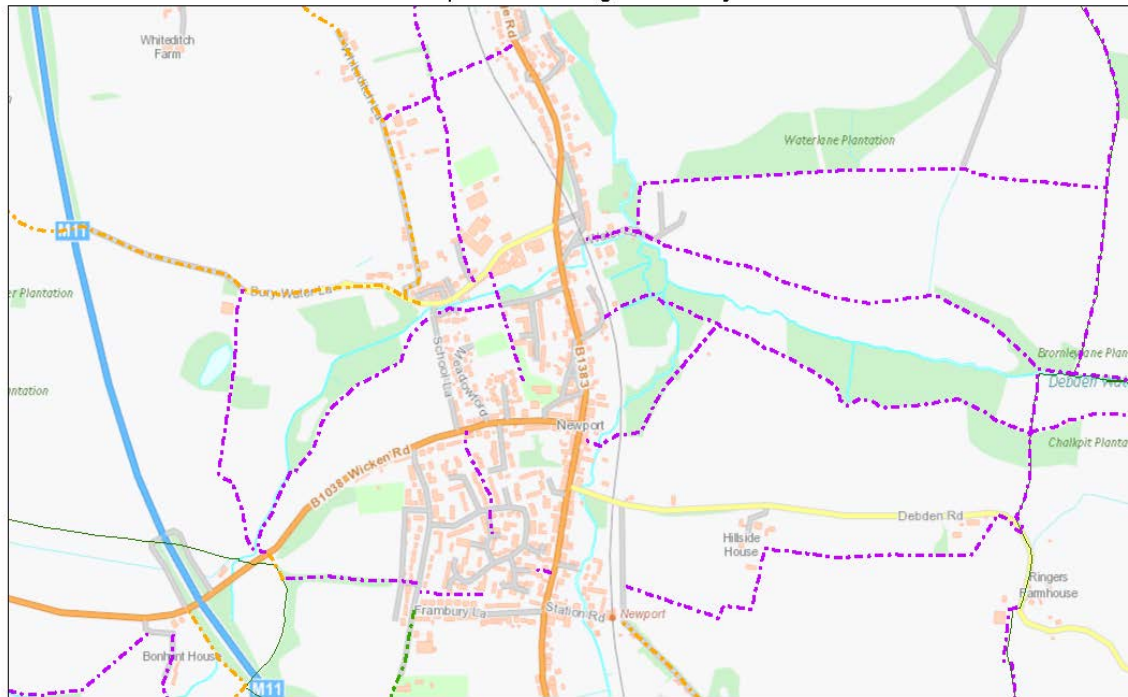


21 / 03 / 2018 21 : 10:13  
**Public Rights of Way** Parish  
 - - - Footpath  
 - - - Bridleway

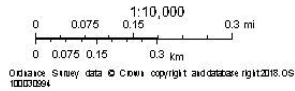


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### Newport Public Rights of Way



21 / 03 / 2018 21 : 05:54  
**Public Rights of Way** Parish  
 - - - Byway  
 - - - Footpath  
 - - - Bridleway



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### **Policy EN6 Footpaths and access to the countryside**

In order to maintain and enhance access to the countryside, links to existing footpaths and rights of way, as well as improvements to footpath surfaces and signage, will be sought in connection with new development.

Development resulting in an adverse impact on existing footpaths and rights of way, including degradation of rural views and views towards the villages and landmarks such as churches, will not be supported.

Developments bordering on hedgerows or copses will be encouraged to leave wide borders with foot access in similar fashion to that already done by some farmers, and with non-aggressive, wildlife friendly, cutting and maintenance regimes.

**Conformity statement: UDC reg 18 TA1. Neither the NPPF nor the 2005 LP have anything to say specific to this policy**

## Recommendation EN7 – Wicken Water Marsh Local Wildlife Site

### Objective 5

To preserve and promote green areas within the villages and parishes to retain Newport Quendon & Rickling’s predominantly rural identity, and to ensure that development is permitted only where it does not harm the special landscape characteristics of the area.

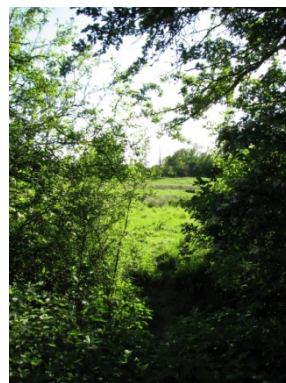
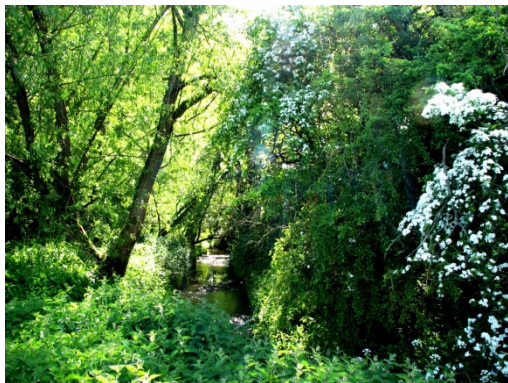
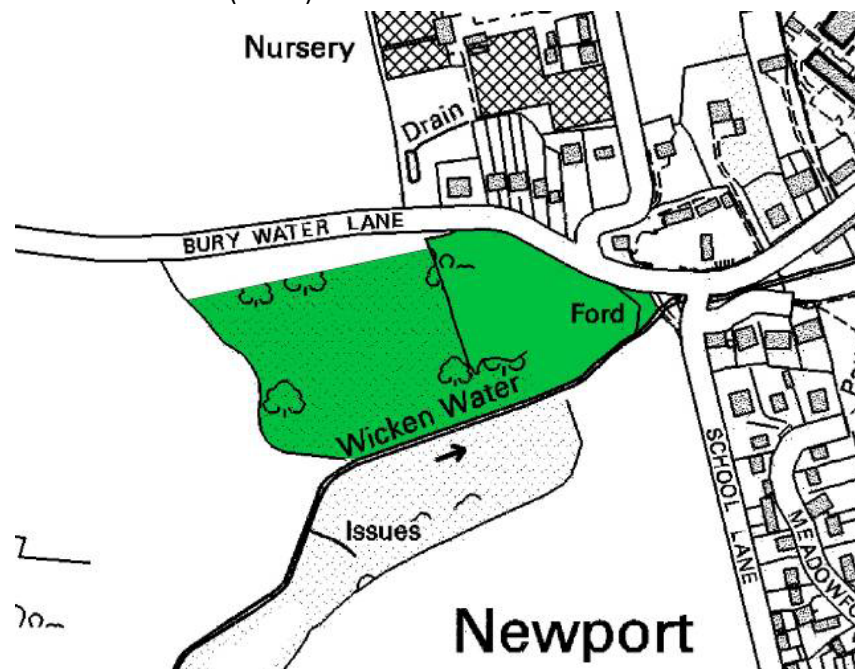
### Objective 6

To ensure Newport Quendon & Rickling has the appropriate community and public open space provisions, and recreational facilities, either within the parishes or within reasonable travelling distance, to support residents of all ages. Objective 3

### Background

13. Wicken Water Marsh is a wetland area on the west of Newport between the new housing and care home developments on Bury Water Lane, and School Lane/ Wicken Rd. It was designated in 2007 as a Local Wildlife Site (LoWS)

14.







From L to R: From footpath near the ford looking west, looking east into the LowS, and looking south from Bury Water Lane

15. The UDC Local Wildlife Site Review of 2007 describes it as 2.8 ha:

*'The eastern section of this site comprises a dense Reed (Phragmites australis)-bed, surrounded by largely willow scrub. The western section comprises an overgrown Osier (Salix viminalis) bed, with overgrown scrub of Crack willow (Salix fragilis), Grey Willow (Salix cinerea) and Goat Willow (Salix caprea).*

*Reedbed and wet woodland are both Biodiversity Action Plan habitats '*

16. As concerns its condition and management: *'Whilst willow scrub is one of the important habitats here it should not be allowed to spread at the expense of the open reedbed. Coppicing the willow scrub would add to the habitat diversity.'*

17. The site is owned by the Ellis Trust, which also owns the development site for 95 houses between London Road and Newport primary school. The access to the site is from Bury Water Lane, gated and closed to the public. The LoWs appears to have no maintenance being undertaken. The Ellis Trust has set up a Community Land Trust (CLT) for the 95 house site, and members of the community, including one of the Plan Steering Group, have become trustees of the CLT. The Ellis Trustees have indicated willingness to include Wicken Water Marsh within the remit of the CLT.

### **Community Consultation**

Comments included

*Anything to improve biodiversity is good*

*Wicken Marsh should be kept unspoilt but managed to encourage biodiversity of species. All developments should ensure existing fauna and flora are preserved..*

#### **Recommendation EN7 – Wicken Water Marsh Local Wildlife Site - maintenance and access**

It is recommended that the LoWs be assessed by a recognised body such as the Essex Wildlife Trust. The purpose being to assess its condition, recommend actions to improve it, and if needed, create a Biodiversity Action Plan to be overseen by the CLT

The assessment should also consider whether there can be some degree of public access to the site

Newport Parish Council and local residents should be encouraged to participate in implementation of any recommendations, and developer contributions may be welcome



## Education and Health Policies

### EH1 – General Practice

#### Objective

*To ensure Newport Quendon & Rickling develop in a sustainable manner by ensuring the timely provision of infrastructure and services to meet the needs of current and future residents.*

#### Background

1. The West Essex Care Commissioning Group (WECCG) show the patient list size for the Newport surgery as 8,258 in 2017. With current permissions, applications and building in progress, there will be about 1,500 more patients in Newport and about 125 from Quendon & Rickling. There is also significant development elsewhere in the surgery's catchment area, which includes Clavering, so an increase of 2,000 patients may be a reasonable guide.
2. Although the NHS is consulted by UDC on larger planning applications, the relevant surgery is not informed. Until approached by the Steering Group for the Neighbourhood Plan the owners of the surgery were unaware of the scale of extra capacity needed.
3. The WECCG five year plan factors increases in population of about 1.5% pa. It is more realistic that plans for around 25% increase in demand should be being actioned promptly as the larger volumes of houses are from permissions granted in 2013 and some are now ready for occupation
4. The senior partner estimates that the Newport surgery will need slightly more than one full-time-equivalent (FTE) doctor to cover the extra patients. They have 4.25 FTEs on their current list (December 2017). They say:

*'We have carefully considered our current premises and identified ways of simply increasing the number of consulting rooms – we have identified ways of increasing consulting room number by 3 with only internal works. And we could easily increase the size of our admin wing if needed. We have a good sized car park (which is free)*

#### Community Consultation Feedback:

Some text comments from the consultation:

*Newport Surgery provide an excellent service but do think the doctors are stretched to capacity.*

*The surgery appears to be running above capacity and we could really do with a new medical centre with adequate parking and close to the transport links.*

*All oversubscribed local facilities are obviously going to suffer more problems with many new residents. This needs addressing before the building starts.*

*Regarding docs appointments there is absolutely no problem whatsoever*

	No opinion	Neutral	Like	Dislike
[I generally have no difficulty getting suitable appointments at the Newport surgery]	34	37	105	45
	15%	17%	48%	20%
[There should be a new larger Health Centre close to public transport]	3	52	150	16
	1%	24%	68%	7%

#### UDC Local Plan policy:

The draft Local plan has no policy for specific health care provision or site allocation in the district other than general statements about infrastructure for Garden Villages.

#### NPPF

156. Local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver... the provision of **health**, security, community and cultural infrastructure and other local facilities;

162. Local planning authorities should work with other authorities and providers to: 'assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, **health, social care, education**, flood risk and coastal change management, and its ability to meet forecast demands;

#### Policy EH1 General Practice

The timely expansion of Newport Surgery as identified by the practice management will be supported.

In order that the surgery can plan its resources, UDC are requested in future to notify the Newport Surgery of all planning permissions approved for greater than 5 houses (which is generally those decided at the Planning Committee) throughout the Wards of Clavering and Newport, and any other nearby applications such as care homes, which may have a significant impact on workload.

#### Conformity statement

NPPF 156, 162



## Education and Health Policies EH2 – primary school places

### Objective 1

*To ensure Newport Quendon & Rickling develop in a sustainable manner by ensuring the timely provision of infrastructure and services to meet the needs of current and future residents.*

1. There are primary schools at Rickling Green, Newport and Clavering, which is not in our Plan area. Despite it being around 5km between Newport and Quendon, and 7 to 8 km to Clavering school, Essex Education considers them to be 'one school' for the purposes of having 'available' places. As Essex County Council is a statutory provider of school places they are not permitted to reject housing applications even if they do not have places available, or easily expandable capacity on school sites. The grouping of schools by Essex is done throughout the district and allows them to fulfil their duty by saying there are places at a more distant school in the group, to which pupils must commute.
2. Essex is reporting deficits in response to planning applications. For application UTT/17/2868/OP (150 houses in Newport) they report that, following recent expansion, Newport primary has 198 places. They continue: *'Demand in the area, however, is forecast to rise further with current data suggesting a need for 22 additional places by the 2021/22 academic year. Looking at the wider area (Uttlesford Group 6), a deficit of 48 places is anticipated in the absence of action to increase capacity'*. This means that despite netting off any individual year deficits and surpluses between the three schools, there will still be a shortfall of 48 places.
3. In 2017 application UTT/15/1869/FUL for 95 houses abutting Newport primary school was granted on appeal. One of the key reasons for the Committee refusal was that, having offered 0.9 ha of land for school expansion in the Call for Sites to successfully get the site included in the UDC draft Plan, this was not in the subsequent application. This has resulted in the blocking of the school development needed to cater for the anticipated growth. (A less suitable strip of 0.4ha was offered but Essex said it was not enough for the required growth, and will be used for a car park, and did not waive the full educational cash contribution required)
4. The Steering Group believe it is self-evident that primary school students should have as the first available option the ability to go to the nearest school in their community. We believe that having a standard practice factoring in commuting out of the villages to distant schools is not acceptable.
5. At the time of writing Essex had no building expansion planned for our primary schools in its ten year plan 'Meeting the demand for school places in Essex - 10-Year Plan - 2018 – 2027'
6. One area within the Plan, Whiteditch Lane, has been subject to very large numbers of small developments, typically between one and four houses. At the time of application these are not considered by Essex Education and so are not subject to any monitoring of the cumulative effect on demand for places

### **Community Consultation Feedback:**

Some text comments from the consultation:

*The (Newport) primary school has little room to grow if required and appears to be being hemmed in on most fronts by proposed development.*

*All housing expansion must include extra provision for primary and secondary education, doctors surgeries, adequate and safe parking for those using these facilities.*

*Projected figures for school places should be considered and acted upon before approval of new development.*

*It is completely ridiculous that new developments in the area and the subsequent increased number of residents can go ahead without additional education and facilities being provided. This is absolutely essential.*

### **NPPF**

162. Local planning authorities should work with other authorities and providers to: ‘assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, **education**, flood risk and coastal change management, and its ability to meet forecast demands’

#### **Policy EH2 - Primary school places**

Planning permissions for new homes will require a condition of no occupancy of any property unless the Education Authority has confirmed that places are available, at the nearest primary school, on the date of first occupancy, for the whole of the permitted development. To be clear, ‘primary school’ does not mean groups of schools, and ‘available’ means capacity now in all year groups, not ‘planned to be available’

Developers releasing in phases may propose the condition be applied separately to each phase.

To account for the cumulative effect of many small developments, this policy includes all sizes of development

The condition will not apply to homes only available to older residents. Any request for alteration of the status of such properties to general occupancy will be treated as for new houses for this policy.

