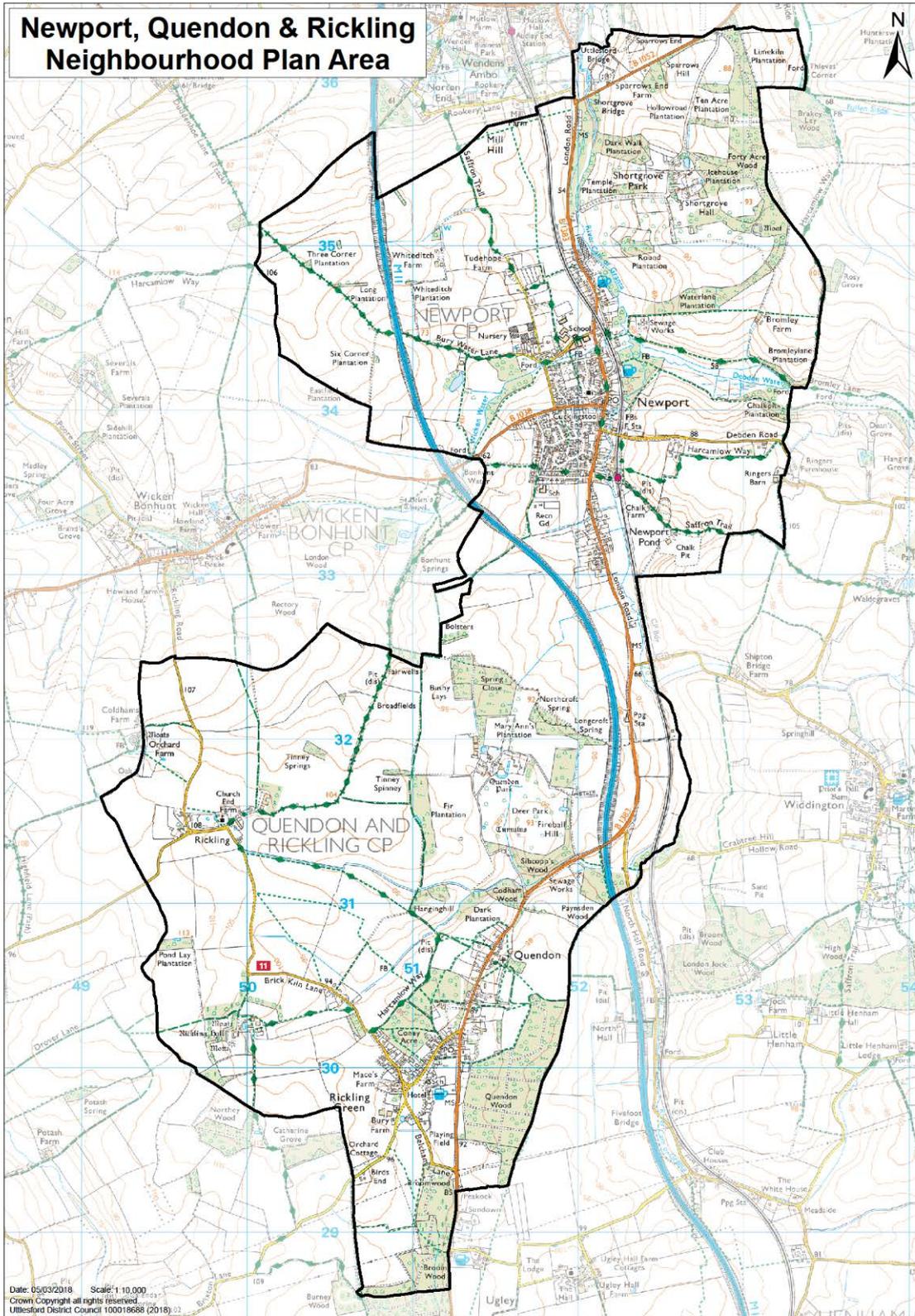


# Newport Quendon & Rickling Neighbourhood Plan 2018 – 2033





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 Ms. Joanna Parry (former Chair and former NPC & UDC Cllr.) and Mr. Barney Miller (Proprietor of 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. The NQR Plan website is maintained by Newport Parish Council.

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- Consultation statement
- Frequency of interruption of the M11
- Newport Transport Study - Railton TPC July 2019
- Procedure for bringing the Plan into force
- Site assessments
- Statement of Basic Conditions
- Views with high sensitivity to change



## Foreword

More homes are needed across the district but at present their location and type is largely something imposed upon us rather than necessarily being appropriate to local need. 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 primarily by reference to the Neighbourhood Plan, the Local Plan, 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 designation by 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 pays the cost of the examination and for the referendum

The Responsible Authority (UDC) will determine whether the Plan will require an Environmental Impact Assessment.



## Chapter 1 - 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.

Here are two quotations from the 2012 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 2012 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

### County Planning

Essex County Council (ECC) is responsible for minerals and waste planning in the area proposed to be covered by the NhP. In respect of mineral planning issues, extant policy is set out within the Essex Minerals Local Plan (MLP) (adopted 2014). In respect of waste planning issues, extant policy is set out within the Essex and Southend-on-Sea Waste Local Plan (WLP) (adopted 2017). The WLP includes site allocations and policies to guide future waste development in Essex up to 2032.

These plans are statutory documents and their policies govern issues relating to minerals and waste planning. Planning decisions taken within the NQR Neighbourhood Plan area must also be in conformity with the minerals and waste plans (which form part of the adopted Development Plan for the area).

### 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, at a stage referred to as 'Regulation 19'. It was submitted for inspection on 18<sup>th</sup> January 2019 and hearings took place in July 2019.

The new Uttlesford Local Plan will be part of the statutory planning framework for the District to 2033 guiding decisions on all aspects of development. The new Local Plan will set out how and where new homes, jobs, services and infrastructure will be delivered and the type of places and environment that will be created

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.

Neighbourhood Plans 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 Uttlesford District Council (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 contained in the *development plan* for the area of the authority (or any part of that area)**

The 'development plan' includes the Minerals and Waste Local Plans and the Local Development Plan. UDC adopted the current Local Development Plan (Local Plan) in 2005. It became out of date in 2011 and was pre-NPPF. As the Emerging Local Plan (ELP) is at an advanced stage it was decided that it was best to make this Plan conform with the ELP.

- **Have regard to National Policy**

The NPPF sets the baseline to which all local planning policy must have regard. This Plan, being submitted after January 2019, is required to be in conformity with the 2018 NPPF. However, the ELP was submitted under the 2012 NPPF. Thus this Plan is required to be in conformity, directly and indirectly, with two different versions of the NPPF. The Steering



Group, in preparing policy wordings and the supporting text, did not however find any conflict. Being in conformity with the most up to date national and local policies is considered the best option to create a robust, long lasting, Neighbourhood Plan.

Nevertheless reference is sometimes made to 2005 Plan where it is considered relevant and not replaced by later policies.

- **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 Strategic Environmental Assessment is needed.
- **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.



## Chapter 2 – Local and national planning policy and the Essex Design Guide

### **The Emerging Local Plan (ELP)**

The UDC Local Plan is 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. The NQR Plan was initially written to be compliant with the 'Regulation 18' consultation draft of the ELP.

Modifications were made by UDC to create the 'Regulation 19' version which went to the Planning Inspectorate for examination in early 2019. The UDC plan, which should have been in place in 2011, has been delayed several times. The NQR Plan has been kept consistent with the Regulation 19 version.

Some of the 'ELP' detail policy wordings, or relevant extracts thereof, are quoted and adopted in the NQR Plan. This is to give early effect to policies which otherwise could be dismissed as only draft if the ELP is delayed or fails inspection. 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

References to the ELP therefore mean to the Regulation 19 version of the UDC Emerging Local Plan

### **Five year land supply**

If a Local Authority does not have a 5 year supply of approved sites, then applications outside of Plan development boundaries, if considered 'sustainable', will be given more favourable consideration in the planning process.

The 5 year land supply is calculated by taking the total from the whole Local Plan, subtracting what is already built, and dividing the remainder by the number of years left in the Plan to obtain the amount required. If there is no up to date Local Plan then a separate local housing need figure has to be calculated. This arrangement is now changing and paragraph 73 of the NPPF will, for the future, require a government calculated housing need figure to be applied. Paragraph 73 does not yet apply to UDC, so the ELP uses housing need figure which is separately calculated.

The 5 year supply is recalculated annually and as at 1<sup>st</sup> April 2018 was 3.5 years.

### **Neighbourhood Plans and the 5 year supply**

The rules for a Local Plan (LP) and Neighbourhood Plan (NhP) are that if there is no district 5 year supply then, in the assessment of planning applications, the balance is tilted towards sustainable development, even if the application is outside the NhP development limits. However, if an NhP is less than 2 years old, allocates development sites, and the Local Authority has a 3 year supply, then the tilted balance does not apply, and the NhP carries full weight in the assessment of planning applications.

### **Village Plans and Village Design statements**

Both parishes have Village Plans. These are relevant to planning applications, but have limited weight



### **The National Planning Policy Framework (NPPF)**

During the preparation of this plan the 2012 NPPF was replaced by the 2018 NPPF which has in turn been superseded by the 2019 NPPF. However, the 2019 changes relate to how to calculate housing numbers and do not alter the paragraphs of the 2018 quoted in this Plan. Therefore, reference to the 2018 NPPF includes the 2019 NPPF.

### **The Essex Design Guide (EDG)**

This Plan strongly endorses the EDG as a relevant consideration when determining planning applications.



## Chapter 3 - Newport, Quendon & Rickling; the villages

The villages lie in north west Essex, about 40 miles north of London. They are set in a rolling landscape of valleys and open areas alongside the old A11..

### 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 the Guildhall site served 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 even 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 second half of the C20th doubled the size of Newport, bringing a new school, GP surgery and sewage works. With its station and secondary school, Newport retained many shops, pubs, businesses and village organisations, but 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 Rickling Green Cricket Club contain the first score book from a fixture dated 1861, which starts "*after an absence of over a century cricket has been restored to her ancient sward*" –so cricket started there in the early 18th century – and old photographs remain on display in the 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, houses (including council houses) were built to the north of the Green. Rickling primary school was extended, but with this smaller scale of development the village lost its shops and petrol station although retains agricultural businesses, a wide range of organisations, and the large pub with rooms, and the two churches.

The opening of the two carriageway M11 in 1979 took away an element of the through traffic and the A11 was redesignated as the B1383. But traffic levels have increased substantially since then. Cambridge Rd in Newport has 93,000 vehicle total movements a week and Cambridge Rd in Quendon has 70,000 (Essex Highways surveys September 2018 and September 2017 respectively).



### **Population and housing growth**

Newport's population at the 1911 census was 918, living in 250 households. The parishes of Quendon & Rickling were merged in 1949 so the first combined 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, with Quendon & Rickling at 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 that of its tributaries Wicken Water and Debden Water. Like other settlements in the Cam valley it is – except for its church tower – largely hidden from view from the surrounding area.. Quendon and Rickling are in a more open undulating landscape with no large watercourse in the villages, being on the watershed between the Stort and the Cam. Newport is subject to regular flooding, as happened for example in February 2014 when properties were flooded and the B1383 and local roads were impassable. The village history 'A Village in Time' records flooding of properties several times per decade with dates quoted from 1947 onwards, whilst maps dating back into the C19th show Newport surrounded by 'areas liable to flooding'.

The villages are joined by the B1383. To the north there is the extensive parkland of Shortgrove Hall (itself destroyed by fire in 1966), whilst between the two villages is the parkland of the Grade 1 listed Quendon Hall, now a well-known wedding venue.

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

In the C21st, development since the 2011 census, either built or with permission, will add a third new estate along the B1383 in Quendon and Rickling and will increase the number of dwellings in Newport by over 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 as well as in the other nearby settlements of Stansted and Ugley.



## Chapter 4 - Key Issues influencing 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 NPPF paragraph 104 says planning policies should 'support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed 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 522 homes in Newport (June 2019), plus three pending applications for sites of a further 150, 74 and 24. 40 permissions were granted in Quendon. As at June 2019 there is a pending application in Quendon for 9 houses.

### Services & Facilities

Newport has a range of retail and service facilities typical for a large village, including a railway station. Newport post office closed in July 2019. Quendon & Rickling has no shops. Most of Newport has high speed broadband. At the time of writing in 2019 about one third of Quendon has adequate speed but the remainder is around 1 Mbps and for many it is unusable.. Gigaclear had planned to install fibre to the premises, which is very high speed, but a delivery date for this is not clear. Rickling, Church End, has a Community Fibre Project delivering early 2020 through Openreach.

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.

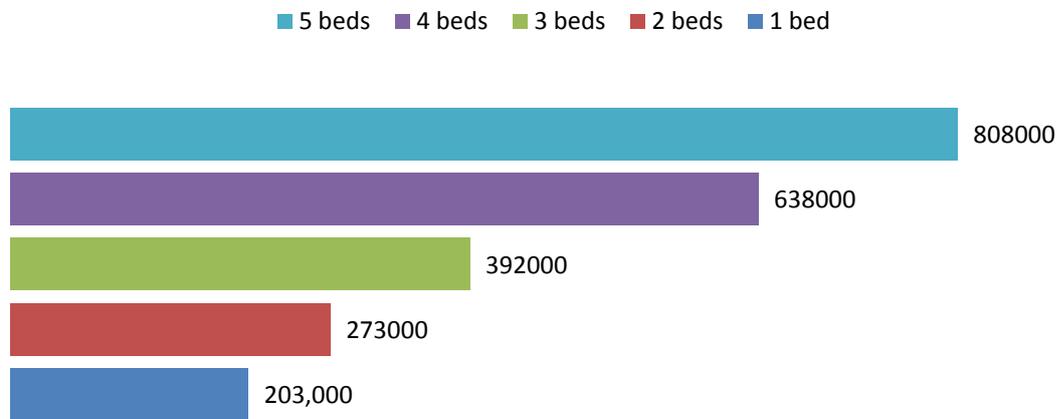
### Housing & Tenure

In 2011 there were 1,223 homes in the plan area. By 2021 there may be about 2,057 homes (Newport 1,744 from above plus 10 windfall and Quendon & Rickling 298 plus 5 windfall ).

The issues include lack of affordability. 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. See table below. 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.

**Table 1 - Asking prices at March 2018 for postcode CB11**



### 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. 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 fair condition, having recently had structural work to which one of the housing developments contributed £20,000. Newport has one main children's playground and a small one on a new housing estate, 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 approaching illegal levels. This may be the case elsewhere but that is currently the only central location with a monitor in position for more than 12 months. During 2018 UDC added more monitors, and a further one has been requested by the Plan steering group. A monitor underneath the M11 on Wicken Rd has also shown high NO<sub>2</sub> levels.

### **Transport**

There is one bus service between Saffron Walden and Bishops Stortford, but this 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.

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 primary relief road for the M11 between junctions 8 and 9/9a. It 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.

### **Community consultations**

Many of the matters above were raised by residents in the initial informal consultations, on the responses to the detailed questionnaire and to the regulation 14 consultation. Concerns were raised regarding over-development of the villages, traffic congestion, lack of infrastructure improvements, building on greenfield sites, lack of genuinely affordable houses, retention of businesses, and the generic design of new houses. Air quality monitoring in the village had not started when the consultations were carried out. The Steering Group were unaware at that time of the level of pollution and consequently it was not included in the questionnaire.



## Chapter 5 - 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.

## Chapter 6 Policies and Recommendations

### 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*

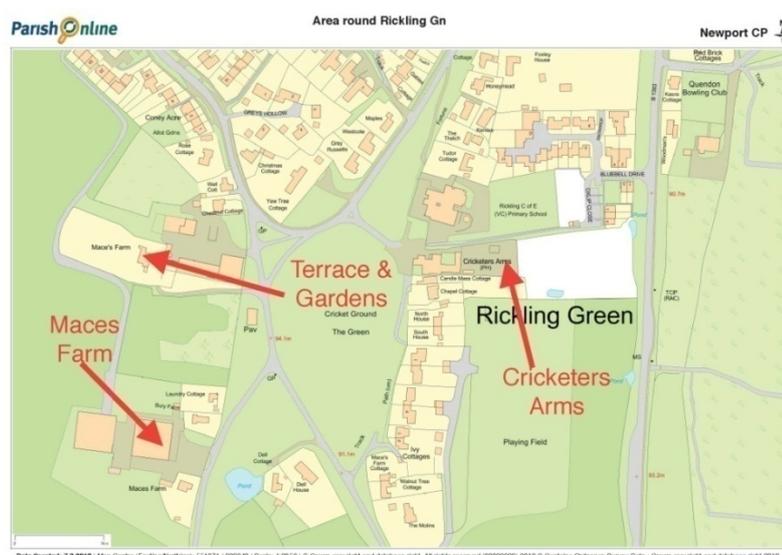
#### Background

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 supported many shops, pubs, businesses, B&Bs and village organisations. However, over the years there has nevertheless been a reduction in the number of shops, businesses and therefore employment. A village history published in 1995 (A Village in Time) noted the change from 'essentials' shops such as the greengrocer, closed in 1990, to 'speciality' shops. These included antique shops, pictures and picture framing, TV and electrical goods and household furnishings, all of which have now gone.

Development in Newport in the C21st has continued the trend of the previous century where some 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, a vehicle business, plus several conversions of small retail businesses to houses. The former Essex Highways depot on Bury Water Lane is now a 14 house estate. The largest employers in the village are the schools, although most staff commute.

Quendon and Rickling has a primary school, but with a smaller scale of housing 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, north of Quendon, is a significant business, providing some local employment.

**Map 1 Businesses in Quendon**



Further out of the centre of the villages there are farm businesses. Near Newport is a livery stables and a commercial shoot at Shortgrove. There is a UDC housing depot near the sewage works and a

manufacturer of decorative timber mouldings on Bury Water Lane

Poor broadband and mobile coverage has been a significant disadvantage. The poor broadband was planned to be resolved in much of Quendon and Rickling Green during 2019, although as at June 2019 progress appears to have stalled. Newport has mostly Fibre to the Cabinet (FTTC), providing speeds adequate for most current purposes, but those areas of Quendon being connected would have the much faster Fibre to the Premises (FTTP). This issue also includes domestic premises as businesses run from home may be entirely dependent on the internet. (A recent housing development north of Bury Water Lane in Newport has FTTP.) More detail was given in Chapter 4 under 'Services & Facilities'.

Recent additions to businesses in Newport have included a busy café, a home décor and clothes shop, and a new 500 m<sup>2</sup> office type commercial unit is planned. A sound studio business has been replaced by an office shared space and meeting venue. A care home is under construction. The expansion of the communities means that more businesses are needed, and for Newport the scale of development should make more businesses viable.

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 mostly concentrated in mixed residential – business zones. These are the four areas shown in the map below plus the Nurseries/ vehicle business behind houses off Cambridge Rd.

**Map 2 Central Newport mixed residential – business zones**





Newport is classed as a key village in the regulation 19 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.’

Quendon is in the regulation 19 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.

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 the village. 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. In order to facilitate development outside the Plan area, further extensive parking restrictions through Newport have been suggested.

Newport has a Fire Station in the centre of the village - ‘Station 84’ - staffed by retained fire-fighters. Their website says ‘On-call fire-fighters 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.