### **Conformity statement**

### **NPPF 162**





## Heritage

### HE1 – Recommendation - Consider Article 4 protections for Quendon & Rickling

#### Objective 7

*To ensure the conservation and enhancement of our heritage assets.*

#### Background

1. Listed buildings have protections against inappropriate work which is enforced by the planning system
2. However, even in a Conservation Area, unlisted buildings have almost no protection against potentially inappropriate work. Modifications such as loft conversions may be done within permitted rights, and for example installation of uPVC windows and doors and velux windows are permitted.
3. It is however available to district councils to designate 'Article 4' protection to any property, even if not in a Conservation Area, where it is considered that the external appearance is of significance. These are of two forms:

Schedule 2 (a) which effectively designates the external appearance of a property and its curtilage as though it was listed, even though the inside of the property may not meet the criteria for listing

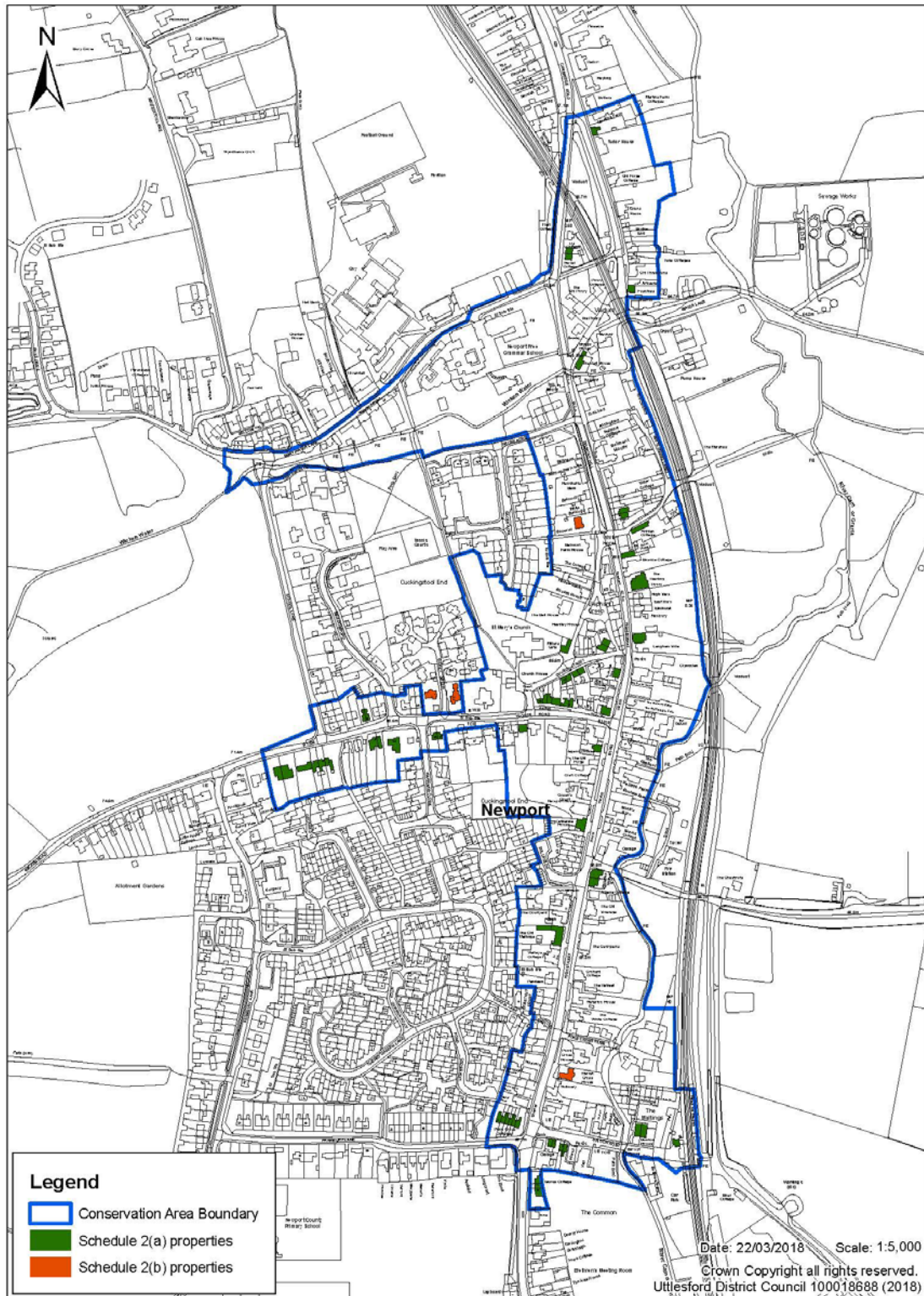
Schedule 2 (b) which designates the boundary features a property, typically attractive walls or iron work, often of historic significance, for example where a new building is set within older walls.

4. Newport has such designations on a fairly extensive scale, see map. However Quendon & Rickling has none.

#### **Recommendation HE1 – Consider Article 4 protections for Quendon & Rickling**

It is recommended that Quendon & Rickling parish council conduct a survey of the non-listed properties in the parish, and where considered necessary, apply to UDC to designate properties under Article 4

## Newport Article 4 Directions





## **Housing Allocation Policies**

### **Village Identities**

#### **Objective 9**

*To ensure that the location of new developments are sustainable and retain and complement the essential characteristics of our villages.*

#### **Objective 5**

*To preserve and promote green areas within the village and parishes to retain Newport Quendon & Rickling's predominantly rural identity and protect the special landscape characteristics of the area*

### **Background**

1. What distinguishes a town from a village? Towns have more facilities: for sport and recreation, restaurants, public transport, shops, public facilities and employment. Villages have greater social cohesion – the bonds, or "glue," that holds a society together, often through common values, beliefs, and behaviours. Villages are one place, whereas towns have distinct areas. People typically feel safer in villages, they know their neighbours and have a right to say Hello to anyone. Compared to towns, villages are distinguished by smaller geographical size and population, fewer facilities and 'oneness' and community.
2. In the last major expansion of Newport in particular in the 1970's, there was a major upgrade of infrastructure. This included a new primary school, sewage works, doctors' surgery, and estates with wide roads and pavements. In the 1980's the M11 opening took away much of the through traffic from both villages, and the recreation ground was provided. This strengthened the village identity by ensuring the retention of shops and facilities, but it did not create any town like characteristics
3. The 1970's developments could be characterised as large scale infill, within the valley of the Cam and on previously used land which was not prime agricultural. The central and west side of the valley was filled up.
4. In this century large, medium and small developments have extended onto open farmland and along the B1383. These have made the ends of the village not within reasonable walking distance of each other. Some of the developments are on open land not connected well with the village core, and with poor vehicle access
5. Developments so far approved or built since the start date of the Local Plan in 2011 will deliver almost no infrastructure or facility improvements and the Traffic Assessment for an application for 150 houses in 2017 stated that it is not possible to improve the local road network
6. The significant expansion of Newport, Quendon & Rickling, and all the surrounding settlements, has caused a large increase in traffic. The conversion of employment land into residential locally and along the B1383 and Saffron Walden has increased the need to commute. The villages have no direct public transport to the largest source of employment which is Stansted Airport. The train service from Newport is stopping trains only and two thirds of services do not stop there.



7. In this century Newport has so far had four new housing developments along the B1383, and Quendon has had three. To the south Ugley has extended and Stansted Mountfitchet has had a major development along the road out into the Stort Valley.
8. A large number of individual applications totalling 67 houses have been permitted along Whiteditch Lane in Newport. It is a dead end single track byway with a blind S bend and no lighting or footways. No significant upgrade to the byway was required of any of the developments. Applications for a further 6 houses are awaiting determination as at April 2018. Residents and the parish council consider it unsuitable for this scale of development. In 2011 it had 12 large houses.

**Community Consultation Feedback:**

There were many text comments reflecting the matters noted above. Other comments include:

*‘Experience in Quendon and Rickling has been that no amount of development guarantees improvements to infrastructure’*

*‘Very important to keep large green areas in the centre of Newport. This keeps it a village and will help prevent it becoming a small town’*

*‘The roads and infrastructure are simply not able to cope in Newport. The schools are full and the roads become gridlocked without the extra 800 or so vehicles that would come with 400 or so new houses’*

*‘Newport is in great danger of becoming a small town and we want it to remain a village..... Newport has already done more than its fair share of development’*

*The key word in new development is ‘sustainable’ yet this consideration seems to be ignored when applications are approved. Sustainability must include services such as water supply, foul water disposal, traffic management, education places, shops and facilities availability, etc. If these things, among others are not present or part of the application, approval should not be given.*

*I chose to live in a village as I enjoy the scale of villages and ease of getting out into the countryside. It seems that this insatiable need to grow and develop is putting what makes our villages great in jeopardy. We must protect our green spaces, wildlife, and trees. When they are gone, they are gone and then we may find ourselves living somewhere which is no longer all that appealing. We have towns for a reason, let’s keep development to them and retain our villages.*

Survey – Summer 2017	No opinion	Neutral	Like	Dislike
[Allow building to continue extending along the main road (the B1383)]	6	51	40	124
	3%	23%	18%	56%

[Allow Newport to expand outside of the river valleys. Eg the proposal for 150 houses on Wicken Rd behind Frambury Lane going down towards the M11 (Site 04New15 on the map)]	<b>12</b>	<b>38</b>	<b>24</b>	<b>147</b>
	<b>5%</b>	<b>17%</b>	<b>11%</b>	<b>67%</b>
[Instead of building on greenfield allow Newport to expand on the brownfield land East of the railway (Site 13New15 on the map)]	<b>11</b>	<b>48</b>	<b>112</b>	<b>50</b>
	<b>5%</b>	<b>22%</b>	<b>51%</b>	<b>23%</b>
[Retain significant green areas close to the centres eg Wicken Rd/School Lane]	<b>8</b>	<b>13</b>	<b>194</b>	<b>6</b>
	<b>4%</b>	<b>6%</b>	<b>88%</b>	<b>3%</b>
[Allow development in Quendon & Rickling large enough to provide significant infrastructure eg a new Community Centre]	<b>66</b>	<b>39</b>	<b>42</b>	<b>75</b>
	<b>30%</b>	<b>18%</b>	<b>19%</b>	<b>34%</b>
[Only allow infill in Quendon & Rickling]	<b>64</b>	<b>50</b>	<b>75</b>	<b>32</b>
	<b>29%</b>	<b>23%</b>	<b>34%</b>	<b>14%</b>

### UDC Local Plan policy SP2 The Spatial Strategy 2011-2033

Policy SP2 Regulation 18 draft Local Plan says:

For Newport, classified as a Key Village, no further houses are required additional to those already permitted.

Quendon & Rickling is classed as a Type A village.

‘New development in the Type A and Type B Villages will be limited with the emphasis being on:

1. Enhancing and maintaining the distinctive character and vitality of local rural communities;
2. Shortening journeys and facilitating access to jobs and services; and
3. Strengthening rural enterprise and linkages between settlements and their hinterlands ‘

Type A villages are defined as having ‘a primary school and some local services, e.g. village hall, public house or shop. They act as a local service centre and are suitable for a scale of development that reinforces their role as a local centre. ‘

The only extension to the development limit not already built is ‘Land south of Foxley House’ suitable for 19 houses.

### UDC Policy SP12 - Sustainable Development Principles:





The Council will support development which ensures the prudent and sustainable management of the District's towns, villages and countryside by:

- Employing best practice in sustainable design and construction;
- Encouraging the redevelopment of previously-developed land which is unused or under-used for uses which are sustainable and protect the natural environment in that location;
- Minimising the amount of unallocated greenfield land is developed;
- Retaining and enhancing the character, appearance and setting of those areas, settlements or buildings that are worthy of protection;
- Reducing, to an acceptable level, any pollution that may result from development;

#### **NPPF ministerial foreword says**

Our historic environment – buildings, landscapes, towns and villages – can better be cherished if their spirit of place thrives, rather than withers.

#### **NPPF Para 34:**

Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

#### **Newport Conservation Area report**

**Para 1.33** notes that 'glimpses between the buildings to the hillside beyond provide important links between the village and the rural surroundings, significantly adding to the character of the village'

**Para 1.71** 'Important views: Development proposals that would significantly alter these important views will not be appropriate'

#### **Policy HA1 – Coherence of the villages**

In order to retain the coherence of the villages as individual settlements and reduce dependence on travel by car, including internal commuting:

- Development of sites within or adjacent to the Newport Development limits will be supported if of a scale and setting relating well to the village, with good vehicle access
- Development beyond the Newport Development limits will be supported where safe, convenient and attractive pedestrian access is in place providing good connectivity from residential areas to the village centre and the railway station. Development must be of a scale relating well to the village and with good vehicle access
- Further development into open countryside along the B1383 north or south of the villages will not be permitted. Further development on Whiteditch Lane into open countryside, including onto the school sports ground, accessing or extending the byway will not be permitted.
- Development outside of the Cam valley, as defined in Map No3, will not be permitted
- In Quendon and Rickling further development outside of the development limits shown in

Development Limits map (see maps section), will be resisted other than development appropriate for a countryside location

**Policy HA2 – Balancing development**

To support local and national policy to use brownfield first, and also to provide balancing development on the east of Newport:

- Commercial and / or housing development on previously used land such as the sites to the south east of the village will be supported

**Policy HA3 – Connection with the countryside**

To retain the close connection with, and views of, open countryside:

- Development will not be permitted up the valley side on the east of the railway at Newport and on the fields separating the developed area to the south of Wicken Rd from the newly developed area to the north of Bury Water Lane

**Policy HA4 – Clean air**

- To address poor air quality within Newport village centre, development will not be permitted in those areas of the village likely to lead to additional traffic congestion at the Wicken Road B1038 – High Street B1383 junction

Site allocations are put forward in policy HA5

**Conformity statement**

**NPPF 32, 34 UDC SP2, SP12, Newport Conservation Area Report, Newport Village Plan 2010, Quendon & Rickling Conservation Area Report, Quendon & Rickling Village Plan 2015**

## Housing Allocation Policies HA5 – Site allocations

### Objective 9

*To ensure that the locations of new developments are sustainable and retain and complement the essential characteristics of our villages.*

#### Community Consultation Feedback:

Policy question	Total responses were 221				Of those expressing an opinion	
	No opinion	Neutral	Like	Dislike	Like	Dislike
Summer 2017 survey						
[Allow building to continue extending along the main road (the B1383)]	6	51	40	124		
	3%	23%	18%	56%	24%	76%
[Allow Newport to expand outside of the river valleys. Eg the proposal for 150 houses on Wicken Rd behind Frambury Lane going down towards the M11 (Site 04New15 on the map)]	12	38	24	147		
	5%	17%	11%	67%	14%	86%
[Instead of building on greenfield allow Newport to expand on the brownfield land East of the railway (eg Site 13New15 on the map)]	11	48	112	50		
	5%	22%	51%	23%	69%	31%
[Retain significant green areas close to the centres eg Wicken Rd/School Lane]	8	13	194	6		
	4%	6%	88%	3%	97%	3%

[Only allow infill in Quendon & Rickling]	64	50	75	32		
	29%	23%	34%	14%	70%	30%

Site Assessments have been carried out following the UDC assessment criteria of suitability, achievability and availability). These are published in a separate document

The site allocations in this plan outside of current development limits are two in Newport suitable for 150 and 30 houses, and one in Quendon assessed at 19 houses. The many other sites in the villages outside of current limits but already given permission have not been individually commented on. However, there is concern that many of the permissions have taken valuable agricultural land, and some have very poor road access, which is already causing significant problems at the building stage. One of the sites now being built in Newport has caused significant damage to the historic upland view and is hugely visible in the landscape and would be in material contravention of several policies in this Plan.

None of the sites included in this plan are agricultural land, none affect the upland views, and all have reasonable access, or access which can be upgraded. None add to ribbon building along the B1383.

Although not a planning consideration there is a very strong feeling that the villages have 'done enough' towards the housing needs of the district as they have received far more development in proportion to other areas.

### Allocations

**Chalk Farm Lane, Newport, policy reference '13 New 15', is allocated for up to 30 dwellings.**

Proposals must be accompanied by provisions for improved access road and footway to the satisfaction of the highway authority.

Due to potential contamination of this site from use as storage of materials for recycling, proposals must also be accompanied by a risk assessment, site investigation and where applicable remediation proposals which comply with UDC Contaminated Land Technical Guidance.



Views are from the top looking south and from the bottom looking north

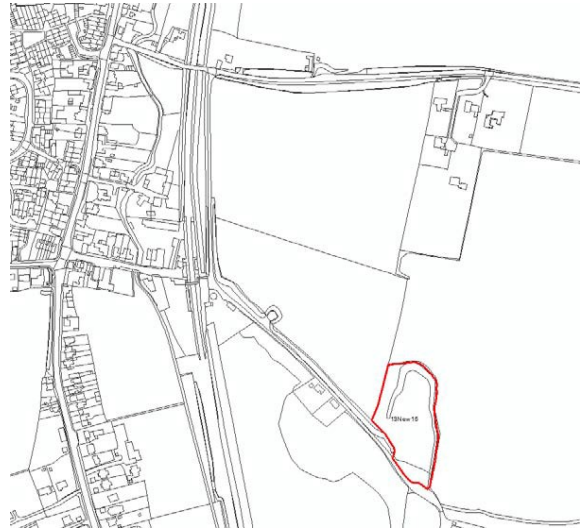
## Site Description

This site lies to the east of the village near the quarry. It is 1.5 ha with developable area about 1 ha, and was assessed by UDC in 2015 as suitable for up to 30 houses. It is close to the Newport village centre and very close to the station. It is tucked under the hillside so there is no visibility issue and is well above the floodplain.