Applications will usually be for change of use to residential. The need for housing must be balanced with the need for employment sites. However, with the exception of site NQR3 Carros Nursery, the Plan area employment sites are small and therefore with limited scope for fulfilling the district housing supply need.

**Community Consultation Feedback**

Summer 2017 survey					Of those expressing an opinion	
Policy question	No opinion	Neutral	Like	Dislike	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%	90%	10%

The area and the villages would benefit from having a hotel	17	71	50	83		
	8%	32%	23%	38%	38%	62%
Should a small business centre be built?	15	71	58	77		
	7%	32%	26%	35%	43%	57%

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'*

#### **NPPF**

Paragraph 83 of the NPPF says that policies should promote *'the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.'*

Paragraph 104 of the NPPF says policies should *'support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed 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.'*

#### **ELP**

EMP3 - Non-Estate Employment Uses. Most employment sites in the development limits of the villages are 'non-estate'. An exception is that the Regulation 19 plan document shows the Newport Maltings as area 'EMP1' This designation is supported in this Plan. 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 of the ELP 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.

RET4 - Loss of Shops and Other Facilities. Our villages are not 'defined Town and Local Centres' in the Regulation 19 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.'*

RET3 - Town and Local Centres and Shopping Frontages. Whilst RET3 would not apply to Newport Quendon & Rickling 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.

### **Policies**

The purpose of this policy is to bring into use elements of ELP policy as soon as possible, and to tailor it to local circumstances

#### **NQRBL1 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 where they are of an appropriate scale to their location and where they will sustain and enhance the rural economy in the Plan area. The loss of such businesses will be resisted. Businesses will be particularly encouraged in the existing core areas shown on the central Newport map 2 as a concentration of shops and services supports their viability.

Employment sites in the Plan area 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 the 'Marketing Assessment Information' attached to this policy

Change of use (that requires 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 or equivalent facilities in terms of their nature and accessibility are available or would be made available nearby.’
- The facility is not financially viable; and
- The criteria in the ‘Marketing Assessment Information’ have been met; and
- The need for the proposed use is clearly greater than the need for continued use as an employment site.

**NQRBL2 Change of use on upper floors.** Change of use of upper floors where the Local Plan viability test conditions for conversion of the whole building have not been met, will be supported if partial residential conversion is shown to strongly support the viability of the business part

**NQRBL3 Business parking.** Opportunities for more parking to support businesses will be encouraged provided it can be done without damage to the Conservation Areas. Additional parking restrictions in the villages proposed for the purpose of facilitating development in the Neighbourhood Plan area, or to facilitate development elsewhere in the district which would feed traffic onto the B1383 through the villages, will be opposed if to the disadvantage of current businesses, or business expansion,.

**NQRBL4 High speed internet connection.** In order to ensure the viability of any new commercial premises, provision of high speed internet connection to the highest standard available is expected. This is currently a minimum of 30Mbps, to the premises. As businesses are often run from private houses, this provision also applies to new housing developments

### Marketing Assessment Information – policy NQRBL1

1. Where the policy requires that the property is marketed – this will be for a period of at least 12 months for freehold and/or leasehold as appropriate.
2. The property should be widely advertised on site, in estate agents and in relevant newspapers, property and trade magazines, and websites where prospective users would be expected to search.
3. The advertising should include all potential uses within the terms of the policy. Restricted advertising which does not cover the full range of uses to which a building could be put will inevitably lead to a limited response.
4. The price should be realistic and reflect the current use and not the potential value with planning permission for some alternative use. A covenant can be applied to a sale to recoup any uplift in value secured by the new owners.
5. 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.



6. Any marketing campaign should have concluded no more than 6 months prior to the submission of an application for an alternative use.

**Conformity statement NPPF: 83, 104, 112. UDC ELP: EMP3, RET3, RET4**

## Air Quality

**Objective 4** - *To create a safer, healthier and more accessible environment for pedestrians, cyclists, other road users and residents.*

### Background

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."

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)

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.

In February 2018, the UK government lost for the third time in the High Court in a case brought by the group ClientEarth over plans to tackle air pollution; "The judge in the case said the government plan was "unlawful" and that more action was needed in 45 English local authority areas". (<https://www.bbc.co.uk/news/science-environment-43141467>)

**Air quality objectives in England (UDC 2018 Air Quality Annual Status Report – Appendix E)**

	Pollutant	Air Quality Objective <sup>2</sup>	
		Concentration	Measured as
High NO <sub>2</sub>	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

concentration is a marker for other vehicle related pollutants such as particulates, which are therefore also likely to be at high levels. Although NO<sub>2</sub> is the only gas routinely monitored in the



District, other oxides of nitrogen will be present, and from the same sources and also have effects on health. These are referred to generically as NO<sub>x</sub>.

The UDC Environmental Health Officer has stated: *'An annual mean over about 35 at a residential location is cause for concern'*. This legal limit is 40 µg m<sup>3</sup>. The hourly mean limit of 200 µg/m<sup>3</sup>, not to be exceeded more than 18 times each year, is not monitored, but at current annual levels of NO<sub>2</sub> the limit is not likely to be exceeded: (<http://ec.europa.eu/environment/air/pdf/TSAP-Report-.pdf>)

**Nitrogen dioxide levels in central Newport.** Nationally 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. Being in a valley and oxides of nitrogen being heavier than air, the pollutants will naturally pool in the lowest area.

The traditional assumption of scaling pollution levels with traffic volumes ignores the very real problem of cold-starts. The majority of vehicles queuing at the junction of the Wicken Road with Newport High Street will have only just started from cold in the village and will thus be polluting at many multiples of their 'steady state' output. For this reason alone, the idea of 'bolting on' large housing developments at the edge of a village with very few employment opportunities and then forcing the resulting commuter traffic to queue at such a bottleneck is inherently unsustainable.

The pollution readings from central Newport show a similar pollution concentration to parts of Saffron Walden, which already has an AQMA. As a result UDC in July 2018 added monitoring tubes at two more locations along the B1383, near the Station Rd/London Rd/Frambury Lane cross roads, and on Cambridge Road near Bury Water Lane. In January 2019 two further tubes were deployed, at the junction of Debden Road with the High Street and at the pedestrian crossing on the High Street opposite Gaces Acre.

Recordings from UDC of NO<sub>2</sub> at the Wicken Road B1038 – High Street B1383 junction show high levels. The figures are in the UDC Air Quality Annual Status Reports dated 2018, which covers 2017 and is on <https://nqrplan.org/evidence-documents>, and the UDC website. Below is an extract of the raw NO<sub>2</sub> readings prior to the calibration adjustment noted below. Source: UDC Environmental Health

2018 NO2 tube readings	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average
High St - Wicken Rd Jctn	44.9	42.6	45.1	39.4	38.3	33.5	39.2	30.0	33.8	48.1	40.5	40.0	39.62

Further detail is in the reports by Ana Grossinho, PhD, MSc, DIC, Cenv, FIAQM, MIES in relation to the appeal for UTT/17/2868/OP – 150 houses Wicken Rd. The same issues apply to UTT/18/1026/OP – 74 houses Wicken Rd, also at appeal in 2019. Dr Grosshino's documentation is also on <https://nqrplan.org/evidence-documents>

The issues include:

1. At the time of recording most of the new houses to the west of Newport, from which traffic will pass into the village centre, had not been fully built or occupied
2. Modelling for growth and for specific Newport applications by developers has ignored the effect of cold starts. As noted by Dr Grosshino, the catalytic converters of vehicles starting cold from the village will not be working at any point in the village. Thus the future impact of extensive development is under reported

3. Raw NO<sub>2</sub> readings from tubes are calibrated using more accurate recording equipment. DEFRA prefer this accuracy to be checked locally. See [https://laqm.defra.gov.uk/documents/LAQM-TG-\(09\)-Dec-12.pdf](https://laqm.defra.gov.uk/documents/LAQM-TG-(09)-Dec-12.pdf). Para 3.25 'The precision of diffusion tubes can be calculated from duplicate, or preferably triplicate tube exposures, ideally from a site that is co-located with a chemiluminescence analyser so that a local bias-adjustment factor can be derived.' In 2017 UDC failed to maintain the local calibration equipment and so had to switch to a national standard. In 2016 while the equipment functioned, the adjustment against raw readings was -6%. In 2017 on national figures it was -23%. The validity or otherwise of this large swing is not commented on in the UDC report. There is concern therefore that current NO<sub>2</sub> concentrations, used as a basis for forecasting, may now be under reported.
4. There is anecdotal evidence from local residents that the London Ultra low Emission Zone, implemented in April 2019, is displacing polluting vehicles into the home counties. In particular by fleet operators switching London compliant vehicles away from this area and replacing them with older ones previously used in London.
5. There is other location specific evidence which modelling may not be considering, which is that the area may not have vehicle fleets of the same quality as nationally. An example is the school bus fleet run by Stephenson's. This has 25 Scania N94 East Lancs OmniDekka's from 2003 to 2005. None of these are Euro VI compliant. The fleet listing is on <https://nqrplan.org/evidence-documents>.

In her report relating to UTT/17/2868/OP, Dr Grossinho concludes:

*'8.1.1 In this Proof of Evidence, I have demonstrated that the proposed development will produce significant air quality impacts affecting residents both in Newport and in the Saffron Walden AQMA area, ranging from slight to substantial adverse.*

*8.1.2 Predicted nitrogen dioxide annual mean concentrations in the opening year indicate the proposed development will create new exceedances to the national nitrogen dioxide annual mean objective within the Newport area. It will also significantly affect UDC's capability to manage local air quality within the AQMA, worsening significantly air quality within this sensitive area. This may affect UDC's capability to meet the annual mean limit value for this pollutant within their area of jurisdiction.'*

The centre of Newport at the B1038 – B1383 junction is particularly sensitive as it has queuing vehicles – the majority of which will have cold-started within the village & will thus be emitting at many times their steady state output – 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, as well as other commuters.

Map 4 B1038 – B1383 junction



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 14<sup>th</sup> June 2019 at 09.22  
B1383 – Debben Rd junction, looking south

Photo 18<sup>th</sup> June 2019 at 07.41  
High St – B1038 junction looking north



Photo 18<sup>th</sup> June 2019 at 07.28  
High St by village shop looking north



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.

**Cumulative impact:** Although larger developments are subject to full cumulative assessments of traffic and environmental considerations, smaller ones have not been. The consequence in Newport is that a very large number of applications from one house up to 50 have not had their cumulative impact assessed. For example Whiteditch and Bury Water Lanes as at June 2019 had taken 288 dwellings from 20 different developments. These lanes are narrow dead ends and almost all traffic feeds through the village. Most of these developments were approved without cumulative assessment.



The Neighbourhood Plan Steering Group has published on <https://nqrplan.org/evidence-documents> a traffic report for central Newport which is to be available to inform future decisions. The report was prepared by Railton TPC Ltd. *‘The purpose of the report is to assess the potential adverse impacts of changes in traffic flows on the local highway network into the future. The need for a transport study arises as a result of significant housing development in the village that has led to concern about adverse impact in terms of congestion, safety and amenity.’*

The report, starting from surveys in 2019 models the traffic at key points in 2019, 2024, 2029 and 2034. Among its conclusions are that the Wicken Rd and Bury Water Lane junctions with the B1383 will exceed working junction capacity in the morning peak during the Plan period, based on existing permissions. As at July 2019, appeals are in progress which could add 250 houses into the catchment for these junctions.

Looking to the future vehicles will become less polluting with the increased use of electric vehicles. However, in a rural area electric vehicles are less viable due to a lack of charging points. Hybrids, being intrinsically less efficient than conventional vehicles with losses in electricity generation and storage and being heavier, have similar fuel consumption to traditional cars. (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 possibly at any time within the lifetime of this Plan

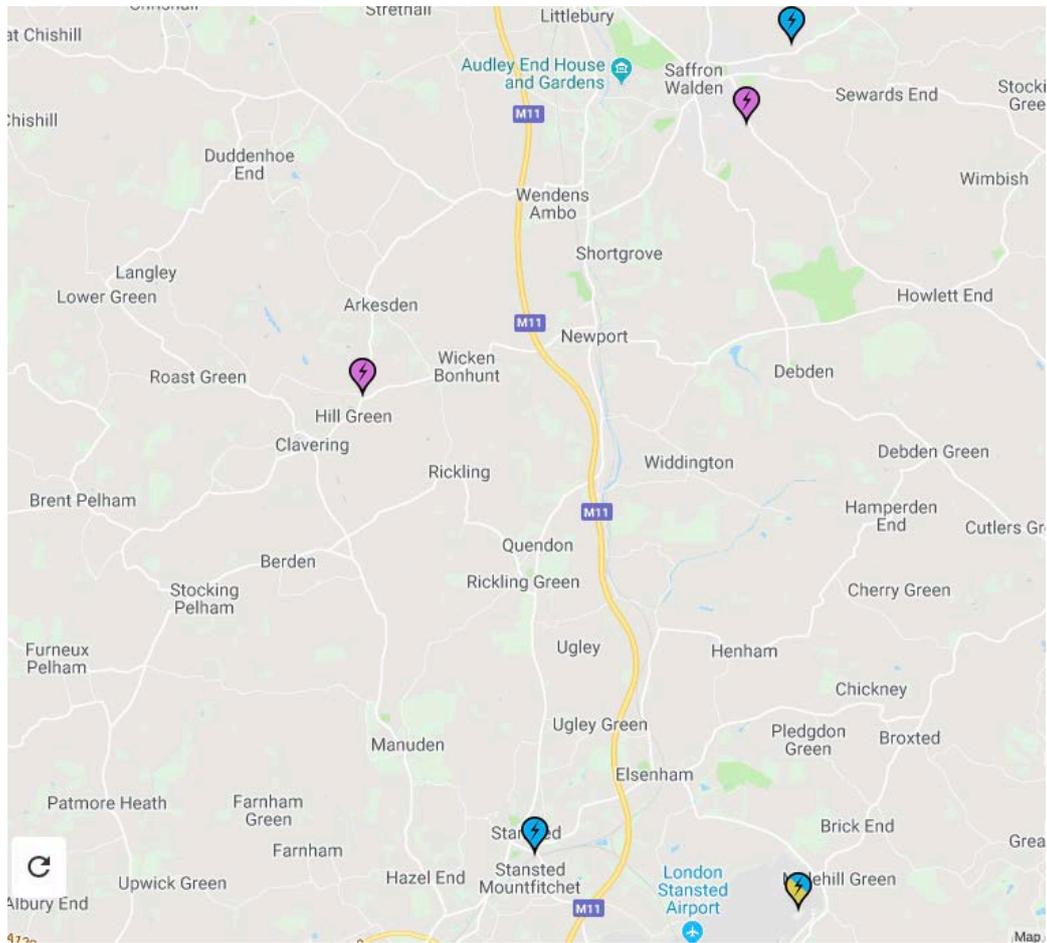
It is possible that continuing research may further reduce the permissible levels thus balancing or negating the technology changes. It was also drawn to the attention of the government Environment, Health, Transport and Environmental Audit committees, who were together considering air pollution (and 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.

No evidence could be found that provision of Travel Plans, provided by developers, make any difference to vehicle usage. In a conurbation where many bus, tram, tube, train and cycle options may be available, there might be benefit from issuing travel guidance and for example promoting use of city based travel phone apps. In the Plan area, however, there is only one fragmentary bus service, one station and no cycleways. It is therefore not considered plausible that a Travel Plan would tell new residents anything they did not already know, or would alter their intended mode of travel. It is therefore considered that Travel Plans should be given no weight in considering development applications unless they offer new off-site travel options which are likely to significantly alter travel patterns for a significant number of journeys and provide information not obvious to residents

A comment from UDC in response to the regulation 14 consultation was *‘Research carried out by the Office of Low Emission Vehicles administered by the Energy Savings Trust suggests that the (lack of) provision of charging points is a barrier to the uptake of electric vehicles, along with battery range and upfront purchase costs’*

The provision of charging points in this area is scarce, see map below as at June 2019 from <https://www.zap-map.com/live/>

**Map 3 Charging Points**



**Speeds** (colours)



Slow  
(3kW)



Rapid DC  
(50+kW)



Fast  
(7-22kW)



Rapid AC  
(43kW)



Unknown



Hydrogen

**Status** (outline)



Available



Charging  
(on some/all devices)



Issues reported  
(on some/all devices)

Until such time as take up of zero emission vehicles in the district 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 as the NO<sub>2</sub> and likely particulate levels were unknown at the time of the survey. There was one consultation comment:

*Air quality needs to be assessed and improved*

### NPPF

**Paragraph 181 states:** *'Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the **cumulative impacts** from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.'*

**Paragraph 103 states:** *'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and **offering a genuine choice of transport modes**. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions **will vary between urban and rural areas**, and this should be taken into account in both plan-making and decision-making.'*

### ELP

#### Policy EN15 - Air Quality says

*"Development will be permitted where:*

- 1. It can be demonstrated that it does not lead to significant adverse effects on health, the environment or amenity from emissions to air; or*
- 2. Where a development is a sensitive end-use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality.*

*Applicants must demonstrate that:*

- 3. There is no adverse effect on air quality in an Air Quality Management Area (AQMA) from the development;*
- 4. Pollution levels within the AQMA will not have a significant adverse effect on the proposed use/users;*
- 5. Development has regard to relevant UDC Air Quality Technical Guidance;*
- 6. 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;*
- 7. Development will not lead to an increase in emissions, degradation of air quality or increase in exposure to pollutants at or above the health based air quality objective;*
- 8. Any impacts on the proposed use from existing poor air quality are appropriately mitigated; and*



9. The development promotes sustainable transport measures and use of low emission vehicles in order to reduce air quality impacts of vehicles.

*Applicants shall, where appropriate prepare and submit with their application, a relevant assessment, taking into account guidance current at the time of application.*

*Where development proposals would be subject to unacceptable air quality standards or would have an unacceptable impact on air quality standards they will be refused.*

*Where emissions from the proposed development approach EU Limit values or national objectives the applicant will need to assess the impact on local air quality by undertaking an appropriate air quality assessment. The assessment shall have regard to guidance current at the time of the application to show that the national objectives will still be achieved.*

*Larger development proposals that require a Travel Plan and Transport Assessments/Statements as set out in Policy TA1 will be required to produce a site based Low Emission Strategy. This will be a condition on any planning permission given for any proposed development which may result in the deterioration of local air quality and will be required to ensure the implementation of suitable mitigation measures.”*

**2005 UDC Policy ENV13 – Exposure to Poor Air Quality** says “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.

## **Policies**

The purpose of these policies is to address issues specific to the topography and vehicle travel patterns in the Plan area, and the paucity of alternatives to travel by car. Applicants may wish to make use of the Newport Transport Study published on <https://nqrplan.org/evidence-documents> to assess the relevance of the policies to their development

### **NQRAQ1 Air quality impact of development proposals**

Development proposals of ten or more dwellings, shall be accompanied by a Transport Assessment and Air Quality Impact Assessment. The air quality assessment shall specifically address the impact of vehicles cold-started within the villages as they queue to exit at the various pinch points. Where adverse air quality impacts are predicted to the level as defined in NQRGSE3, recommending 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.