It is currently a scruffy part of the village which would benefit from development and upgrade of the byway from the station, which continues as the bridleway to Widdington. Although not abutting the main body of the village, there are three properties along the track towards the station, including the gas works managers house (which still contains the foundations of the gas holders), so it is not an isolated rural area. The Debden Rd bridge which gives road access to the village is narrow but not congested and the narrowness protects the Debden Rd - High Street junction by reducing traffic speeds.

Walking access to the primary school would be improved if there was a lift at the station, additional to the footbridge.

The site is available and development is considered achievable subject to upgrading the access road. It was promoted through the Call for Sites process with landownership and intentions known.





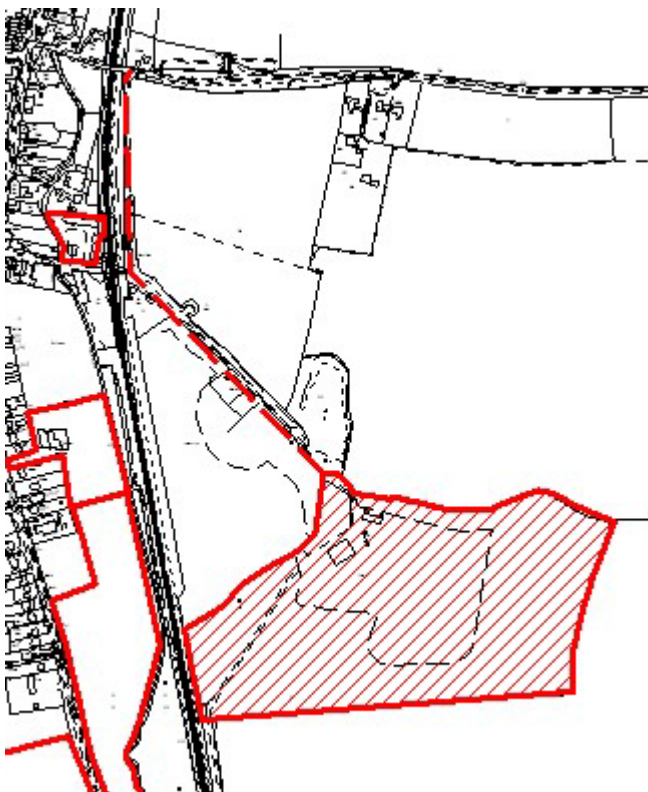
**Chalk Farm Quarry, Newport, site 'NEW1', is allocated for up to 150 dwellings, or a mixed commercial / residential development**

Proposals must be accompanied by:

- Provisions for improved foot and cycle access to the north on Chalk Farm Lane to the satisfaction of the highway authority
- Provisions for improved road, foot and cycle access to the south to the Widdington road to the satisfaction of the highway authority
- A Landscape and Visual Impact Assessment which should inform the design and layout of the site proposal.

A Transport Statement may be required and the access arrangements to be agreed to the satisfaction of the highway authority

The application should be accompanied by an approved Waste Water and Surface Water Drainage Strategy



Views are from south east corner looking towards the station, and the south access from the Widdington Road, looking north.

## Site Description

The quarry site is to the south east of the village centre and is on the opposite side of the Cam valley from the houses lining the B1383 going out to the south and an approved site for 95 houses and a commercial unit.

Although not in the 2015 call for sites, this site was put forward in a previous call for the current draft UDC Local Plan and was assessed. The developable area is 5.5 ha, and total site area 12.6 ha. The owners estimated the yield as 150 houses and UDC calculated it as between 125 and 206. It was also considered suitable for commercial use and for a mixed development. It is in the Essex Waste Plan as suitable for inert landfill, leading to eventual reinstatement of the chalk grassland.

The site has foot and cycle access on Chalk Farm Lane into the village and directly to the station, about 700m away. There are train services to Cambridge, London-Liverpool Street and connections at Audley End to Norwich, Peterborough and the North. There is a vehicle access to the south connecting to the B1383, currently used by quarry vehicles, so traffic would not go directly into the congested centre of the village. Chalk Farm Lane could also be upgraded. Walking access to the primary school would be improved if there was a lift at the station, additional to the footbridge.

The current extraction operation generates heavy goods vehicle movements through Newport. Although use for housing would create more movements, it would not be heavy vehicles so this would represent an advantage to the local community.

The site is currently highly visible from low level, but being cut into the hillside it is less visible in the surrounding upland views. The chalk removal has revealed an unusual structure of iron coloured funnels through the cream coloured chalk. Being at a lower level, visibility of the development would probably be less than the recently permitted London Road development for 95 houses directly opposite. The site is chalk and is well above the floodplain. There is sole ownership and development is considered achievable and sustainable.

Although it is in the Essex Minerals Local Plan as a safeguarded site, the owners have stated (March 2018) that the current use of the site is not financially viable following the ending of the lime subsidy, and the best alternative use is being sought. Landfilling (with inert material) the high level part of the site in accordance with the Essex Waste Plan would achieve restoration of much of the visible grassland. The owners also state that Essex are keen to have the iron funnels re-covered as they are being degraded by water washing out the soft material. The potential housing count is based on the lower, flat part of the site. So a combination of inert landfill and housing, or mixed commercial and housing, is considered viable, beneficial and a good use of the site and would give partial implementation of the Essex and Southend Waste Local Plan as well as this Plan.

The site is available within the plan period and development is considered achievable subject to upgrading the access road to the south and foot and cycle access to the north, which could be done in cooperation with development of site 13New15. It was promoted through the Call for Sites process in 2012.

**Foxley House, Quendon , site '2 Que 15', is allocated for up to 19 dwellings**

Subject to the following site specific requirements:

- The development provides for a mixed and balanced community
- Development respects the amenity of existing dwellings adjoining the site
- Access arrangements for both vehicles and pedestrians to be agreed and to the satisfaction of the parish council and the highway authority. In particular, vehicle access should be through the existing development, for which provision appears to have been made, and not another access direct to the B1383
- The development must not impact adversely on the Conservation Area and must be complementary to the surroundings

**Site Description**

This is a greenfield site in the centre of Quendon. The site adjoins the adopted 2005 development limits and the Conservation Area. The site is in easy walking distance of the primary school. Land to the south of the site has recently had a residential development, Bluebell Drive, and at the time of writing another housing development to the south of that, Ventnor Lodge, is nearing completion. The site is sandwiched between two established developments and is considered a suitable site for further expansion.



The site is already included in the Reg 18 UDC draft Local Plan and further detail of the assessment is on the UDC website in the plan evidence base, therefore it is not duplicated in the evidence for this Plan. Note that the reg 18 document appears to confuse QUE 1 and QUE 2, mixing information and site plans. However, the published detail assessment is of the correct site

It is 0.9ha, all developable, and considered suitable for 19 houses, subject to houses sizes.

As the two new developments, Bluebell and Ventnor, have separate vehicle accesses onto the B1383 it is considered not advisable to add another adjacent access.



## Housing Allocation Policies HA6 - Building in the Countryside

### Objective 5

*To preserve and promote green areas within the villages and wider parishes to retain Newport Quendon & Rickling's predominantly rural identity, and to ensure that development is permitted only where it does not harm the special landscape characteristics of the area.*

### Background

1. The 1950's to 1970's developments in Newport could be characterised as large scale infill, within the valley of the Cam and on previously used land which was not of prime agricultural use. The central and west side of the valley was filled up. With the exception of a section of Frambury Lane, all development was retained below the skyline.
2. In the C21st large, medium and small developments have extended onto open farmland and along the B1383. These have made the ends of Newport not within reasonable walking distance of each other. Some of the developments are on open land not connected well with the village core, and highly visible in the landscape
3. Prior to these C21st developments, views from the south looking back at the Newport showed only the church tower above the trees with the rest of the village not visible in the valley.
4. The landscape around Quendon and Rickling in the Stort valley is more open. It is attractive rolling farmland interspersed with copses, hedgerows and specimen trees. There are winding lanes and fine long distance views, including towards All Saints Church, Rickling

### Community Consultation Feedback:

Some text comments from the consultation:

*'All the green spaces, hedgerows, and trees in our lovely countryside should be protected, not just those with TPOs or inside Conservation areas'*

*'The countryside on our doorstep should be protected'*

*'The School Lane improvements is a bad example of connectivity ruining the rural scene for little benefit'*

### UDC Local Plan policy:

Policy C1: Protection of Landscape Character, gives protection to cross valley views, panoramic views of the plateaux and uplands, open views to historic buildings and landmarks such as churches. And historic landscape patterns, woodlands, hedgerows, individual trees, field boundaries and historic lanes.



Newport  
church from  
bridleway 16  
looking north  
east



**NPPF para 17 Core planning principles:**

Planning should ‘take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;

**NPPF para 109 Conserving and enhancing the natural environment**

‘The planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils’

**Essex Landscape Character Assessment 2003**

- Quendon & Rickling lies in the A1 North West Essex Chalk Farmland landscape area

‘The North West Essex Chalk Farmland is a strongly rolling landscape of broad ridges, separated by valleys with small narrow streams. Large to very large arable fields are defined by broken hedge lines, drainage ditches or grassy tracks. Relatively few hedgerows, and widely spaced blocks of woodland and copses result in a generally open character. Sweeping views across the undulating arable farmland are punctuated by dispersed woods and copses, in the south and west partly interrupted by power lines. Panoramic views occur from the higher ground of the broad ridge tops.

Villages are widely spaced in the valleys, and smaller hamlets are focused around greens on higher ground. A sparse dispersed settlement pattern and narrow lanes with few major roads crossing the





area, other than the M11 on the eastern fringes, help to create a largely remote and tranquil character.’

- Newport lies in C1 Cam River Valley Landscape Character Assessment. The Assessment is referenced in the adopted Newport Conservation Area report.

‘The Cam Valley is a wide and relatively deep valley, with distinctive smooth undulating chalkland hill slopes in the north, becoming shallower and gentler to the south. Large regular arable fields on the valley sides are divided by very broken hedgerows with few hedgerow trees.

In contrast, the valley floor has a more enclosed intimate character with dense riverside trees/woodland and small fields. Historic parks such as Audley End and Shortgrove introduce a strong pastoral character to the valley between Littlebury and Newport with sweeping grasslands studded with parkland trees, as well as boundary woods and tree belts following the contours. A string of small villages are situated along the lower slopes of the main valley, and the small town of Saffron Walden occupies a tributary valley to the west. The M11 and a pylon route are locally visually prominent in the landscape.’

#### **Policy HA6 - Building in the countryside**

UDC Local draft plan policy C1 is adopted. It says:

Development will be permitted provided that:

- Cross-valley views in the river valleys are maintained with development on valley sides respecting the historic settlement pattern, form and building materials of the locality;
- Panoramic views of the plateaux and uplands are maintained especially open views to historic buildings and landmarks such as churches;
- No material harm is caused to the historic settlement pattern, especially scale and density, and that it uses materials and colours that complement the landscape setting and landscape character. Such development should be well integrated with the surrounding landscape;
- No material harm is caused to the landscape pattern and structure of woodland areas, hedgerows and individual trees and does not diminish the role they play in views across the landscape;
- No material harm is caused to the historic landscape character of field patterns and field size, greens, commons and verges;
- No material harm is caused to the form and alignment of protected historic lanes.

Further, the Essex Landscape Character Assessment 2003 defines the specific landscape characteristics and sensitivities of the parishes.

The landscape character of the area will be protected for its own sake.

#### **Conformity statement**

**NPPF: 17, 109 UDC LP: C1 Essex Landscape Character Assessment 2003**



## Housing Planning and Design Policies HD1 – Parking Spaces

### Objective 3

*To seek solutions to the traffic parking and congestion issues and reduce traffic speed and to ensure that new developments have adequate and easily accessible parking*

### Background

1. To reach the required number of spaces per house, developers seek to incorporate 'in-line' parking spaces, with two or three vehicles one behind the other, referred to as tandem parking. This makes the inner vehicles difficult to access
2. The Essex Parking Standards September 2009 says: *'The provision of tandem parking reduces the uptake of spaces, often used instead for bin storage in rear parking courts, and their provision encourages on-street parking.'*
3. In-line parking arrangements encourage residents to use visitor parking spaces. UDC Enforcement has taken action to stop this in a development in Newport which is predominantly two and three in a line parking. Reference : ENF/17/0304/C

### Community Consultation Feedback:

In answer to the question: *'Parking arrangements where vehicles cannot easily be accessed (eg tandem) should not count towards the number of spaces required by UDC policy'* the response of those expressing an opinion was 79% agree and 21 % disagree.

(Yes – 117, No – 32, No opinion – 72, Total 221)

### UDC Local Plan policy:

Policy D2: Car Parking Design

*Parking within new residential development should be designed such that it is conveniently located and overlooked so that it can be used in the way it is intended; avoiding informal parking that undermines the quality of the street environment. Parking should be unobtrusive, with garages (where proposed) set back from the building line and street trees used to soften the visual impact of parked cars, particularly on street.*

UDC has adopted the Essex Parking Standards 2009. However, for residential parking, class C dwelling houses, these have a requirement maximum of two spaces. UDC therefore added that for 4+ bedrooms, 3 spaces per dwelling is required, excluding garages if less than 7m x 3m internal dimension. Ref: Uttlesford Local Residential Parking Standards February 2013.



### **Policy HD1 Parking Standards**

UDC Local Plan policy D2, Essex Parking Standards 2009 and UDC Residential Parking Standards 2013 are adopted.

In addition, in-line parking, or other similar inaccessible arrangements, above two spaces will not count towards the number of parking spaces required by the adopted policies.

Provision of electric charging points will be encouraged

### **Conformity statement**

**NPPF 39 LP policy D2**

## Housing Planning and Design Policies

### HD2 - Housing Design

#### Objective 2

*To ensure that new housing is of high quality design that respects Newport Quendon & Rickling's local distinctiveness and enhances the historic character and setting of the parishes*

#### Background

- 1 Within the villages' Conservation Areas, the buildings are predominantly in styles and materials traditional to this part of Essex. Materials commonly used are timber framing with weatherboarding or render (sometimes with pargetting), good red brick (locally made in the case of older buildings), some yellow gault brick and flint. Roofing materials are traditionally tile or thatch, although slate is common on more modern buildings. Boundaries are mostly walls of brick with or without flint, hedges and low fences, although some buildings have railings. Most buildings are two storey, although there are a number of larger, grander houses which are three or more storeys. Other larger buildings include churches, barns and schools.
- 2 Within the Conservation Areas, repairs, new building and rebuilding are already protected. It will be required that materials used are in keeping with the traditional materials, that height will be no more than two storeys, that the cottage style with gables will be preserved, that massing (the shape and volume of a building) must be appropriate, that views will not be blocked and that good quality materials and attention to details in the building will be adhered to.
- 3 Out of the Conservation Areas, and particularly along the main road, there are opportunities for more variety and less conservatism in the design of new buildings, but the use of high quality materials that are in keeping with the area, and good design will be required. A good example is the new split roofed house on the west side of the main road in Quendon. The roof design is bold and dramatic but the house as a whole fits in well because of the use of the gable, as well as weatherboarding and flint on the front of the house.
- 4 Higher density may be appropriate in the village centres, subject to parking and access, but further out density should be as low as possible. Large generic design estates are inappropriate to the character of the Plan area, and unacceptable in principle.
- 5 Developments of urban style houses should be avoided. A variety of styles, shapes and sizes is to be encouraged rather than rows in a uniform style, because this is in keeping with the vernacular<sup>1</sup> tradition of the area.
- 6 Cheap, standard materials such as bright red brick and fake slate should be discouraged. Some inclusion of local styles and materials is to be encouraged. Garages and outbuildings should not be prominent. Boundary walls and fences should be designed with care and attention to detail. Houses should not have bland design-free frontages and care should be taken with window design, door cases and eaves.

- 7 Sites for new developments must be considered carefully in terms of how they will affect views, both close up and long distance. Views of churches, the countryside, open spaces, and significant buildings must be protected.