### **NQRAQ2 Cumulative impact of developments on clean air and traffic congestion.**

To address poor air quality caused by traffic, and congestion within Newport village centre, and its feeder roads to the B1383, development of any scale will not be supported without consideration of the cumulative impact of related vehicle movements. The assessment must include the impact of other permissions in the Plan area, plus the effect on Newport of development in the wider district. Travel Plans may be given weight in considering development applications if they offer new off-site travel options which are likely to alter mode of travel to more sustainable options for a significant number and distance of journeys, and they provide information not obvious to residents

Otherwise, provision of Travel Plans will not be given material weight in the consideration of air quality and traffic congestion.

### **Recommendation**

#### **NQRAQ3 Air quality monitoring and remediation**

It is considered self evident that planning decisions, and decisions relevant to planning, should seek to avoid pollution exceeding the legal limits, rather than retrospectively attempting mitigation after limits are exceeded.

Therefore, if the results show annual mean levels within  $5 \mu\text{g m}^3$  of the legal maximum, currently  $40 \mu\text{g m}^3$ , an Air Quality Management Area (AQMA) should be designated for the affected areas of the Neighbourhood Plan, and an Action Plan produced.

Extending the  $\text{NO}_2$  monitoring to other locations in the Neighbourhood Plan area including the junctions with the B1383 in Newport is strongly supported. Monitoring points on the feeder roads to the B1383 should also be installed as these would assist in defining the area of an AQMA.

### **Conformity statement**

**NPPF 103, 181, The Environment Act 1995, UDC ELP EN15, 2005 UDC Policy ENV13**



## Green Spaces and Environment

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

## Background

**Description of the Plan area** - The parishes of Newport, Quendon and Rickling are traditional rural villages in many ways. However, unusually they have a railway line that bisects 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 as Historic Parks (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. These 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

**Building affecting floodplains** - As recorded in the introductory sections of the Plan, Newport is subject to frequent flooding involving property and road closures

The Environment Agency (EA) maps are created from readings and by computer modelling. They are indicative but may not reflect current conditions. In a meeting concerning flooding issues in Newport, with the EA and representatives from UDC, ECC, parish and district councillors held on 21st March 2018. it was agreed that EA assessments relating to Newport may under-record the flood risk, particularly as the models assume that the channels are 100% available, which many are not. 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.

Despite submissions from residents on planning applications reporting flooding, three flood plain sites (UTT/13/1037/FUL, UTT/12/5198/OP, UTT/13/3297/FUL) 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

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 may not be able to retain as much water as a large flood plain (such as those bordering the Cam south of Station Rd, Newport) which is under water, nor do they typically filter the water.

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

### **New discharges into watercourses**

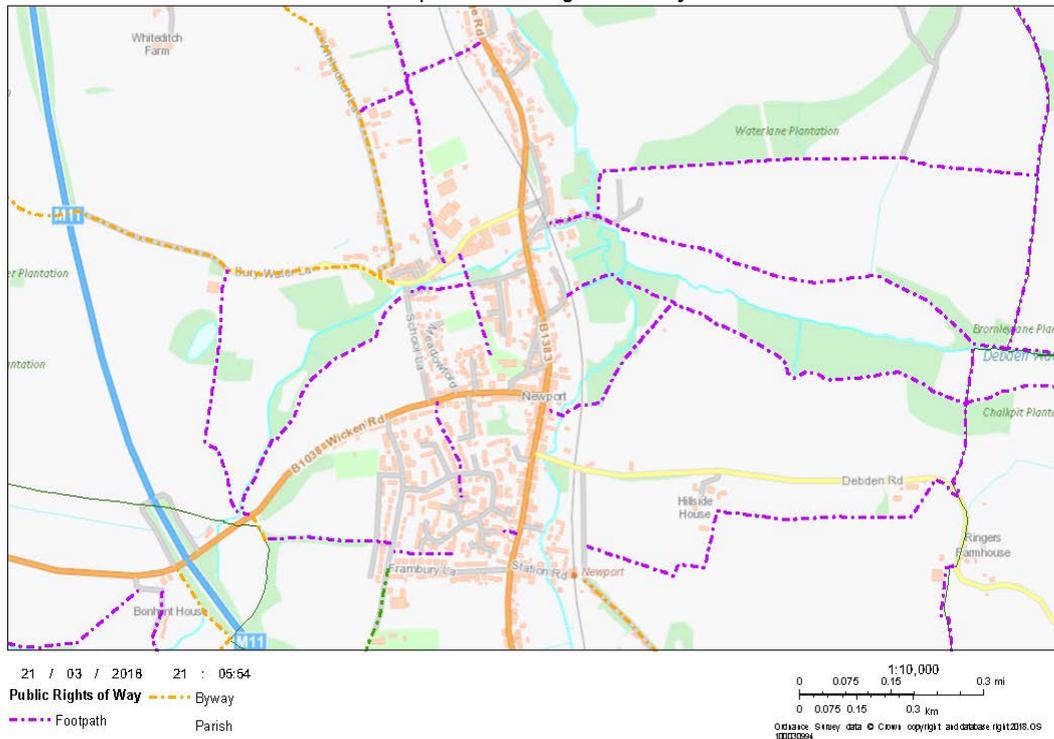
Development sites with existing run offs into watercourses may have flows mitigated by engineering solutions. However, this does not address the issue of entirely new discharges being created directly into watercourses, such as new road drains from recent constructions in Newport running into Wicken Water, a new flood sewer into the Cam from a site for 94 houses replacing the current run off onto a flood plain, and a new flood sewer into Wicken Water from a site pending appeal, from which water currently runs off elsewhere.

To date, Quendon & Rickling do not have significant flood issues.

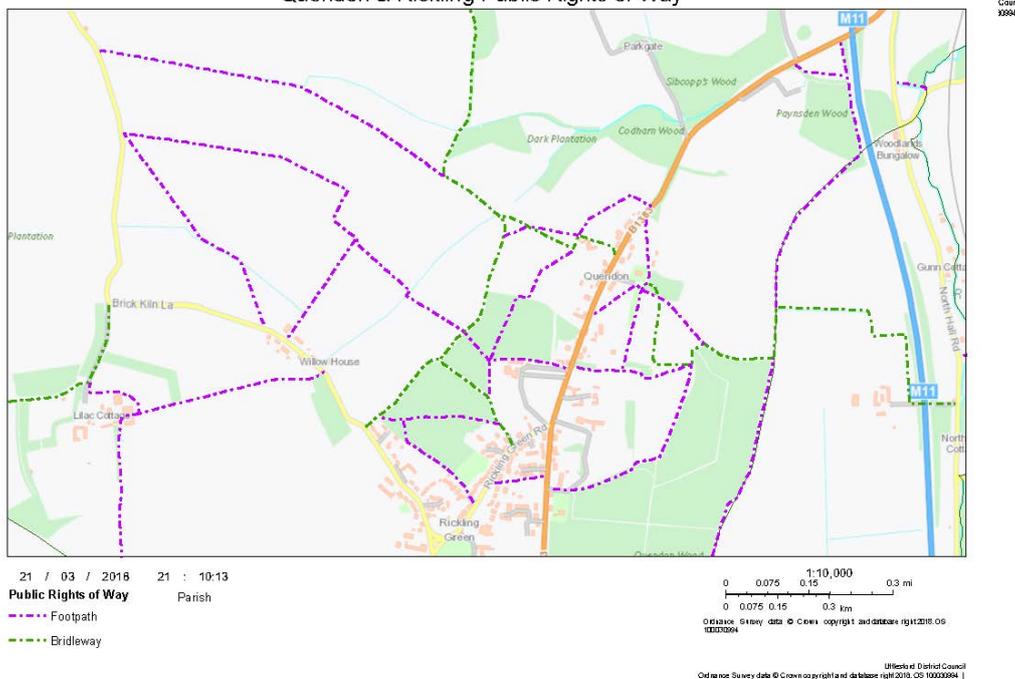
Footpaths, bridleways and byways

Maps 7 and 8 Rights of way

Newport Public Rights of Way



Quendon & Rickling Public Rights of Way



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.

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

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-routeing of paths that reduce accessibility or the loss of adjacent landscape and wildlife features and the 'boxing in' of paths or other rights of way, for example by fencing or walls.

A sample of views and features with high sensitivity to change is shown on the documents titled 'Views sensitive to change' which are published on the Plan website. These are from footpaths, bridleways, byways and roads. Views from roads are considered very important as they are seen by thousands of people a day.

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. ('Constructions' is used as a generic term for anything not there previously. It could be an earth mound blocking views, a ditch, a fence, a building, a sewage pump, a road.)

The fragmenting of footpaths prevents them functioning as wildlife corridors and is therefore unacceptable, unless alternative corridors of equivalent quality are provided

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.



Newport 'footpath 14'



The Harcamlow Way



Winter mud – White Horse Lane path

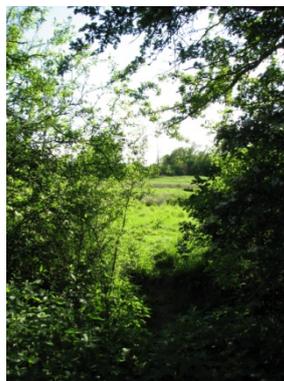
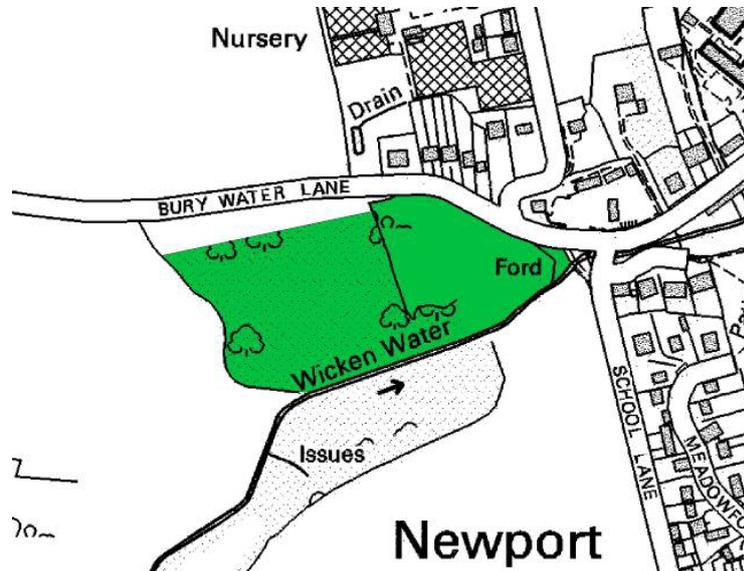
**Water Recycling Centres (WRC)** - The Newport WRC (formerly known as the sewage works) was reported by Hyder Consulting in 2010 for UDC for the Local Plan, to fail on all three key indicators. These are insufficient processing capacity, insufficient dry weather flow in the Cam, and having a combined 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. There is no evidence of any significant upgrade work at the WRC since construction in the 1970's. 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).

**Wicken Water Marsh** - The 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)

### Map 9 Wicken Water Marsh



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

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* '

Concerning its condition and management, the Review says : '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.'

The east side of the site, and the riparian woodland to the south of Wicken Water, is owned by the Ellis Trust, which also owns the development site for 94 houses between London Road and Newport Primary School. There is currently no public access to the site. The LoWs appears to have no maintenance being undertaken. The Ellis Trust intends to set up a Community Land Trust (CLT) for the 95 house site, and members of the community, including one of the Plan Steering Group, may become trustees of the CLT. A representative of the Ellis Trustees has indicated willingness to include their part of Wicken Water Marsh within the remit of the CLT (meeting 15th November 2017)

### Community Consultation Feedback:

Policy question	Summer 2017 survey				Of those expressing an opinion	
	No opinion	Neutral	Like	Dislike	Like	Dislike
New developments should incorporate new footpaths and cycleways for recreation and to link to village facilities	9	5	204	3		
	4%	2%	92%	1%	92%	8%
Biodiversity should be encouraged through the improvement and protection of wildlife corridors	2	8	209	2		
	1%	4%	95%	1%	99%	1%
Development permissions focus on road access . They should also improve connectivity between the development, green spaces and the surrounding countryside	7	22	187	5		
	3%	10%	85%	2%	97%	3%

Comments received included

*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*

*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*

## **NPPF**

Paragraph 155 says: *“Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.”*

Paragraph 156 says: *“Strategic policies should be informed by a strategic flood risk assessment, and should manage flood risk from all sources. They should consider cumulative impacts in, or affecting, local areas susceptible to flooding, and take account of advice from the Environment Agency and other relevant flood risk management authorities, 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.

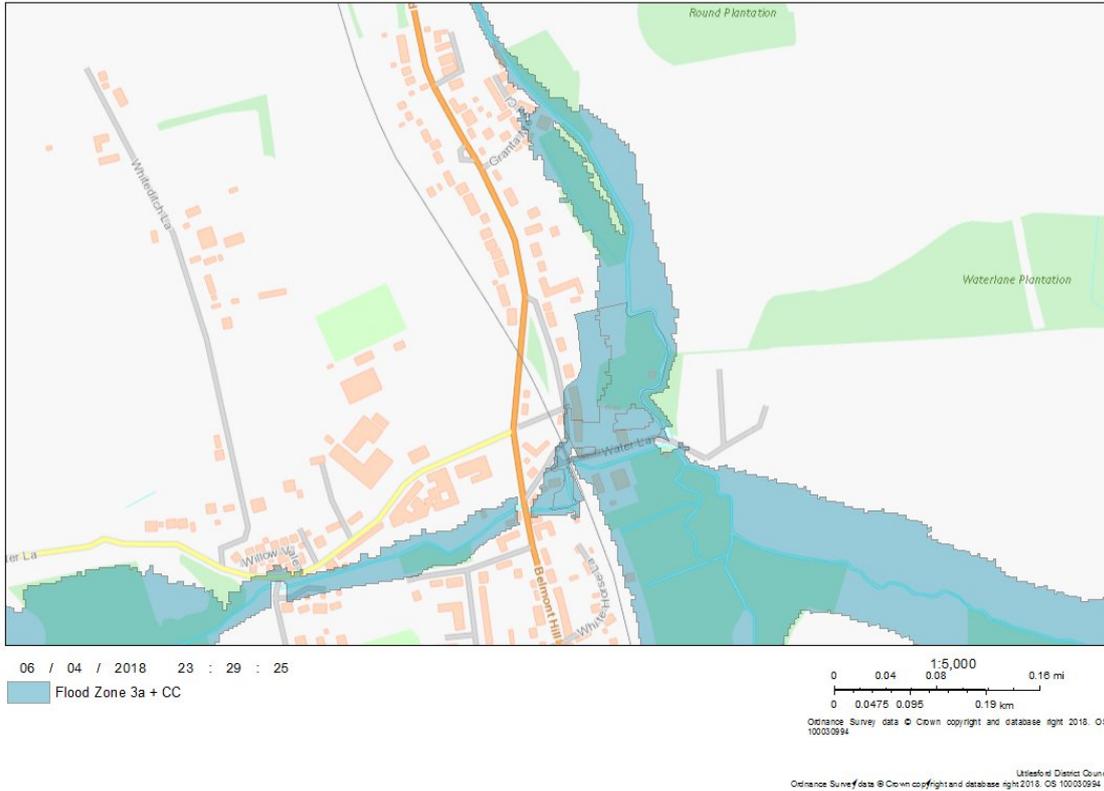
## **ELP**

SP12 Sustainable Development Principles 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’*

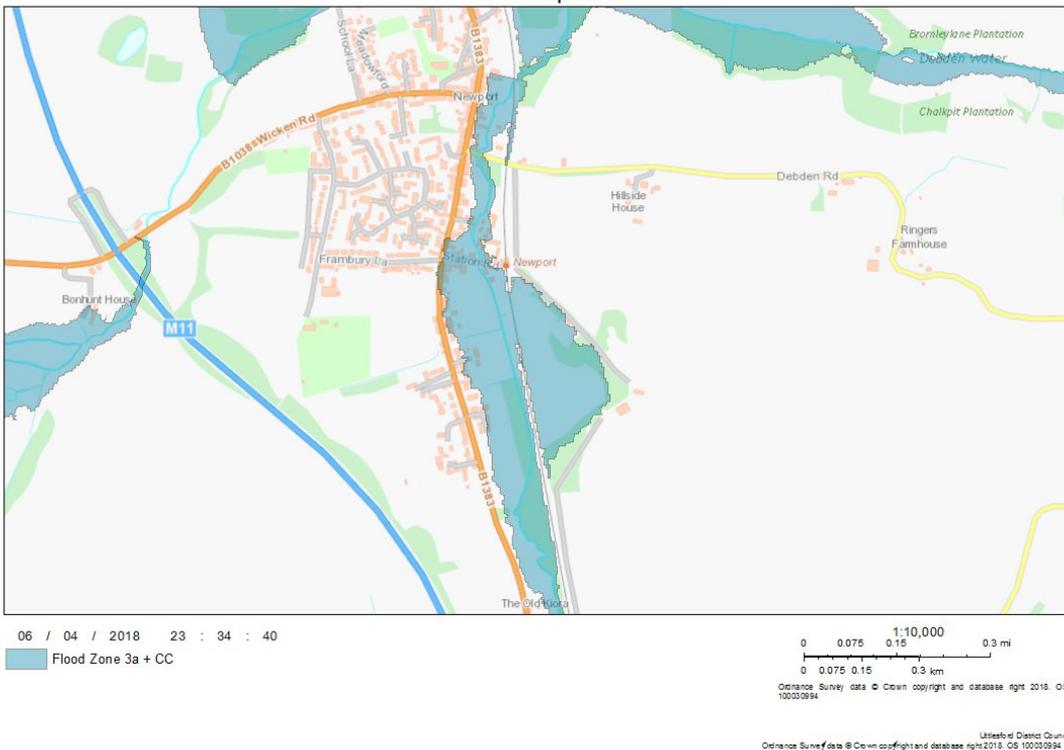
The maps and figures below are EA Zone 3a plus climate change, defined as High probability - Land having a 1 in 100 or greater annual probability of river flooding.

### Maps 5 and 6 Flood Risk in Newport

Flood risk Newport north



Flood risk Newport south



## Policies

### **NQRGSE1 Discharges into watercourses.**

Newport is prone to flooding. The purpose of this policy includes addressing the issue of entirely new discharges being created. This is additional to the protections in the NPPF and ELP which are worded in general terms.

Developments resulting in new water discharges, or run-offs of water, which will enter watercourses in the parishes will not be supported unless there is clear evidence that the effect of mitigating measures will be to reduce, or at worst not increase, the risk of flooding.

### **NQRGSE2 Locally supplied evidence of flood risk.**

In assessing applications for development, weight is to be given to locally supplied evidence. This may include photographs, historical evidence and maps, and statements by residents and parish councils.

### **NQRGSE3 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 the amenity of 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. This includes views identified as sensitive to change, as shown in the appendices published on <https://nqrplan.org/evidence-documents> and on maps 16 and 17 in this document

Footpath diversions will need to be of at least equivalent quality to the path being replaced

**Conformity statement: UDC ELP SP12. NPPF 155, 156**

## Recommendations

### **NQRGSE4 Developments bordering hedgerows.**

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.

**NQRGSE5 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 or other appropriate body. 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.

**NQRGSE6 Sewerage systems.**

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



## Education and Health

**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

**Healthcare** - The West Essex Care Commissioning Group (WECCG) in a response to application UTT/17/2868/OP on the UDC planning portal on 31 Oct 2017 show the patient list for the Newport surgery as 8,003 and its capacity as 6,423 patients. Current permissions suggest around 1,500 extra patients in Newport and around 125 from Quendon & Rickling. There is also significant development underway elsewhere in the surgery's catchment area – which includes Clavering – so an increase of 2,000 patients may be a reasonable assumption.