1. ' Vernacular architecture is an architectural style that is designed based on local needs, availability of construction materials and reflecting local traditions. At least originally, vernacular architecture did not use formally-schooled architects, but relied on the design skills and tradition of local builders. However, since the late 19th century many professional architects have worked in this style.' (Wikipedia)

**Community Consultation Feedback:**

Policy question	Total responses were 221				Of those expressing an opinion	
	No opinion	Neutral	Like	Dislike	Like	Dislike
[Parking arrangements where vehicles cannot easily be accessed (eg tandem) should not count towards the number of spaces required by UDC policy]	31	41	117	32	79%	21%
[Three and two and a half storey houses should be limited and only situated in the centre of developments so as not to overshadow the surrounding area and the approach to the development]	8	24	179	10	95%	5%
[The height and scale of new buildings should be consistent with the area and with nearby properties]	6	6	207	2	99%	1%
[Sites for new developments should not compromise rural and village views, both close up and long distance]	5	12	200	4	98%	2%
[New developments should be required to include litter and dog poo bins and UDC should be required to empty them]	5	8	205	3	99%	1%
[Developments of town-like houses should be avoided as not in keeping with the vernacular tradition of the area]	5	24	179	13	93%	7%





There were many text comments, including:

*Density of developments should be reduced to be consistent with rural development, rather than urban.*

*We need to encourage innovative design and styles of houses that extract the best elements from local vernacular architecture proposing new aesthetics that are born from the village and its surrounding countryside.*

*The quality of design of any new buildings is important. If by town houses you mean terraces, on the right site these could be an advantage.*

*Sometimes it might be better to juxtapose a completely modern building with an older building rather than attempting to blend something unprepossessing*

*There should be a stipulation to have generous areas of native trees bordering housing estates that reflects the area's natural habitat and to soften the impact of the new estates.*

*Modern 3 storey town houses do not belong in Newport, they will only impair the views we share across the village*

#### **UDC Local Plan policy, NPPF and the Essex Design Guide 2018:**

##### **Housing Density**

Reg 18 Policy H1 - says housing development will be expected to achieve the average densities of 30-50 per hectare both within our development limits and 'adjacent to any settlement'

The Essex Design Guide (EDG) considers 20 houses per hectare as the dividing line between high and low density, and 8 houses per hectare as 'Arcadia'

The NPPF para 47 says LPA's should 'set out their own approach to housing density to reflect local circumstances'. It makes no recommendation.

##### **Garden sizes**

The NPPF and reg 18 UDC, and the UDC 2005 Local Plan are silent on garden sizes. The EDG sets a minimum of 100 m<sup>2</sup>, with exceptions for smaller houses where this may result in long thin gardens.

##### **What is not wanted**

The EDG describes this as '*Unsatisfactory Suburbia, where houses are still set on plots, but in such a cramped fashion that there is no illusion of the houses being within a landscape setting yet the houses are too loosely grouped to contain spaces satisfactorily. Frontages are fragmented by gaps, and the public space dominated by estate roads and car hard standings.*

*This failure to organise space properly is the most fundamental reason why most suburbia fails visually.'*

### **Policy HD2 Housing Design**

To be supported a development proposal must, through layout, design and materials:

- a. Relate well to its site and its surroundings
- b. Make a positive contribution towards the distinctive character of the village as a whole
- c. Contribute to local character by creating a sense of place appropriate to its location
- d. Be appropriate to the historic context and the Conservation Areas
- e. Maintain visual connections with the countryside

**The Essex Design Guide 2018 is adopted.** Planning applications of all sizes, including single houses, will be expected to show how they comply with the guide.

#### **Densities**

Within the development limits housing densities should not exceed an average of 30 per hectare. Outside of development limits a maximum of 20 per hectare will apply.

#### **Conformity statement**

**NPPF 6,7,58 UDC REG 18 D1, D3, D6, EN1, EN2, EN3, EN4, EN10. Essex Design Guide (EDG) 2018.**



## **Specimen trees**

The Essex Design Guide (EDG) is adopted by this plan. It contains guidance on the use of trees for both amenity and also as part of road layouts to encourage good driver behaviour. There is a tendency on developments to use shrubs and quick growing trees to create instant greenness

In the wider area the machine cutting of hedgerows prevents larger trees from growing and so the number of specimen trees is reducing. Diseases are also reducing horse chestnut and ash trees.

All larger developments are required to provide amenity space and it may be the case that some developments have areas which are not suitable for houses.

The EDG lists suitable specimen trees (that is larger trees which will take many years to mature, typically 'native' species)

### **Policy HD3 Specimen Trees**

Opportunities shall be sought (and may be required as part of larger development proposals) to incorporate adequate space for the planting of specimen trees and for the planting of such trees, for example in amenity areas and on perimeters, which will benefit wildlife and the immediate and wider community, in the long term future

## Housing Planning and Design Policies

### House sizes and affordable housing

#### Objective 8

*To ensure new housing is in response to a proven housing shortage and that the housing is provided in a range of tenures, types and sizes so that local people of all ages can continue to live here.*

#### Background

1. House sizes should ideally be based on the need within the local community, however a number of factors have a direct influence on this including the migration of people into the area and the commercial acceptability from developers. Alongside this is the need to provide 'affordable' accommodation and is a balance between the demand and availability
2. The National Planning Policy Framework (NPPF) contains a presumption in favour of sustainable development, and states that Local Plans should meet the full, objectively assessed needs for market and affordable housing in the housing market area and therefore the responsibility for establishing the level of future housing provision required rests with the local planning authority.
3. The 2015 Strategic Housing Market Assessment (SHMA), done for the UDC Local Plan, assessed the housing mix and tenure in terms of number of bedrooms for market and affordable housing. It was concluded that the majority of the need for market housing is for 3 and 4 + bedroom houses. Whilst the greatest need for affordable housing units is for 2 and 3 bedroom houses. (Reg 18 policy H2 Housing Mix)
4. The community consultation feedback for the Neighbourhood Plan is consistent with the SHMA conclusion, but adds the need for social housing – at genuinely affordable rents
5. In assessing planning applications Uttlesford seeks to obtain 40% affordable housing on sites of 11 houses or more (Policy H6 Affordable Housing). Although the 40% affordables requirement is typically enforced, local experience is that the rest of the house size mix is not commented upon. It has been confirmed that UDC does not hold complete records of house sizes given permission – record keeping has varied according to government requirements and the records are not complete. So although it might be possible to enforce policy H2 at an individual application level, it has no system to record whether its policy is being adhered to in total.
6. The Hastoe Housing Association development in Newport (Salmon Field) is a good example of meeting the affordable homes need by providing a total of 34 on this site – 25 houses and flats for rent and 9 houses for shared ownership – all of which are prioritised for people with a local connection. The housing mix is 14x2 bed houses; 4 x1 bed houses; 6x3 bed houses and 4x1 bed flat.
7. In the absence of Community Infrastructure Levy, currently only the very largest developments are required to contribute to health and education costs created by the development. In the draft Local Plan the trigger for affordable housing is being reduced



from 14 to 11 house sites. **Below that, no house application is currently required to make any contribution to local services or infrastructure.** This cut off point means that it could be more profitable to build ten houses on a site which could take more houses, in order to avoid affordable housing. In order to avoid such distortions, and that land is not wasted, and that some contribution to the greater community is made by all development, the Neighbourhood Plan extends the affordable housing requirement to developments of between 2 and 10 properties at 20%.

'Social' and 'affordable' housing are defined in the glossary

**Generally, a local connection means:**

- Currently resident in the parish.
- A previous resident in the parish but were forced to move away because of a lack of affordable housing in the area.
- Have close family who live in the parish.
- Have permanent and full time employment in the parish.

Priority Categories, in order:

A - Currently renting from the local authority or a housing association.

B – Currently living with relatives / renting privately / working in the area.

C – Currently living outside the area.

Potential affordable home owners should fall within one of the following criteria :

- First time buyers.
- Those who jointly owned a home but the relationship has broken down and cannot afford to buy on the open market.
- Existing shared owners who have outgrown their home but cannot afford to buy outright / rent on the open market.

A pre-condition for application is being on the UDC Housing List





## Housing stock at 2011 Census

Number of bedrooms	Newport	Q and R	Total	Percentage
1	48	10	58	5%
2	182	64	246	20%
3	413	81	494	40%
4	184	54	238	19%
5 or more	103	34	137	11%
Empty	44	6	50	4%
<b>Total</b>	<b>974</b>	<b>249</b>	<b>1223</b>	<b>100%</b>

## Approvals from April 2011 to March 2018

Number of bedrooms	Newport		Quendon & Rickling		Total
	Market Rate	Affordable	Market Rate	Affordable	
1	17	17	0	0	34
2	97	83	3	3	186
3	70	36	14	2	122
4	74	2	9	0	85
5 or more	48	0	9		57
<b>Total</b>	<b>306</b>	<b>138</b>	<b>35</b>	<b>5</b>	<b>484</b>

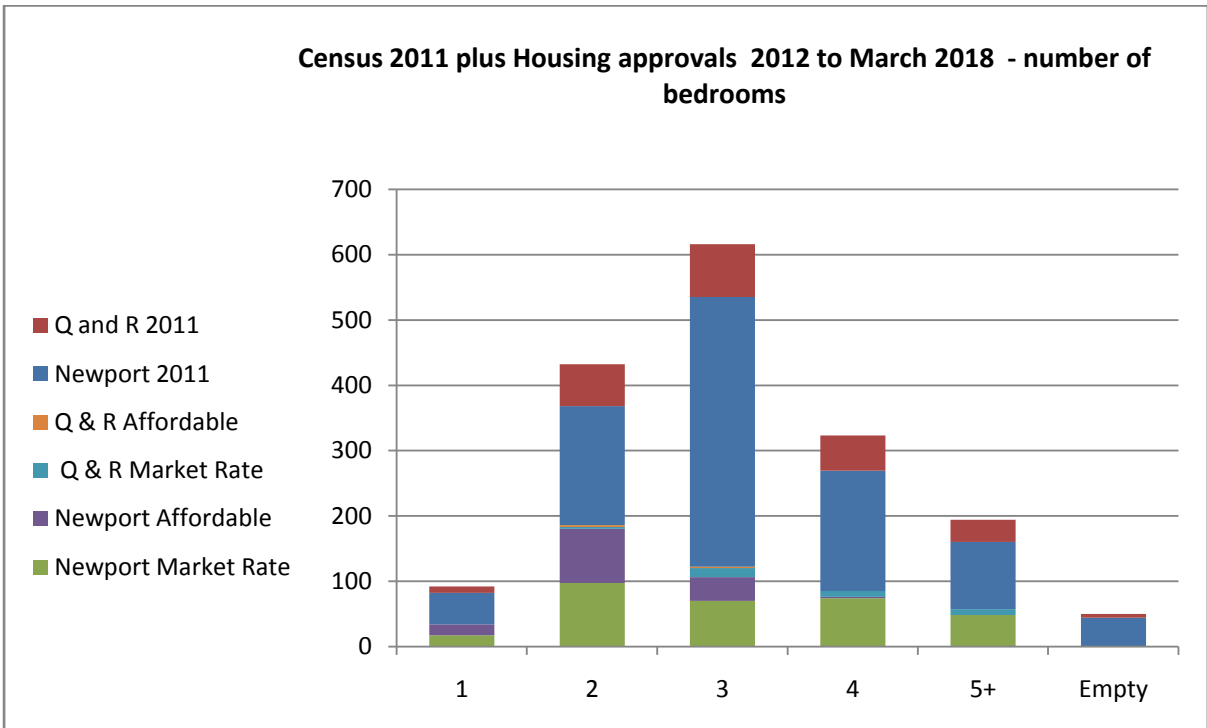
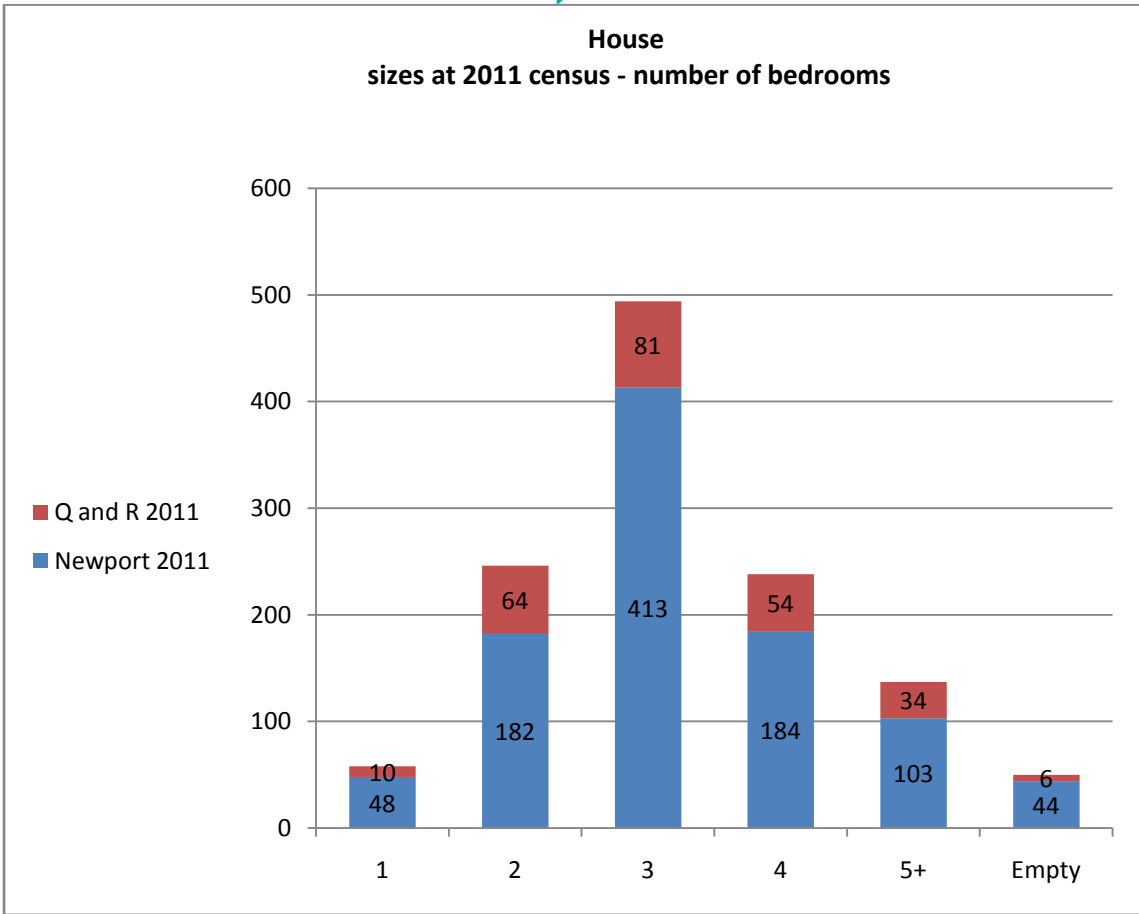
Of the 484 permissions since 2011, 143 are affordables (30%). On current UDC policy only developments of 14 or more are required to provide or contribute to affordable housing.

Of the market value houses approved since 2011, 224 (66%) are three or more bedrooms, with the 17 single bedroom properties being 5% of the total market value permissions.

The largest category for both affordables and market values is 2 bedroom homes; the 186 being 38% of total permissions

The percentage increases in housing stock by bedroom size against the total number of houses at 2011 is: one bedroom 2.8%, 2 bedrooms 15.2%, 3 bedrooms 10.0%, 4 bedrooms 7.0% and 5 or more bedrooms 4.7%. Overall, on current permissions the villages will grow by 39.6%, based on the 2011 census.

The key point from these figures is the small number of one bedroom homes being built, and the larger number of 2 bedroom properties. The rapid change in the historic mix is illustrated in the charts below



It is presumed that the 'empties' are those properties where no census return could be obtained and therefore no house size data was assumed. They are retained in the figures to show totals consistent with the census.

## Social housing demand

### UDC Housing List March 2018

Numbers on the housing list indicating that they would consider a property in the parishes should one become available (source -UDC Cabinet Member for Housing, Cllr Julie Redfern):

#### Newport:

1 bed property - 128 (of which 48 people are over 60 years old)  
2 bed property - 69  
3 bed property - 25

#### Quendon and Rickling:

1 bed property - 50 (of which 17 people are over 60 years old)  
2 bed property - 33  
3 bed property - 10

#### Totals

1 bed - 178, 2 bed - 102, 3 bed - 35, All - 315

Percentage wanting 1 or 2 bedrooms is 89%

The figures indicate that not enough one bed properties are being constructed.