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 already approved development and hence the extra capacity needed.

The WECCG five year plan<sup>1</sup> factors increases in population of about 1.1% pa in the period to 2019. Given the scale of permissions envisaged within the UDC local plan, this was clearly inappropriate, not least for Newport, Quendon & Rickling.

It is more realistic that plans for around 25% increase in the baseline demand should be being actioned promptly to reflect house both already built and under construction

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)*

**Primary school places** - There are primary schools at Rickling Green, Newport and Clavering (which is not in the NQR 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.

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*

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<sup>1</sup> <https://westessexccg.nhs.uk/news-and-publications/publications/plans/five-year-plan/2355-weccg-5-year-plan-cm-final-update-jan-2015-1/file>



*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.*

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 UDC Planning 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 allocation did not feature 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; Essex did not waive the full educational cash contribution required)

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 provision that involves commuting out of the villages to distant primary schools is not sustainable and not acceptable.

At the time of writing (Spring 2019), in 'Meeting the demand for school places in Essex - 10-Year Plan - 2019 – 2028' the education authority proposed a 15 place 'bulge class', with location not stated, and unspecified extension to Newport primary in 2022/23

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

*Statutory Consultee Feedback from ECC - 'Under section 14 of the 1996 Education Act, Essex County Council must secure sufficient school places to serve their area. There is a range of school place providers including Academy Trusts. Nationally, schools are placed into 'planning groups' agreed between the local authority and the Department for Education. These groups reflect local geography, historic admission patterns and alternative provision.*

*Essex County Council's '10 Year Plan' to meet the demand for school places notes that Clavering Primary School is being expanded for September 2018 and that a further expansion in 'group 6', which also includes Newport & Rickling primary schools, may be required around 2020.'*

Steering group note: Clavering is not in the NQR plan area.

ECC effectively recommended refusal of a large planning application for 104 houses in nearby Thaxted on the same grounds as this policy, ie insufficient places at Thaxted and distance to travel, despite Thaxted being in a group of five (Debden , Great Sampford , Radwinter, Thaxted and Wimbish). The infrastructure planning officer at Essex County Council said in the consultation letter to Uttlesford District Council (UDC): *"The proposal is within the priority admissions area of Thaxted Primary School, which has capacity for up to 266 pupils. It is the only school in Thaxted. As of January 2018, the school had 243 pupils on roll and was full in two year groups...Unfortunately, it would be extremely difficult to expand Thaxted Primary School on its current site and, **with no other schools***

*within reasonable walking distance of Thaxted, accommodating pupils from any new homes built in Thaxted will be problematic.” (NQR Plan emphasis)*

**Community Consultation Feedback:**

Policy question	Summer 2017 survey				Of those expressing an opinion	
	No opinion	Neutral	Like	Dislike	Like	Dislike
I generally have no difficulty getting suitable appointments at the Newport surgery	34	37	105	45		
	15%	17%	48%	20%	70%	30%
There should be a new larger Health Centre close to public transport	3	52	150	16		
	1%	24%	68%	7%	90%	10%

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 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**



Paragraph 34 says: *Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for **education, health**, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.*

Paragraph 94 says: *It is important that a **sufficient choice of school places is available to meet the needs of existing and new communities**. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:*

*a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications;*

## ELP

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.

For schools, policy TA1 Accessible Development says :

*4. Development should be located where it can provide safe, attractive, direct walking and cycling routes between new developments and **schools**/ other community infrastructure, together with appropriate design for these new facilities that encourages and delivers sustainable travel;*

## Policies

### NQREH1 General Practice

The timely expansion of Newport Surgery as identified by the practice management will be supported. Relocation to a site easily accessible from public transport will also be strongly supported.

The purpose of this policy is to reflect the geography of the Plan and surrounding area where primary age children may currently be required to commute to school. It is considered reasonable, sustainable, and in the interests of the health and well being of young children that where primary schools are present in their home villages, the Education Authority (EA) should provide capacity in each village rather than requiring them to attend distant schools. These principles are supported by the NPPF and the ELP, and this policy enacts those principles as they apply to the Plan area.

### NQREH2 Primary school places

Granting of planning permissions for new homes should be conditional upon the EA confirming that places will be made available, **at the nearest primary school** in the NQR Plan area, on the date of first occupancy, for the whole of the permitted development. To be clear, 'nearest primary school' does not mean groups of schools, and 'available' means actual capacity at the time of occupation

across all year groups.

For developments releasing in phases the condition may be applied separately to each phase.

To account for the cumulative effect of many small developments, this policy includes all developments of any new residential property

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.

The number of places to be available may be calculated using the figures from the Education Authority's 10 year plan (or as subsequently amended); currently these are 0.3 additional primary school pupils per new house and 0.15 additional pupils per new flat. So for example 10 houses would need 3 places and one house at least one place.

'Nearest school' will in the majority of cases not be in doubt. However the EA's procedure for determining school transport eligibility may be used to define the nearest school.

**Conformity statement NPPF 34, 94, ELP TA1**

## Heritage

**Objective 7** - *To ensure the conservation and enhancement of our heritage assets.*

Listed buildings have protections against inappropriate work which is enforced by the planning system. However, even in a Conservation Area, unlisted buildings have no protection against potentially inappropriate work which may be done within permitted rights, such as loft conversions, installation of uPVC windows and doors and velux windows.

It is however available to 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.

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

Examples of buildings are:

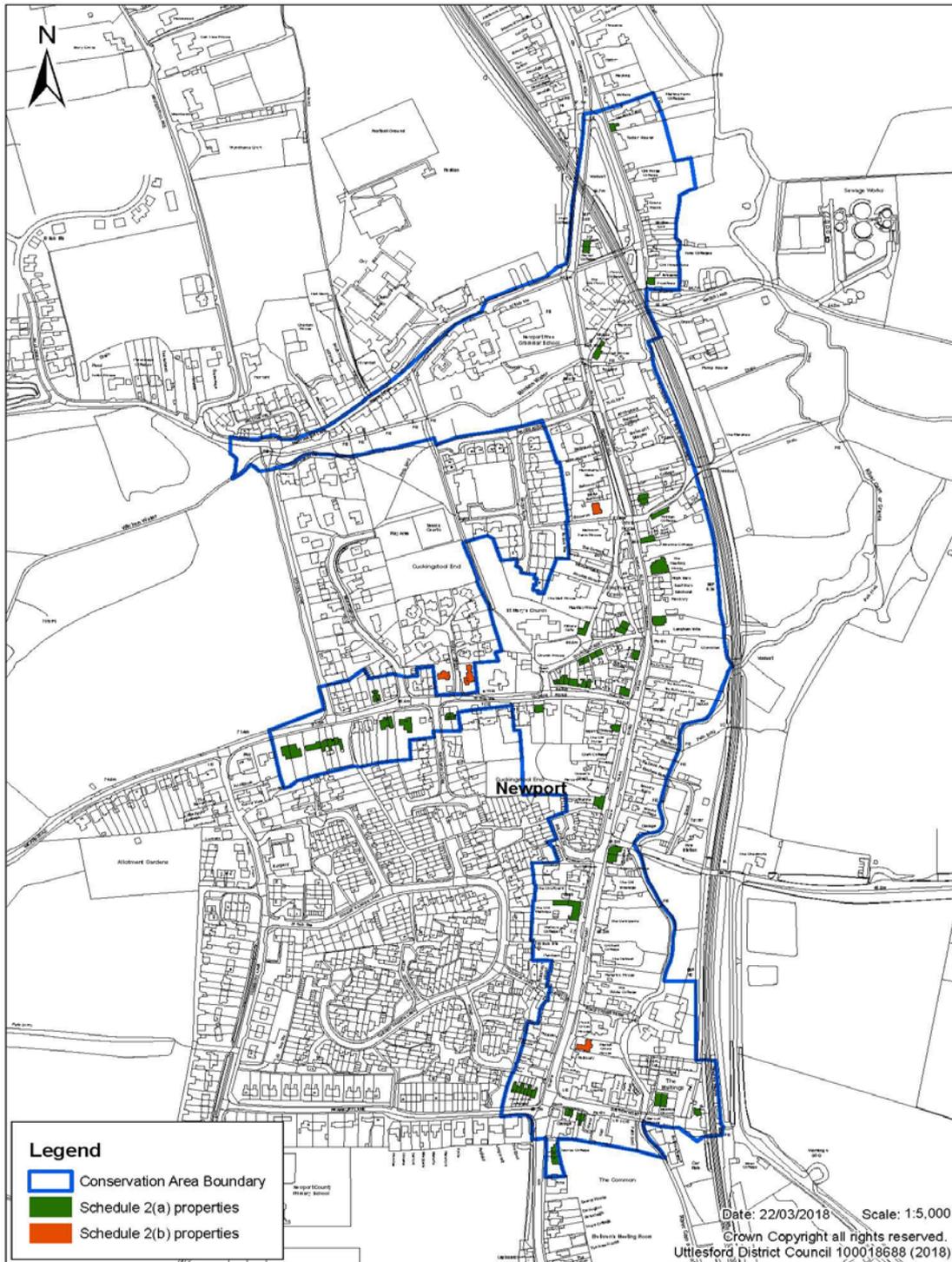


Millers Gate Newport – Article 4 protected



Old Parish Hall Quendon – On Local Heritage list but no Article 4 protection

## Newport Article 4 Directions





Quendon and Rickling has the following included on the UDC Local Heritage List:

Cambridge Road. Rosebush Cottage and The Cottage, Pond Cottage, Village Fountain, The Village Hall, 1 to 4 Red Brick Cottages,

Rickling Green. Candle Mass Cottage, Cast-Iron Finger and directional post. (This is the one pointing to Clavering and oddly the Brixton Lane low level finger post is not included)

Rickling Green Road. The Old Parish Hall, Rickling C of E School, No's 1 and 2, 1, 2 and 3 Lacey Cottages

Although referenced in the regulation 19 Local Plan, the list has no legal weight, for example, to override permitted rights to make alterations

### **Recommendation**

#### **NQRHER1 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



## Housing Allocation Policies

**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*

**Objective 9** - *To ensure that the location of new developments are sustainable and retain and complement the essential characteristics of our villages.*

## Background

What distinguishes a town from a village? 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. Villages are quieter than towns, with less traffic and less light, noise and air pollution. Residents may feel a greater responsibility for their village than they might to a larger settlement. On the other hand village residents may need to travel significant distance to access services such as a major hospital or a post office. Towns have more facilities: for example for sport and recreation, restaurants, public transport, shops, public facilities and employment. Compared to towns, villages are distinguished by smaller geographical size and population, fewer facilities and 'oneness' and community.