### Community Consultation Feedback:

Policy question	Total responses were 221				Of those expressing an opinion	
	No opinion	Neutral	Like	Dislike	Like	Dislike
[There is a need for more social housing (council or housing association at affordable rents)]	4	57	124	36		
	2%	26%	56%	16%	78%	23%
[There is a need for more sheltered housing such as Reynolds Court ]	9	69	110	33		
	4%	31%	50%	15%	77%	23%
[There is a need for more affordable homes ]	1	35	164	21		
	0%	16%	74%	10%	89%	11%
[There is a need for more 1-2 bedroom flats or houses]	5	59	120	37		

	2%	27%	54%	17%	76%	24%
[There is a need for more 2-3 bedroom flats or houses]	6	57	128	30		
	3%	26%	58%	14%	81%	19%
[There is a need for more 4-5 bedroom flats or houses]	10	61	15	135		
	5%	28%	7%	61%	10%	90%
[There is a need for more 6 or more bedroom flats or houses]	10	33	4	174		
	5%	15%	2%	79%	2%	98%

There were many text comments, some making the same points, including:

***The trouble is "affordable"..... a percentage is mortgage then on the top of that is rent on the remaining portion at market rents means it's beyond the means of people on low or middle incomes. Let's not forget the maintenance charges as well! The only way locals can live here is through social housing (rents) at a reasonable level.***

***It would be good to ascertain with UDC the level of need and any potential waiting list for housing for Newport, Quendon and Rickling. Probably sufficient affordable housing being provided but should ascertain the demand.***

*There are currently too many large houses (4+ beds) being built with very small gardens. Local people, especially those starting out on the housing market or needing to move up into 3 beds due to growing families need smaller houses (less than 4 beds) with adequate gardens for recreational purposes.*

*Flats are not really suitable for most rural settings. Smaller houses are needed, but not flats*

*Social housing / so called affordable should be made available to 'locals' on a first basis.*

*There are too many luxury homes being built to satisfy asset rich Londoners (resulting in) ... **important people like teachers, carers etc not being able to afford to buy houses** now in Uttlesford.*

*What we need most of all are a mix of sizes of affordable rental properties, preferably council rather than private landlord ... who want to make a profit. This would **allow our young people who want to stay in the area to do so, at least for a time, and for young families on low income to stay near family and friends who are their support network.***

*Developments should be limited to a size of house that leads ultimately to the total proportion of dwellings of three bedrooms or less being 75% of the total in the village.*

#### Local Plan policies

## **UDC Policy H2 - Housing Mix**

New housing developments will provide for a mix of house types and sizes to meet the different needs **of the local area** and the District as a whole including a significant proportion of 3 and 4+ bedroom market housing and 2 and 3 bedroom affordable housing to meet the needs of families as evidenced by the most recent Strategic Housing Market Assessment having regard to local character and the viability of the development which will be assessed on a site by site basis.

## **UDC Policy H6 - Affordable Housing**

Developments on sites of 11 dwellings or more will be required to provide 40% of the total number of dwellings as affordable dwellings on the application site and as an integral part of the development.

### **Policy HD4 House sizes**

UDC draft policy H2 is adopted:

New housing developments will provide for a mix of house types and sizes to meet the different needs **of the local area** and the District as a whole including a significant proportion of 3 and 4+ bedroom market housing and 2 and 3 bedroom affordable housing to meet the needs of families as evidenced by the most recent Strategic Housing Market Assessment having regard to local character and the viability of the development which will be assessed on a site by site basis.

In addition, as UDC policy H2 does not specify any requirement for one bed homes, at least 10% of new homes should be one bedroom. This is to partly rebalance the switch from one to two bedroom houses in recent permissions and address the demonstrated social house demand for one bedroom homes

Applications will need to show survey or other evidence of how they support the local need for market housing of 3 and 4 + bedroom houses, and affordable and market value housing units for 1, 2 and 3 bedroom houses.

### **Policy HD5 Affordable homes and local connection**

In allocating affordable homes priority should be given to those who can prove a local connection to the parish in which the homes are built, or the surrounding areas.

### **Policy HD6 Affordable housing**

UDC draft policy H6 is adopted, which requires 40% affordable houses for sites of 11 or more. However, for Newport Quendon & Rickling the requirement for affordable housing is additionally that developments of between 5 and 10 properties must contribute 20% affordable housing. The cash contribution rate currently specified by UDC will apply if the application itself does not include affordable houses.

There will be presumption in favour of building affordable houses rather than paying cash in lieu, unless substitute payments are made to provide or enhance local facilities, in addition to the health and education contributions which may be required.





Provision of social housing, which is purely for rent, and at rates significantly lower than market rents, will be supported

**Conformity statement**

**NPPF 14, UDC Reg 18 H2, H6,**

**West Essex Strategic Housing Market Assessment (Sept. 2015).**

## Roads and getting around

### TR1 – Extension of speed limits and footways

#### Objective 3

*To seek solutions to the traffic parking and congestion issues and reduce traffic speed and to ensure that new developments have adequate and easily accessible parking*

#### Objective 4

*To create a safer, healthier and more accessible environment for pedestrians, cyclists, other road users and residents*

#### Background

1. Developments have been permitted along the B1383 beyond the current 30 mph zones. The opportunity has not been taken to require these developments to fund speed control measures for the safety and general benefit of the residents of the new estates. The B1383 outside of the 30 zones is a 50 mph limit, and all other lanes go directly to the national limit of 60 mph.
2. Developments accessing only to the B1383 where there is no footway along the road have been built or are permitted without requirement to provide safe footways to access the villages.



**Community Consultation Feedback:**

Policy question	Total responses were 221				Of those expressing an opinion	
	No opinion	Neutral	Like	Dislike	Like	Dislike
Summer 2017 survey						
Developments outside of 30 limits should be required to fund the extension of the speed limit and provide extensions to footways	8	7	197	9		
	4%	3%	89%	4%	96%	4%

**Policy TR1 Extension of speed limits and footways**

Further ribbon development along the B1383, and outside into the Cam valley is not supported. However, should applications still be considered, the following requirements will apply for the safety and amenity of residents of, and visitors to, new developments:

1. Developments are to provide, or fund, safe footways connecting into the settlements. These may be alongside roads, or preferably on the inside of developments, connecting to existing footways
2. Extensions of speed limits are to be funded by developments where their vehicle access is near to, or outside of, the 30 mph boundary, as agreed with Essex Highways. Footways along roads outside of the 30 mph limits will also be a reason for extending speed limits

**Conformity statement**

NPPF para 32



## Roads and getting around Cycleways

### Objective 4

*To create a safer, healthier and more accessible environment for pedestrians, cyclists, other road users and residents*

1. Sustainable development policies, and health related policies, encourage cycling
2. The B1383 has space on the east side between Quendon and Newport, and partly to the south of Quendon, to install a combined foot and cycleway. There are some gaps such as the M11 bridge where there is only room for the existing footway, and by the entrance to Parklands.
3. The existing footway is poorly maintained, overgrown and for example a highways problem record from 05/09/2014 saying clearance will be done within 28 days remains outstanding. Although the B1383 is in a 50 mph limit, it is not a pleasant or safe feeling road to cycle on, and the state of the footway makes that an unpleasant option as well
4. Essex Highways confirm that a 3m width is needed for a combined foot and cycle way. That width appears available along much of the B1383 in question.
5. Complex ownership can make things difficult and Essex are checking what they believe they own
6. In February 2016 Quendon & Rickling parish council raised a highways request for a clearance and a cycle way within the parish boundaries:

'The public footpath/pavement alongside the B1383 which passes through the Parish of Quendon & Rickling is in a very bad state of repair. Little or no maintenance has been conducted outside of the villages 30mph speed limit for several years with the result that vegetation has grown over, and around this path. This pavement alongside the B1383 also extends to the south via Ugley to Stansted Mountfitchet and to the north to Newport where the same conditions apply making the footpath almost unusable along this entire stretch of about 4 miles. Discussions have been initiated between the relevant Parish Councils The request is to re-instate this footpath so as to allow a safe passage for pedestrians and to widen in order that the path can also be use by cyclists'

It is in the Village Plan

7. Funding from Sustrans may be a possibility

The UDC Cycling Strategy 2014, produced by Essex Highways does not include anything along the B1383.

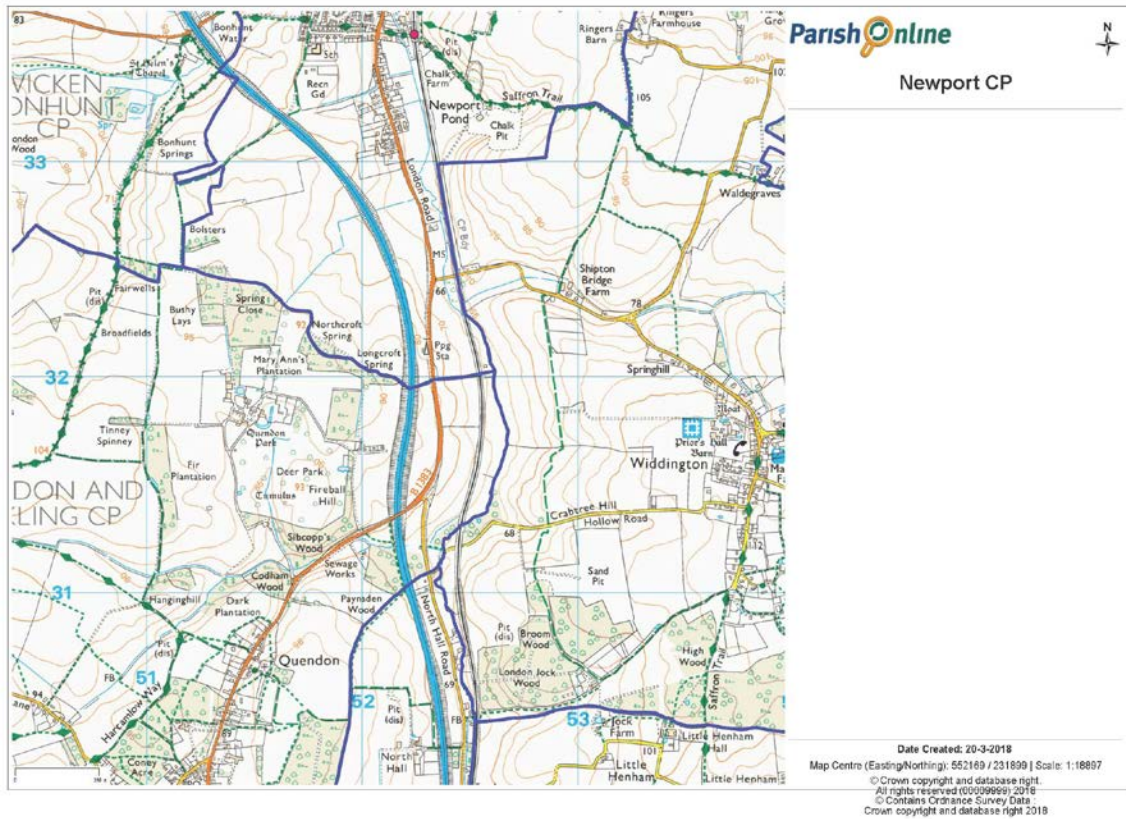
**Community Consultation Feedback:**

Policy question	Total responses were 221			
	No opinion	Neutral	Like	Dislike
<b>Summer 2017 survey</b>				
[Do you think if cycle paths were provided along the main road they would have a good level of use?]	7	49	138	27
	3%	22%	62%	12%
[New developments should incorporate new footpaths and cycleways for recreation and to link to village facilities]	9	5	204	3
	4%	2%	92%	1%

Of those expressing an opinion	
Like	Dislike
84%	16%
99%	1%

It is noted that the question did not make clear that a separate cycleway is intended, not a subdivision of the road





The map shows the section of the B1383 proposed for a cycleway

**Policy TR2 - Cycleway**

The NQRP aspires towards and supports the provision of a cycle route along the B1383 between the villages, and south of Quendon. It is recommended that this be incorporated in the UDC Cycling Strategy



## **Roads and getting around Safety, and Mitigation of traffic impacts**

### **Objective 3**

*To seek solutions to the traffic parking and congestion issues and reduce traffic speed and to ensure that new developments have adequate and easily accessible parking*

### **Objective 4**

*To create a safer, healthier and more accessible environment for pedestrians, cyclists, other road users and residents*

### **Background**

The Uttlesford Local Transport Study (December 2016) paragraph 3.4.25 images (Traffic Master results) show congestion around Debden Road/B1383 junction. Furthermore, paragraph 8.2.15 states that the B1383 through Newport village is forecast to meet or exceed its theoretical link capacity due to combination of traffic flows from committed and local plan development.

Since that report a further 95 houses in Newport have been permitted with sole vehicle access onto the B1383. As at April 2018 there are a further 250 houses at application which would feed traffic onto the B1383, via the B1038 Wicken Road and Bury Water Lane

Paragraph 8.2.16 of the Transport Study states “to help address these impacts developers will be required to provide sustainable transport infrastructure and promote sustainable transport measures to help reduce reliance on the private car and identify appropriate local mitigation to manage residual traffic impacts, for delivery through S106 funding”.

### **Community Consultation Feedback:**

There were many comments about traffic including:

*Newport is congested due to parked cars and volume of traffic. This is a main route mini roundabouts and traffic calming on main routes increase congestion on busy roads and add to pollution at pavement level.*

*Train service needs improvement if this scale of development takes place*

*B1383 was never intended to carry the current level of traffic.*

*Traffic in Newport is totally unacceptable now*

*The number of vehicles attempting to join the Cambridge Road from Bury Water Lane will reach the point where it gridlocks its entire length. This suggests that nobody in Planning is taking a strategic/holistic view. Public transport, and indeed roads, cannot be left to happen piecemeal. If it is to work, it must be designed as a system – & for Newport that means including Saffron Walden and*



*the Department of Transport (the latter for the M11, its new junction, and the requisite link road). Any local sub-optimisation is just pushing problems over the fence onto someone else's patch*

*There should be no parking on pavements.*

*With expansion, commuter parking is likely to become a larger problem, particularly in Frambury Lane – making access to the primary school even more of a problem. Introduce resident parking zones?*

**Policy TR3 – Mitigation of traffic impacts**

To help address the impacts of traffic on the villages, including congestion, parking, and air quality, developers will be required to provide sustainable transport infrastructure and promote sustainable transport measures to help reduce reliance on the private car and identify appropriate local mitigation to manage residual traffic impacts, for delivery through S106 funding.

**Policy TR4 Safe access to schools and village facilities**

Where necessary to achieve the objective of improving connectivity within the villages and where appropriate to the location of the development, all new development should provide safe, convenient internal footpaths and cycle paths to allow easy access for both pedestrians and cyclists towards the schools, community facilities and village facilities

## Carver Barracks

The Ministry of Defence has announced it intends to close its base at Carver Barracks by 2031. It is on the Debden Road and comprises a housing estate, military buildings and a former airfield. It is a very large, part brownfield, site. All current road access to the national network from there is through the centres of medieval settlements, Saffron Walden, Thaxted, or Newport. Via the B1383 in Newport would be the option to access the M11 north and south, and Stansted Airport.

Station commuter parking along verges and on pavements on Newport High Street, and surrounding roads, is already a significant issue. The photo is Chalk Farm Lane near the station.



### Policy TR5 Impact of development of Carver Barracks

Any significant development of the Carver Barracks site must include new road access to the national network which avoids the resulting traffic needing to enter Newport

A plan to deal with commuter parking must be agreed



## **Recommendation - Roads and getting around TR6 – Speeding and crossing the road**

### **Objective 3**

*To seek solutions to the traffic parking and congestion issues and reduce traffic speed and to ensure that new developments have adequate and easily accessible parking*

### **Objective 4**

*To create a safer, healthier and more accessible environment for pedestrians, cyclists, other road users and residents*

### **Community Consultation**

Comments included:

*I'd like to see 'chicanes' like the ones in Radwinter in Newport and Quendon. Speed limits are routinely ignored by drivers and physical measures would seem to have a greater effect - eg. When there are lots of parked cars on the main road in Newport, traffic moves at a much slower pace than when the road is clear.*

*Newport should either double yellow line the whole village as it's a nightmare to travel through all day and impossible when the M11 is closed. Alternatively, reduce the verges and change them into parking spaces to allow the free flow of traffic. The pedestrian crossing needs to be relocated away from the junction.*

*More enforcements are needed on the main road in Newport to limit vehicle speeds to 30mph*

*Quendon needs devices to slow traffic eg speed bumps*

*During the day, speed along the main road through Newport is already restricted by the number of vehicles parked or loading/unloading.*

In answer to the question 'Should a pedestrian crossing be installed in Quendon?' 86% of those responding were in favour. The response rate was 48%

In Newport there are frequent postings on facebook about vehicles not stopping at the pedestrian crossings

1. At the time of writing Quendon & Rickling PC are preparing a comprehensive report on speeding, crossing the road, and parking on pavements.
2. Concerning mini roundabouts, the Essex Highways projects officer said they should only be installed where the roads are of fairly equal status eg B road to B road. Only the Wicken Rd/High St junction would qualify. It needs space to make a circular 'diversion' from a straight line and a flat white dot can be used where space is restricted. It was considered unlikely that the junction





would be wide enough

3. For a zebra crossing mean speeds must not be above 35mph. Otherwise a puffin or pelican crossing should be used (they are different types of sensor). Street lights are necessary. Validation is done by a 12 hour visual survey to work out a 'PV<sup>2</sup> assessment' (Pedestrian/Vehicle) and determine the 'desire line', which is where people want to cross. An alternative is an island with a space – for these there is no set criteria
4. Newport has a Vehicle Activated Speed sign on London Rd, installed in March 2018 and extension of the speed limit on Cambridge Rd has been requested. Extension of the speed limit to the south of Quendon has also been requested.

In Quendon where for most of the day there is little foot traffic crossing the road, and where there is no significant record of deaths or serious injury it is unlikely that Essex will want to consider any expensive measures. Or to phrase this positively, measures to deal with speeding, parking on the pavements and crossing the road need to be inexpensive.

Here is an alternative to installing more expensive infrastructure. It is one of the responses to the Neighbourhood Plan consultation, slightly edited.

The road through Quendon requires a re-modelling of the street scene to provide the following:

1. A clear understanding that the road is in a rural village
2. Traffic calming measures

I understand that these two requirements can be viewed as mutually incompatible; that traffic calming measures would create a more urban environment. However, I do not think that this need be the case and it is possible for traffic calming measures to positively enhance the rural environment. **This is achieved by removing excessive road markings and signage from roads, so that drivers are forced to think about the environment they are travelling through. This leads to lower speeds and lower accident rates.**

The leading proponent of this form of street design is a Dutch engineer called Hans Monderman.

This is a link to an article in the New York Times about his vision and positive results -

<http://www.nytimes.com/2005/01/22/world/europe/a-path-to-road-safety-with-no-signposts.html>.

His methods are well established in Holland and have also been adopted in Britain; in London, Wiltshire and Norfolk. This is a link to Wiltshire County Councils assessment of the scheme they implemented

[http://c.yimcdn.com/sites/www.apbp.org/resource/resmgr/files/wiltshire\\_county\\_council\\_cen.pdf](http://c.yimcdn.com/sites/www.apbp.org/resource/resmgr/files/wiltshire_county_council_cen.pdf).

**It states that the removal of central white lines from Wiltshire roads resulted in fewer accidents and injuries.** A similar conclusion was reached by Transport for London in their scheme -

<http://content.tfl.gov.uk/centre-line-removal-trial.pdf> and government endorsement of the benefit

of removing driver friendly markings is provided in the UK Government's Manual for Streets, (Paras 9.3.1 – 9.3.3 and case study Starston, Norfolk, fig 9.2)

<https://www.gov.uk/government/publications/manual-for-streets>.

In my opinion the B1383 through Quendon is ideal for such a scheme; with central lines being removed as you enter the village. Add a different coloured road surface, (as in the study at Starston) and you create an environment that both calms traffic and enhances the rural environment. This in turn will create the confidence that cars can be parked off of the pavement.'

Examples of what removal of the lines would look like in changing the perception from motorway-like to more like a country lane



#### **TR6 Recommendation – Speeding and crossing the road**

It is recommended that Quendon & Rickling parish council seek to pilot a scheme to remove driver friendly markings along the B1383. If Essex Highways are reluctant to develop a project themselves it may need the parish council to employ a consultant to do this.

Traffic speed in Newport is constrained during the day by parked cars. There was no consensus on any other measures to be taken. However, if Quendon does have a successful scheme shown to reduce traffic speeds and make drivers more aware of surrounding activity, this could be extended to Newport and other settlements.

Removal of road sign clutter and lines would make the pedestrian crossings stand out.



## **Newport Bypass and the M11**

### **Community Consultation comments included**

*Traffic along the B1383 would be vastly reduced if there were a new junction for the M11 north of Newport.*

*I believe a bypass is essential if development on the scale proposed for Newport is allowed. The high street is already clogged at peak times*

*We are midway along the longest section of motorway between junctions in the country. A Saffron Walden junction between Newport and Wenden needs to be built, alongside a Saffron Walden relief road, before any more consents for housing are granted..... Cars are essential in this part of the world, and that needs to be recognised by the planning process, however unfashionable that may seem!*

*Newport village bypass needed as centre is already congested*

*B1383 was never intended to carry the current level of traffic. This is a worrying problem which would be alleviated by a new junction on the M11 north of Newport, the cost of which should be met by government*

### **Background**

1. Motorways are national infrastructure. The government has 'deprioritised' both the widening of the M11 and making the M11 south of J8 a 'smart motorway'.
2. The new junction 7A to be built north of Harlow was shown in the 2016 consultation published by Essex Highways as costing £80m. It is a one sided junction and £12m of the total is to upgrade the access road to it. If a junction was done north of Newport the link road would need to pass under or over the railway. This could bring the cost of the project to over £100m. A junction between Quendon and Newport with a road to Saffron Walden, would also need to cross the railway and would be similarly expensive.
3. The Harlow Council website says the new junction 7a will support the building of 15,000 homes, which is part of the business case.
4. Obtaining new road costs has not proved easy. A paper by Imperial College in 2006 quoted rural single carriageway roads at 2005 costs as £3.7m per km, including land, but not including VAT and professional costs. Some rough indexation and addition of fees indicates current cost of about £6m per km. The three junctions would be extra. When crossing the railway is added, a bypass of Newport could cost £50m
5. The B1383 is not a national road and is an Essex Highways responsibility, as would be any bypass. The Local Highways Panel has a very limited budget for minor road improvements, half funded by UDC. To put this in perspective Essex cancelled a minor straightening of the Debden Road S bends (which are the HGV diversion route around Newport railway bridge) for lack of funds.



## **Conclusion**

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.



## Sports, Community and Leisure

### Objective 6

*To ensure Newport Quendon & Rickling has the appropriate community and public open space provisions, and recreational facilities, either within the parishes or within reasonable travelling distance, to support residents of all ages.*

### Background

1. Whilst the village of Newport has a number of community facilities available for hire (Village Hall, Church House, United Reform Church meeting room, Youth Club, Recreation Ground Pavillion), Quendon and Rickling only has a small Village Hall which, in 2018, is undergoing major repairs. Both villages have a primary school that is available for hire by the community, but this is not widely communicated and community use is minimal. Newport also has a secondary school but, other than the Astro Turf pitch and Sports Hall, is not widely used by the community.
2. Both villages have Recreation Grounds that are public open spaces and the Village Green in Quendon and Rickling is also the cricket ground. Newport Common is registered as a “Village Green” and is managed by the Parish Council. The Recreation Ground in Quendon and Rickling is owned by Quendon Estates and is currently leased to Quendon Football Club, on a lease that expires in 2018. The Parish Council are negotiating (March 2018) to take over this lease in order to ensure the Recreation Ground remains available for community use. Rickling Hall has rights over Rickling Village Green and is available for community use at the discretion of the owner of the Hall. Newport Recreation Ground is owned by Newport Parish Council. The changing facilities at both Recreation Grounds do not meet current Sport England Standards and are in need of upgrading and expansion.



From the left, Newport Youth Centre/Early Years provision, scout hut, sports pavilion and croquet club

3. Newport Recreation Ground is also the home of Newport Scout Group, Newport Youth Club and Newport Croquet Club. Cricket, football and rounders are the main sports.
4. Gaces Acre in Newport is a public open space of approximately 10,000 m<sup>2</sup> and is owned by The Gaces Trust (a registered charity) and is home to Newport Tennis Club and the Dianna Sell Playground, which is managed by the Parish Council. The Tennis Club has two courts and a small shelter but there is no electrical or sewage connection.
5. Quendon and Rickling has a bowls club that has outdoor and indoor facilities. Newport has a Carpet Bowls club that use the village hall.

6. Newport has 12,000 m<sup>2</sup> of allotments and the recent planning permissions granted for developments at Bury Water Lane and London Road include provision for further allotments. Quendon and Rickling had approximately 4,000 m<sup>2</sup> of allotments but they suffer from a lack of water supply.
7. Both villages have a number of public footpaths, bridleways and Byways that give access to the open countryside within five minutes' walk. However the surrounding countryside is mainly farmed and access (other than on public footpaths) is restricted by the major land owners (Quendon Estates and Shortgrove Estate). Game shooting is a major activity on these estates.
8. Uttlesford District Council has decided not to implement the Community Infrastructure Levy. If this had been introduced then, based on the UDC Open Space, Sport Facility and Playing Pitch Strategy of January 2012, paragraph 6.23, developers would have been required to provide about £1.7million (based on the planning permissions granted for 341 market rate dwellings) for Sports and Leisure activities since 2011. The contribution calculation varies by house size but for a 2 bed property is about £3,000. This could have been used in the villages or towards larger facilities in the district. UDC persist with Section 106 agreements only but the use of these is heavily restricted and they have not provided any funding for Sports and Leisure facilities.
9. Newport has a childrens' playground in Gaces Acre (Diana Sell playground) that is currently for under 14 year olds, but the Parish Council are proposing to reduce this to 11 year olds. A LEAP (Local Area Equipped for Play) will be provided by developers at the Wicken Lea site on Bury Water Lane. Further facilities are also to be provided at the London Road site but the detailed designs have not been submitted (as of March 2018) to UDC. The UDC Infrastructure Delivery Plan of May 2017 incorrectly states that Newport Common (referred to as Station Road) is a play area. There has not been any play equipment on this site since the 1980's. Quendon and Rickling have recently acquired a very small play area for young children by Bluebell Drive as well as a Multi-Use Games Area within Rickling School.
10. Off road cycling is popular and utilises the local Byways, Bridleways and footpaths. There are no formal BMX circuits in either Parish but there are circuits nearby at Carver Barracks and in Saffron Walden.
11. Newport Social Club is owned by its members, has darts and snooker facilities and provides regular live entertainment. The village also has the White Horse pub (darts and pub grub on a Tuesday and Thursday) and The Coach and Horses (gastro pub). Quendon and Rickling has The Cricketers which is a gastro pub and pub with rooms on the edge of the Village Green. The lack of street parking is a major issue for the Social Club and White Horse PH in Newport, although there is a free public car park, 2 minutes' walk away.





Cricketers Arms, Rickling Green, and the cricket pavilion

12. The nearest sports centres, that provide a wider range of facilities within Uttlesford, are in Saffron Walden and Great Dunmow. There is also a Sports Centre at Grange Paddocks in Bishops Stortford. In March 2016 planning permission was granted for an eight lane athletics track and a 3G Astroturf hockey pitch at Carver Barracks. Whilst the military will have first call on this facility it is proposed that it is made available to the community in the evenings and at weekends.

13. 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

14. Quendon and Rickling lacks the following Recreation facilities that parishioners would value in the village:

- Water supply to the allotments
- Play area for older children
- Community Hall suitable for small sports activities such as badminton
- Skate Park ramp

15. The surrounding area lacks the following facilities that would ordinarily be available within reasonable travelling distance:

- 3<sup>rd</sup> or 4<sup>th</sup> Generation Astro Turf Football pitch for competitive matches

### Community consultation and feedback

Policy question	Total responses were 221				Of those expressing an opinion	
	No opinion	Neutral	Like	Dislike	Like	Dislike
Summer 2017 survey						
[The UDC Sports Contribution policy should be enforced for major developments]	19	36	160	6		
	5%	16%	72%	6%	92%	8%
[ Developments of all sizes should contribute pro rata to community facilities]	5	13	201	2		
	2%	6%	91%	1%	99%	1%

[Exercise areas and facilities for people of all ages, not just children's play areas, should be funded by new developments ]	3	27	187	4		
	1%	12%	85%	2%	98%	2%
[There should be greater provision of all types of sports pitches for community use]	6	47	159	9		
	3%	21%	72%	4%	95%	5%

There were many text comments, including:

*Smaller multi use facilities are required and could be shared with schools.*

*Activities of all villagers should be considered. A secure area with 'agility' equipment, as is built in Bishops Stortford, should be in place here*

*There is no playground in Rickling (correct when comment made and still correct for older children)*

*I think Newport has some good facilities through the school and also the tennis courts by the play area. Certainly if resident numbers are to be increased then the developers should contribute to extending these. Facilities for village sports clubs and events are so important to bringing the community together and should be protected.*

*Noise from, and floodlights for, sports facilities become very intrusive*

*Exercise parks with a mixture of activities for adults and children seem to work in other countries and have been successfully introduced to towns and villages in the U.K.*

## NPPF

Paragraph 70 states:

'To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments'

Paragraph 73 states:

'Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports



and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.

Paragraph 74 states:

‘Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

### **The draft Local Plan**

Paragraph 8.6 states:

‘The provision of public open space can contribute to healthy and active lifestyles. Making sure there is enough open space and community facilities for sport to meet current needs and the additional requirements arising from any new development is one of the key aims of the Local Plan. The needs of the District have been assessed in the *Uttlesford Open Space, Sport Facility and Playing Pitch Strategy (2012)* and the *Sports Facilities Development Strategy (2016)* which has identified a deficiency in the amount of public open space and the number of playing pitches, sports facilities and allotments.’

The Local Plan policy INF2 Protection and Provision of Open Space, Sports Facilities and Playing Pitches only provides for allotments, LEAPs NEAPs and LAPs, and a bare minimum of amenity space. (Amenity space of 10m<sup>2</sup> per person, allotments 2 m<sup>2</sup> and playgrounds 2 m<sup>2</sup>). Despite its title and recommendations it provides no mechanism to require contribution towards or provision of sports or any other facilities. It may be improved in the final version, but is not considered fit for purpose for this Plan.



## Policies

**Policy SCL1 – Retention of existing community facilities**

Development that involves the demolition of, or encroaches upon, any of the existing community facilities (including those listed below) must include provision for either the replacement of that facility or the provision of an enhanced facility.

**Policy SCL2 – Financial contributions from development**

Financial contributions will be required from each developer to fund additional sport and leisure services within the parishes, or within reasonable distance accessible by residents of the development. Subject to provisions meeting NPPF criteria and based upon requirements set out in the Uttlesford Open Space, Sport Facility and Playing Pitch Strategy (2012) and the Sports Facilities Development Strategy (2016), or updates as issued by UDC. To achieve this, developments will be subject to a Levy for Sports and Leisure Services. The levy will not apply to Affordable Homes. The amounts are shown in Policy SCL2 Levy

The current deficits are set out in paragraphs 14, 5 and 16 above, and in Recommendation SCL 5 – Improve the facilities at Newport Recreation Ground

**Policy SCL3 – Provision of amenity space and for ball sports**

Developments will be encouraged to provide green spaces, allotments and play areas in excess of the UDC policy, and also flat areas suitable for ball sports, such as basketball and netball.

**Policy SCL4 – Retention of sports fields**

No development should be permitted on any sports fields unless that facility has not been used for sporting or recreational purposes at any time in the last 5 years, unless an enhanced facility is being provided as part of the development

**Conformity Statement**

NPPF 70, 73,74 Village Plans

**Policy SCL1 Community Facilities**

**NEWPORT**

- Recreation Ground
- Gaces Acre
- The Common and Village Hall
- Allotments off Frambury Lane
- Proposed allotments and play areas at the Wicken Lea and London Road developments.
- Proposed green areas within the Care Home development of Bury Water Lane

**QUENDON and RICKLING**

- Recreation Ground
- Village Green
- Bowls Green
- Village Hall

Small Play Area by Bluebell Drive  
MUGA within Rickling School  
Allotments

**Policy SCL2 Levy**

House size - bedrooms	Levy per UDC 2012 Strategy para 6.23 (f)
1	£1,550
2	£3,086
3	£4,629
4	£6,172
5+	£7,747

Multiple occupancy buildings are calculated at £1348 per occupant

The figures were arrived at by assessing across the district the current position and future needs triggered by housing development, estimating the costs (indexed to 2017 prices) and allocating against the number of houses to be built in the Local Plan period. The document is published on the Neighbourhood Plan website.

Although the housing numbers have increased since the assessment was done, it is considered reasonable that the need and costs will have increased pro rata, so the figures remain valid. As some large facilities may in the 2012 assessment have been considered able to take further use without expansion, but may now with greater housing numbers need further expenditure, it is possible that the figures may now be an under estimate. This has not been researched but the Steering Group can see no scenario under which the figures would be reduced.

The 2012 strategy is referenced in the Reg 18 Local Plan



## Recommendations – Sport, Community and Leisure

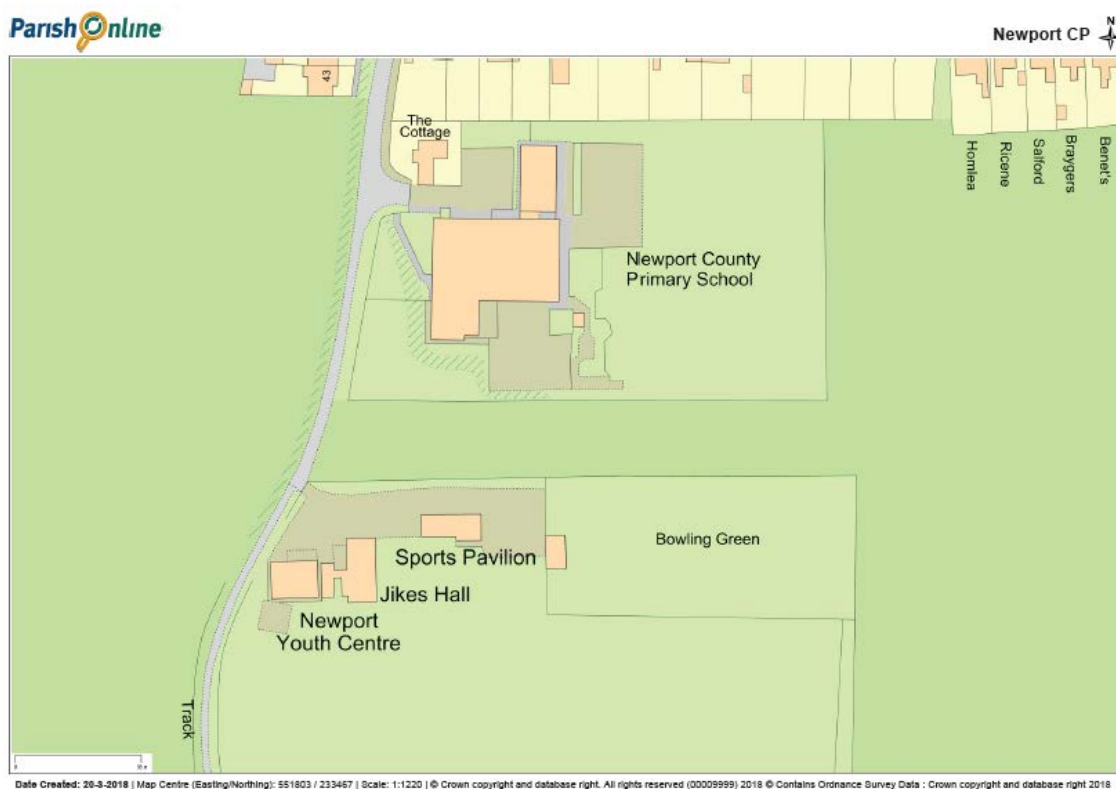
### SCL 5 – Improve the facilities at Newport Recreation Ground

#### Objective 4

*To create a safer, healthier and more accessible environment for pedestrians, cyclists, other road users and residents*

#### Objective 6

*To ensure Newport Quendon & Rickling has the appropriate community and public open space provisions, and recreational facilities, either within the parishes or within reasonable travelling distance, to support residents of all ages.*

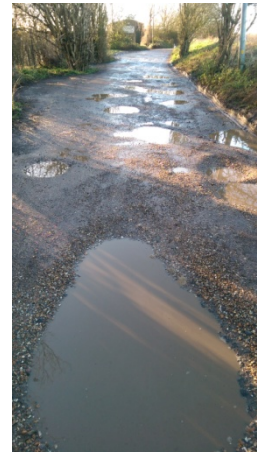


#### Background

1. As recorded in the Sports Community & leisure policies, the Scout Hut (Jikes Hall) and the Sports Pavilion are in need of replacement, and upgrade or replacement, respectively.
2. The Ellis Trust development to the East of the area is providing a 14 space car park placed between the Bowling Green and the primary school. The approved plan is for access via the estate only, and for sole use of the school, which presumably would have maintenance and all other responsibility. This would mean the car park would be unused for most hours of the year. The Ellis Trust is willing to alter the location and access if this can be agreed. The reason access was not via the bridleway was because of lack of ownership and Essex Highways refused to adopt it even if rebuilt to acceptable standard.

3. There is currently a shortage of parking for the primary school.
4. The Sports Community & leisure policies support the provision of a Multi-Use Games Area (MUGA)
5. The access to the Recreation Ground car park is via Bridleway 16, an unmade track with no known owner. The parish council have maintained it as best can be done, and it is in constant vehicle use for access despite being a bridleway
6. The bridleway is used for the school drop off but has no footway. It is also between the Early Years provision at the school and the related facility at the Youth Centre and small children are taken between the two
7. The Recreation Ground car park is gravel
8. The facilities at the Recreation ground have no mains sewer and there is a septic tank. The Ellis Trust have indicated willingness to connect them via the estate if there is enough fall and detail design can be done
9. There Newport History Group has collections of artefacts at various locations and is looking for a single site to safely store them , and to display some of them
10. The Newport Club owns premises in the centre of the village but has no car parking
11. Parish councils are able to borrow funds at low interest rates, repayable from the precept over a long period, and grants for sport and community provision may be available. The Plan policies envisage a levy from new developments.
12. Although the Scouts typically wish to own their own property, keeping it separate is more expensive and does not make best use of limited land or the options for more intensive use of a larger better facility. At present both buildings are not in active use for most of the time.
13. The area and buildings appear run down and unkempt.





All of the background is known to the various parties. Work to obtain ownership of the bridleway for the parish council is in hand, but there is no defined process with the Land Registry to achieve this. Proposals for revitalising the facilities and access have been discussed by the parish council, the Newport Club, the Sports Committee, the Scouts, the school, Essex and UDC, the Ellis Trust, the Newport History Group, and the Neighbourhood Plan Steering Group. The discussions have mostly been separately, but there are many members common to the village bodies, so there is general understanding and willingness.

*'Anything included in the plan has to be achievable, but the plan can also encourage projects people would like to see happen and can assist that development to take place.'*

The Plan recommendation summarises what could be achieved and would be of significant benefit to the villages and surrounding area.

**It is noted that having many interested parties would make achievement more complex, and that having overall supervisory and project implementation bodies with substantial authority is considered essential**

#### **Recommendation SCL 5 – Improve the facilities at Newport Recreation Ground**

- Obtain ownership of bridleway 16 for the parish council, as far as the recreation ground and amend status to a byway
- Alter the Ellis Trust plan to move the car park to the west, accessed off the byway. The car park to be shared use between the school and the recreation ground
- Rebuild the byway and provide direct access into the school off the car park and ensure there is drop off space. Note that a tarmac road will increase speeds.
- Provide a MUGA to the east of the car park, also for shared use
- Build a new Sports Pavilion with fully compliant changing rooms, club facilities, and storage for the History Group, and storage for the Scouts
- Connect the new car park to the existing one, either foot access or vehicle, but note this would create a circular turn round for school drop off with speed and safety implications



## Other Recommendations

### Infrastructure and secondary school

#### Objective 1

*To ensure Newport Quendon & Rickling develop in a sustainable manner by ensuring the timely provision of infrastructure and services to meet the needs of current and future residents.*

#### Water Recycling Centres (WRC)

The Newport WRC (formerly known as the sewage works) was reported by Hyder Consulting in 2010 for UDC for the Local Plan, to fail on all three key indicators. These are insufficient processing capacity, insufficient dry weather flow in the Cam, and having a combined storm and foul water sewer system. It frequently smells. The Quendon works has similar issues.

Significant extra burden has been added since and the scale of permitted development is recorded elsewhere. We are unaware of any upgrade work at the WRC. Sewer pipe constraints have been addressed at the Bury water Lane developments by building an onsite holding tank which can delay release when a monitor flags that the pipe is backing up. The WRC has no storm tank and in heavy rain the works is inundated and floods poorly treated effluent into the Cam. It is a grey musty smelling flood.

Hyder also report the condition of the Cam as poor, with agricultural run off as well as the burden placed on it by the WRC output which, although usually appearing clear, contains biological material which consumes oxygen from the water. This is known as Biological Oxygen Demand (BOD).

**It is strongly recommended that the Water Company increase the capacity of the WRC, improve the quality of its output and provide a storm tank to handle heavy rain.**

### Objective 3

*To seek solutions to the traffic parking and congestion issues and reduce traffic speed and to ensure that new developments have adequate and easily accessible parking*

#### Joyce Frankland Academy (JFA) expansion

The secondary school started another year group in September 2018. There is significant congestion at school times on Bury Water Lane, which bisects the school. The lane is not of modern highway width and the many school transports operate a voluntary one way system as large vehicles cannot pass each other and turning out onto Cambridge Rd is difficult. They park up early in the day and block house accesses and Willow Vale and cause congestion.



School transports near the Joyce Frankland Academy

**It is recommended that no further expansion of JFA be permitted unless solutions are implemented to the school transport problems.**





## Glossary - definitions

**Affordable Housing** – Provided to eligible households whose needs are not met by the market. Affordable housing should include provisions to remain at an affordable price for future eligible households. UDC defines affordable housing units as “resulting in weekly outgoings on housing costs that 25% of Uttlesford households can afford, excluding housing benefit”.

**Commercial Development** – Development which consists of retail units.

**Comparison** – A type of retail unit which sell goods such as clothing, furniture, household appliances, tools, toys, books and DVDs, jewellery etc.

**Conservation Area** – An area designated by the District Council under Section 69 of the Planning (Listed Buildings and Conservations Areas) Act 1990 as an area of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance. There are additional controls over demolition, minor developments and the felling of trees.

**Consultation Statement** – A Consultation Statement accompanying a Neighbourhood Plan is required by the Localism Act 2011. The Consultation Statement must set out what consultation was undertaken and how this informed the Neighbourhood Plan.

**Convenience** – A type of retail unit that sells food and non-alcoholic beverages, tobacco, alcoholic beverages, newspapers and magazines and non-durable household goods.

**Core Objective** – An objective developed specifically for the Neighbourhood Plan through consultation with local people.

**Core Strategy** – A Development Plan document setting out long term spatial vision and objectives, and containing both strategic policies and generic policies which will apply to all development proposals in the local authority area as a whole. See Local Plan.

**Designated Area** – One of the first steps in producing a Neighbourhood Plan is the designation of the area to which the Plan will apply once adopted. The Designated Area may be set simply as the official town or parish boundaries, or may cover a larger or smaller area. The Neighbourhood Plan Designated Area must be approved by the Local Planning Authority.

**Essex Design Guide** – See page 9

**Evidence Base** – The researched, documented, analysed and verified basis for preparing the Neighbourhood Plan. It consists of many documents produced over a period of years, many of which have been produced by Uttlesford District Council as part of the process of developing its Core Strategy.

**Evidence Base Summary** – A document produced as part of the process of developing the Neighbourhood Plan. It supports that Plan by setting out a summary of the relevant Evidence Base.

**Infrastructure** – All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, hospitals and so on.





**LEAP** – Local Equipped Area for Play.

**Local Plan** – A set of policies adopted by the District Council to establish rules for the granting of planning permission within the District. The Local Plan lays down the housing development quotas for its towns and parishes, but these are a minimum requirement and there is no maximum limit. A Local Plan may also establish site allocations for these quotas.

**Localism Act** – An Act of Parliament that became law in April 2012. The Act introduces a new right for local people to draw up Neighbourhood Development Plans for their local area.

**Locality** – A nationwide network of community-led organisations helping communities set up local organisations and those involved in neighbourhood planning.

**Major Development** – Residential development consisting of over thirty units.

**Mixed Use Development** – Development which provides a mixture of habitable units and units for employment.

**National Planning Policy Framework** – A new 50 page document setting out national guidelines for sustainable development. The NPPF replaces all previous national planning guidelines. Where there is no Local Plan or Neighbourhood Plan in place, the NPPF is the sole consideration for the Planning Inspectorate in determining whether or not to grant planning permission. All Local Plans and Neighbourhood Plans, where adopted, must accord with the NPPF.

**NEAP** – Neighbourhood Equipped Area for play.

**Neighbourhood Forum** – If a group of residents decide it would be in their interests to produce a Neighbourhood Plan, but they are not a recognised constitutional body such as a Town Council, they may apply to the Local Planning Authority for authorisation to create a Neighbourhood Forum, which – subject to strict rules – may produce a Neighbourhood Plan. Only one Neighbourhood Plan may be produced for any particular area.

**Neighbourhood Development Plan** – A set of policies emerging from the wishes of the local community to establish rules for the granting of planning permission within the Designated Area. A Neighbourhood Plan is not about stopping development, but guiding it so that the character and vibrancy of a local community and area is maintained and enhanced even throughout the process of change.

**Plan Period** – The period for which the Neighbourhood Plan or Uttlesford Local Plan will set planning policy.

**Publicly Accessible Open Space** – Open space that is open to the public and is normally owned and managed privately.

**Public Open Space** – Open space that is open to the public and is normally owned and managed by a public organisation such as Newport Parish Council or Quendon & Rickling Parish Council or Uttlesford District Council.

**Residential Development** – Development which provides habitable units only, or with small scale convenience shops.



**Significant Development** – Residential development consisting of over 10 units.

**Social Housing** - Social housing is let at low rents on a secure basis to those who are most in need or struggling with their housing costs. Normally councils and not-for-profit organisations (such as housing associations) are the ones to provide social housing.

**Steering Group** – An organisation established to guide the production of a Neighbourhood Plan. The Newport Quendon & Rickling Neighbourhood Plan Steering Group consists of district and parish councillors, local residents and businessmen, and has been administered through the office of the Parish Clerk of Newport Parish Council.

**Sustainability Appraisal** – A process of appraising policies for their social, economic and environmental effects which must be applied to all Development Plan documents.

**Strategic Environmental Assessment** – Assessments compulsory by European Directive. To be implemented in planning through a Sustainability Appraisal of Development Plan documents where required.

**Strategic Housing Market Assessment** – The NPPF says local authorities should prepare a Strategic Housing Market Assessment to assess their full housing needs. It should identify the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period which meets household and population projections, taking account of migration and demographic change. It should address the need for all types of housing, including affordable housing and the needs of different groups in the community

**SUDS (Sustainable Urban Drainage Systems)** – A drainage system that controls the rate and run-off of surface water from developments. It replaces the conventional practice of routing run-off through a pipe to a watercourse, which can cause problems with flooding. SUDS minimise run-off by putting surface water back into the ground on site through measures such as permeable paving, underground infiltration blankets and drainage swales (similar to traditional ditches). Where surface water must still be taken off-site (because, for example, the site is underlain by clay that reduces the permeability of the ground), features to slow down the rate of run-off are used – these may include ponds or underground storage tanks to store water, and oversized pipes.

**Sustrans** – A charity whose aim is to enable people to travel by foot, bicycle or public transport for more of the journeys made every day. Sustrans is responsible for the National Cycle Network.

**Use Classes** – The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as “Use Classes”. For example, A1 is shops and B2 is general industrial.

**Uttlesford District Council** – The Local Planning Authority for Newport, Quendon & Rickling.

**Windfall Sites** – Sites not allocated for development in the Uttlesford District Local Plan that unexpectedly come forward for development.

## Maps

1. UDC Draft Local Plan Development Limits & Conservation Area – Newport
2. UDC Draft Local Plan Development Limits & Conservation Area – Quendon & Rickling
3. Outside of Cam Valley area definition

## Key to Local Plan maps

### Uttlesford Regulation 18 Local Plan 2017 Policies Key

#### Boundaries

- District Boundary
- Inset Map Boundary

#### Proposals

- Allocated Residential Sites
- Uttlesford Garden Community
- Braintree Garden Community
- Proposed Employment Sites
- Education Site
- Community Education Site
- Allocated Green Space Sites
- Development Opportunity Areas
- Existing Employment Sites
- Site of Special Scientific Interest (SSSI)
- National Nature Reserve
- Local Wildlife Site
- Ancient Woodland
- Important Woodland
- Special Verges
- Ancient Monument
- Historic Parks & Gardens
- Protected Lanes
- Town/Local Centre Boundary

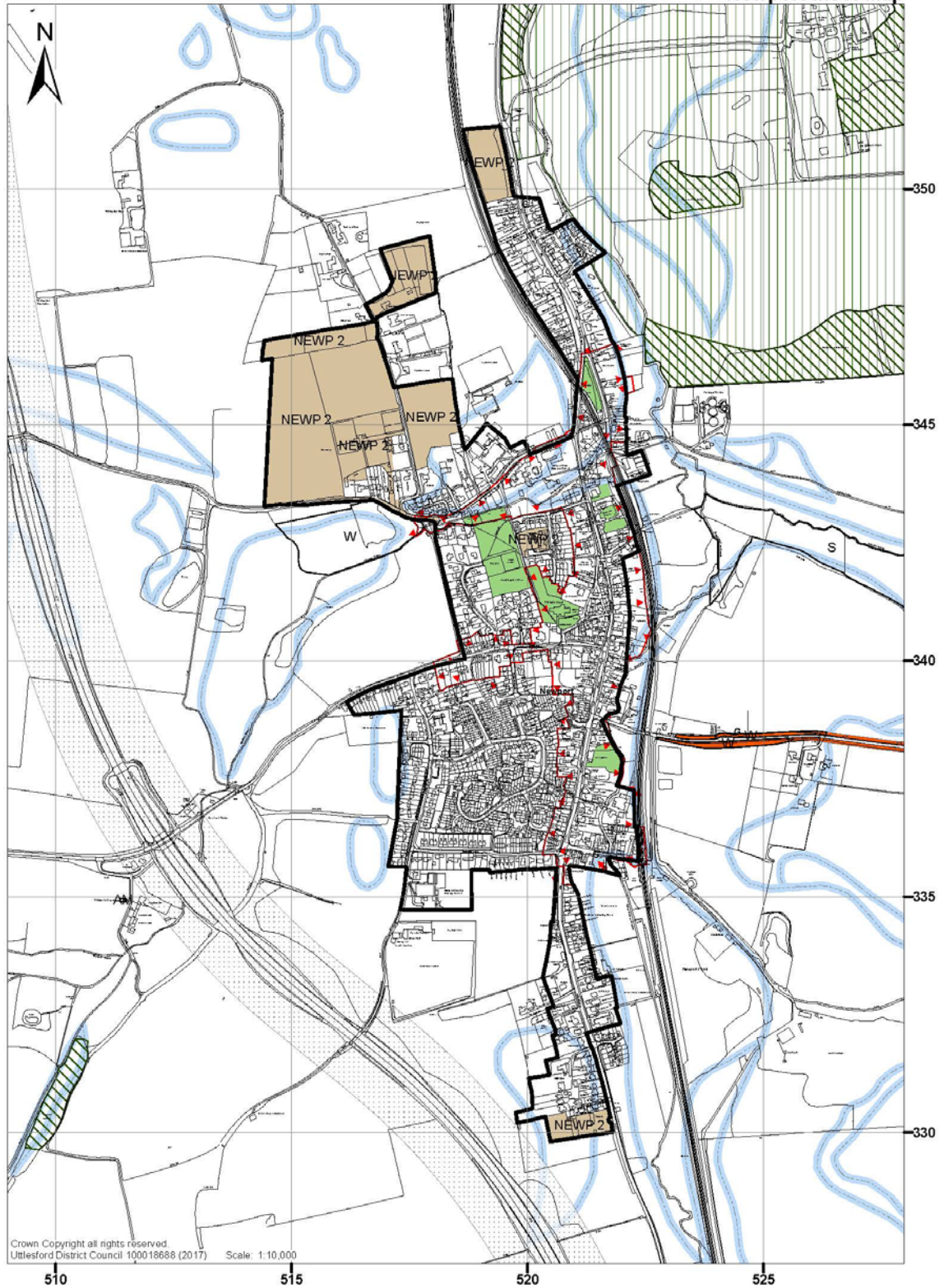
#### Policy Areas

- Development Limits
- Countryside Protection Zone
- Primary Shop Frontages
- Secondary Shop Frontages
- Metropolitan Green Belt

- Protected Open Space
- Poor Air Quality Zone
- Air Quality Management Zone
- Source Protection Zone 1
- Source Protection Zone 2
- Source Protection Zone 3
- Conservation Area
- Stansted Airport Development
- Mineral Safeguarding Site
- Landscaped Areas
- Public Safety Zone 1:10,000 risk
- Public Safety Zone 1:100,000 risk
- Mobile Home Park
- Geological Sites

1. UDC Draft Local Plan Development Limits & Conservation Area – Newport

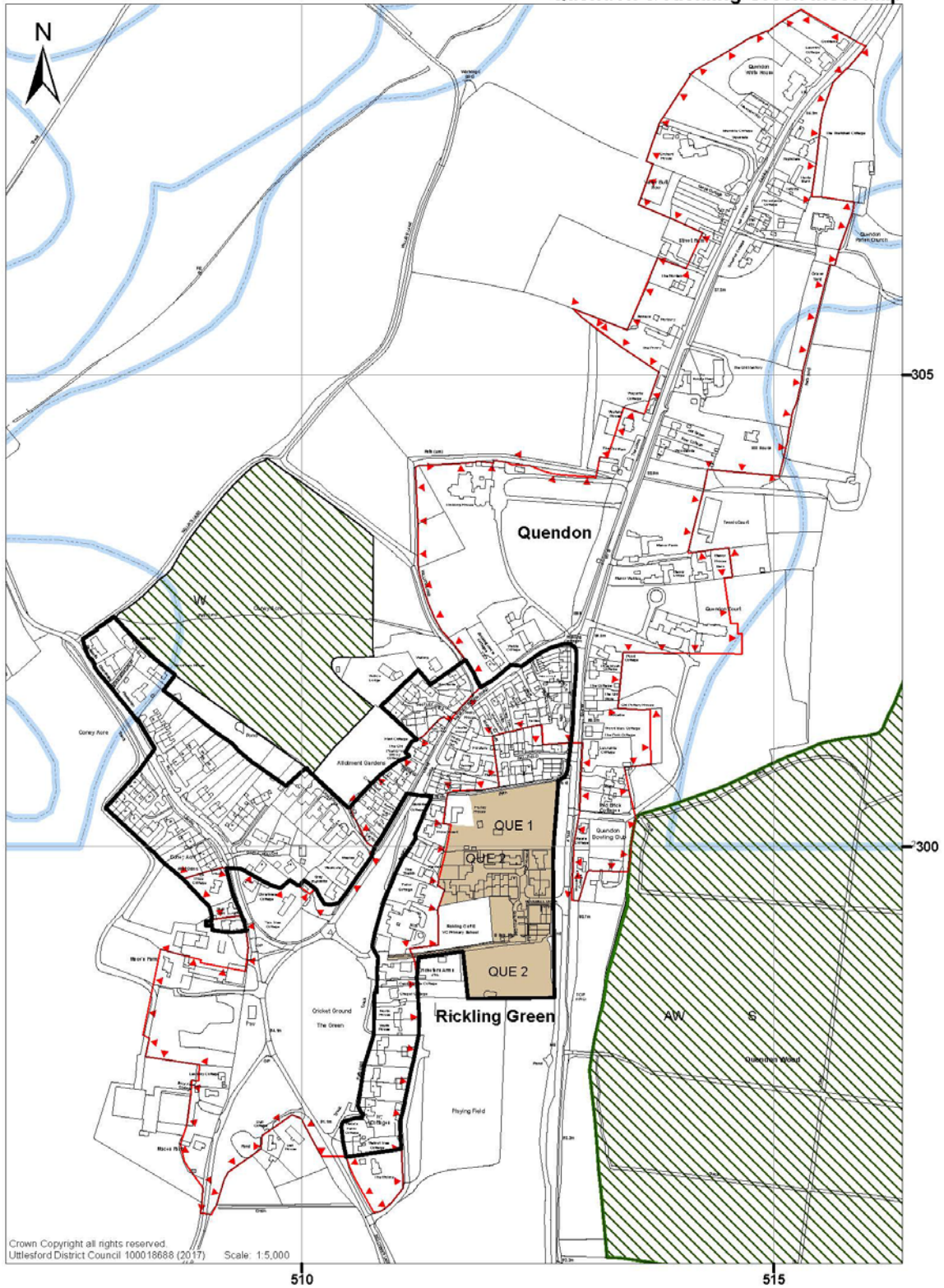
Uttlesford Regulation 18 Local Plan 2017  
Newport Inset Map





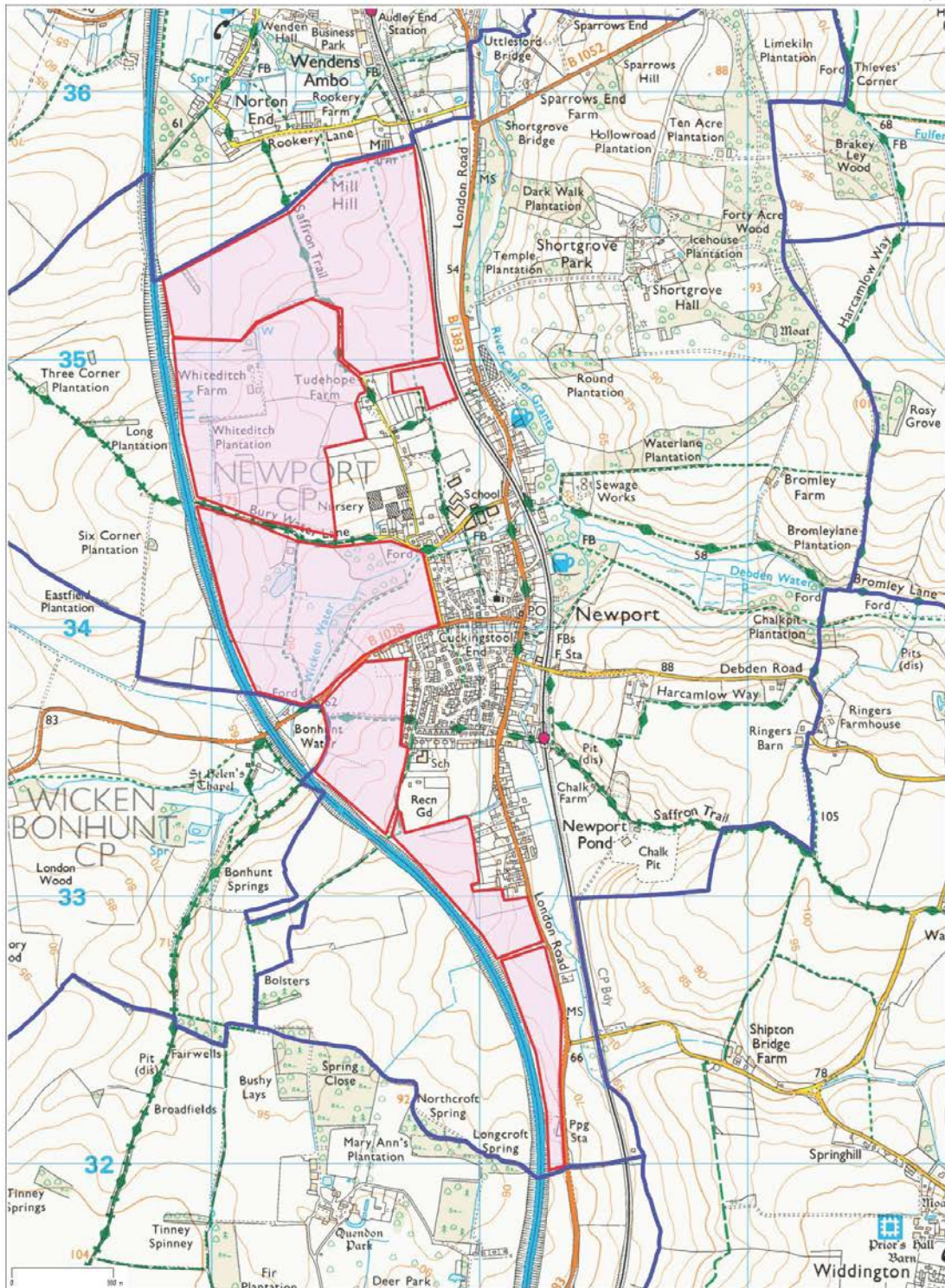
2. UDC Draft Local Plan Development Limits & Conservation Area – Quendon & Rickling

Utlesford Regulation 18 Local Plan 2017  
Quendon & Rickling Green Inset Map





### 3. Outside of Cam Valley area definition



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## Bringing the Neighbourhood Plan into Force

### Pre-Submission Consultation

This version of the NQRPlan is the Pre-Submission Version which will be subject to a 6-week consultation under Regulation 14 of the Neighbourhood Planning (General) Regulations 2012, as amended, before it can be submitted to Uttlesford District Council for independent examination.

Any comments received by the end of the consultation period will be considered conscientiously by the Steering Group. A decision will then be made over whether or not to amend the neighbourhood plan. These decisions and the reasoning behind them will be recorded, as this information will need to be incorporated into the Consultation Statement. A brief report will be produced, summarising comments received and describing if and how the plan has been modified in response to the issues raised.

### Submission of the Plan to Uttlesford District Council

Following any amendments resulting from the Pre-Submission Consultation, we will submit our Submission Version to Uttlesford District Council under Regulation 16 of the Neighbourhood Planning (General) Regulations 2012, as amended.

On receiving our Submission Version and supporting documents, Uttlesford District Council is responsible for checking that the submitted neighbourhood plan has followed the proper legal process and for publicising the plan.

Publicity involves making the plan available for inspection and inviting anyone interested to comment on it by a specified date (not less than 6 weeks from it being publicised). UDC will also notify anyone referred to in the Consultation Statement that the plan has been received.

### Independent Examination

UDC will appoint an appropriately qualified and experienced person to carry out the independent examination of the neighbourhood plan, known as the 'independent examiner'. This appointment has to be agreed with the Steering Group.

The examiner will be considering whether the plan:

- has appropriate regard to national policy
- contributes to the achievement of sustainable development
- is in general conformity with the strategic policies in the development plan for the local area
- is compatible with EU obligations
- meets human rights requirements.

Following the examination, the examiner will issue a report to UDC and the Steering Group. If the plan meets the basic conditions, the examiner will recommend that the plan proceed to the referendum stage. They may suggest modifications that are needed to be made to the plan, to ensure that it meets the basic conditions, before it can proceed to the referendum. It is the responsibility of UDC to make such modifications.

The examiner may conclude that the plan does not meet the basic conditions and that modification to make it meet the basic conditions is not possible. In that situation the examiner would recommend that the plan does not proceed to the referendum.



If the plan can proceed to referendum (with or without modifications) the examiner will be required to advise UDC on the referendum voting area. This may include people beyond the boundary of the neighbourhood area. It is the responsibility of UDC to cover the costs of the independent examination and referendum.

If the independent examiner recommends that the plan does not proceed to a referendum, it will be necessary to consider the reasons behind that recommendation and to consider whether the plan can be amended. This should be discussed with UDC. It may also be necessary to consult again with local partners or stakeholders.

### **Referendum**

If the neighbourhood plan is found to be satisfactory, with modifications if necessary, then the UDC will arrange for the referendum to take place.

This will be organised by the elections unit and 28 working days before the date of the referendum, UDC is required to publish information about the final version of neighbourhood plan, the Referendum Version.

Then 25 working days before the date of the referendum, they are required to give notice that a referendum is taking place and the date of the poll.

The Steering Group may encourage voting and disseminate information on the proposed neighbourhood plan, within reasonable expense limits. Public money and parish councils can only produce factual material about the neighbourhood plan, not promote a 'yes' vote. However, members of both Newport Parish Council and Quendon & Rickling Parish Council and others may act independently, using independent funds, to campaign for a 'yes' vote.

The question that will be asked is as follows: Do you want UDC to use the neighbourhood plan for Newport Quendon & Rickling to help it decide planning applications in the neighbourhood area?

People on the electoral register will be entitled to vote in the referendum. If more than 50% of those voting in the referendum vote 'yes', then UDC is required to bring the plan into force.

### **Delivery**

Once a neighbourhood plan is brought into legal force, it forms part of the statutory Development Plan for that area.

Consequently, decisions on whether or not to grant planning permission in the neighbourhood area will need to be made in accordance with the neighbourhood plan (as part of the statutory development plan), unless material considerations indicate otherwise.

Having a plan in place is just part of the story – just as important is seeing those ambitions materialise as real changes on the ground.