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

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.

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, with poor vehicle access and highly visible in the landscape. 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.

Developments so far approved or built since the start date of the new 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

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.

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.

A large number of individual applications totalling 68 houses have been permitted along Whiteditch Lane in Newport (as at June 2019, and applications for 8 more houses were awaiting determination). 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. Residents and the parish council consider it unsuitable for this scale of development. In 2011 it had 12 large houses.

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:**

Policy question	Summer 2017 Survey				Of those expressing an opinion	
	No opinion	Neutral	Like	Dislike	Like	Dislike
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%

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.*

*'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'*

Site Assessments have been carried out and are on the following documents, published on <https://nqrplan.org/evidence-documents>

- Site Assessment process and evidence
- Site assessments table
- NQR Plan site assessments
- UDC Plan calls for Sites 2015 and 2017, Newport and Quendon

The Site assessments table includes many sites in the villages already given permission. Although there is no point doing further assessment, 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 being built in 2018 and 2019 in Newport has caused significant damage to the historic upland view and is highly visible in the landscape. If applied for now it would be in material contravention of several policies in this Plan and the ELP. Thus this Plan seeks to address the perceived errors made in the recent past



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, and without necessary infrastructure and service improvements.

### **Plan area housing requirement**

It is considered that the key requirement for the Plan area is for social, or housing association, housing. This is typically at 50% of market value. Based on the very successful Hastoe development of 34 dwellings, the Plan supports a requirement of a further 30 such dwellings.

### **NPPF**

**The ministerial foreword says** *“Our historic environment – buildings, landscapes, towns and villages – can better be cherished if their spirit of place thrives, rather than withers.”*

**Paragraph 103 says** *“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”*

**Paragraph 109 says** *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

It does not define 'severe' and the impact may be noise and air pollution as well as queues. It is considered that traffic issues should be viewed differently depending on whether you are in a village or a city. In a town or city you have other benefits to trade off against the disadvantages of more traffic

### **ELP**

**SP2 The Spatial Strategy 2011-2033 says** *“For Newport, classified as a Key Village, no further houses are required additional to those already permitted.”*

The statement identifies Quendon & Rickling as a Type A village and says “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.

The Steering Group considers that Quendon does not meet all the criteria to be a type A village as it does not ‘act as a local service centre’. It has no shop, post office, garage, service or medical facilities and no public transport in the evenings or on Sunday.

The policies and site allocation in the Plan meets the housing requirement figure given by the LPA in the ELP

**SP12 - Sustainable Development Principles states** “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;
- Reducing, to an acceptable level, any impacts arising from known or potential contamination both on development sites and on sites which affect development sites;
- Locating development on land identified as being at low risk of flooding and being designed to reduce the overall risk of flooding to the development site, and any cumulative impacts from the development on local areas susceptible to flooding.”

Other principles in SP12 are on water consumption, recycling and energy efficiency

**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





## 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.’

## Newport Conservation Area report

**Paragraph 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’*

**Paragraph 1.71** says *‘Important views: Development proposals that would significantly alter these important views will not be appropriate’*

## Policies

### NQRHA1 – Coherence of the villages

One of the purposes of this policy is to address the impact of the linear layout of Newport. The built environment is currently along the B1383 for 2.2km. The Plan site assessments use the following criteria for distance to facilities and services; poorly located if > 800m, moderately located if 400m to

800m, and favourably located if <400m.

In order to retain the coherence of the villages as individual settlements and reduce dependence on travel by car, including vehicle journeys starting and finishing in Newport:

- Development of sites within the Newport Development limits will be supported if of a scale and setting relating well to the village, with good vehicle access and where safe, convenient pedestrian and cycle access is in place providing good connectivity from residential areas to the village centre and the railway station and bus stops.
- To avoid internal vehicle journeys further development along the B1383 beyond the development limits north or south of the villages will not be supported.
- Further development outside of the development limits shown in the Development Limits maps (see maps section), will not be supported other than;
- Development appropriate for a countryside location, defined as agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside.
- Small scale infill development within or immediately adjoining significant existing clusters of development;
- Affordable housing on rural exception sites to meet an identified local need which cannot be met in any other way;

#### **NQRHA2 – Building on Brownfield Sites**

To support local and national policy to use brownfield first, commercial and / or housing development on previously used land such as the redundant quarries and glasshouses will be supported

#### **NQRHA3 – Connection with the countryside**

To retain the close connection with, and views of, open countryside, development will not be supported in these locations:

- Up the valley side on the east of the railway at Newport
- 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

These locations are defined on Map 19

#### **NQRHA4 - Building in the countryside**

The following professional reports should inform planning applications in the Plan area:

- The Essex Landscape Character Assessment 2003 which defines the general landscape characteristics and sensitivities of the parishes. It uses a photo taken from Wicken Rd in Newport to illustrate the particular characteristics of the Cam Valley
- The UDC Historic Settlement Character Assessment 2007 defines the particular sensitivities of Newport and its surroundings

- The Conservation Area appraisals. These refer to outward views and connection to the countryside

This policy is based on the ELP policy C1. It is included to bring it in to effect promptly and is modified to identify particular facets of the Plan landscape.

Development will be permitted provided that:

- Cross-valley views in the river valleys are maintained with development on valley sides respecting the historic linear Newport 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 the churches of St Mary's Newport and All Saints Rickling;
- 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;
- It preserves and enhances the landscape significance and better reveals cultural and heritage links

Additionally

- Development outside of the Cam valley, as defined and evidenced in Map No15, will not be supported, except for development appropriate for a countryside location as defined in policy HA1

#### **NQRHA6 Foxley House, Quendon , site allocation. (Ref '2 Que 15')**

The allocation is also in the ELP. It is included here to give prompt effect to the allocation and to further supporting requirements not included in the ELP.

This site is allocated for up to 19 dwellings. A full description is provided in the site assessment documents on <https://nqrplan.org/evidence-documents>

Subject to the following site specific requirements:

- The development provides a housing mix for a 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. As the two new adjacent developments, Bluebell and Ventnor, have separate vehicle accesses onto the B1383 it is considered not acceptable to add another adjacent access.

- The development must not impact adversely on the Conservation Area and must be complementary to the surroundings.
- Provision of a 'safe convenient internal footpath' into the village parallel to the main road, to be for public use including from the Bluebell and Ventnor developments to the south.

**Conformity statement: NPPF 103, 108, 118 ELP C1, SP2, SP12, Newport Conservation Area Report, Newport Village Plan 2010, Quendon & Rickling Conservation Area Report, Quendon & Rickling Village Plan 2015, Essex Landscape Character Assessment 2003**



## Housing Planning and Design Policies

**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 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

**House sizes and affordable housing** - 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

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.

The 2015 Strategic Housing Market Assessment (SHMA), completed 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 greater demand 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. (ELP policy H2 Housing Mix)

The Office for National Statistics (ONS) 2016 Household projections shows there were 8,091 one person households in Uttlesford in 2016. Out of a total of 33,982 households this is 23.8%. The ONS projection for 2041 is 12,022 out of a total of 44,446, which is 27%. One person households will be those needing one and two bedroom properties and so it is unfortunate that the SHMA does not consider the need for one bedroom properties of any type, or the need for 2 bedroom market value homes.

The community consultation feedback for the Neighbourhood Plan shows 76% of respondents in favour of 1-2 bedroom properties and 81% in favour of 2-3 bedroom properties. It also supports the need for social housing – at genuinely affordable rents. 90% of respondents did not think there is a need for more 4 and 5 bedroom properties. In the Plan area 41% of permissions granted between 2011 and 2018 were for 4+ bedroom market houses (see table below: Approvals from April 2011 to March 2018)



It is considered that larger developments should contribute to the balancing of the ratio of supply to demand for the different house sizes. Statistics of stock availability by house size versus housing enquiries can be purchased from major online platforms such as Rightmove. A sample report for Saffron Walden is in the evidence base on <https://nqrplan.org/evidence-documents>. Sales statistics on their own do not address this as in the end any house of any size will sell. Building 41% large houses may be more profitable than building a balanced mix, but it matches neither with the ONS household size figures, nor local opinion as expressed in the Plan survey.

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 supplied to the Steering Group for the Plan area were not usable. 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.

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.

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, although the NPPF specifies it may be applied at 10 houses (para 63 *'Provision of affordable housing should not be sought for residential developments that are not major developments'*). The definition of a major development is: *'For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more.'* Below 11 houses no application in Uttlesford 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. As the NPPF allows the affordable requirement to start at 10 houses this Plan seeks affordable contribution of 40% on sites of 10 homes and includes the area criterion of 0.5 ha or more to address potential underfilling.

'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 housing in the area which they could afford.
- 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 for Salmon Field (Hastoe Housing) is being on the UDC Housing List.

It is considered that the best way to ensure that social homes go to those in the greatest need is by taking tenants from the local authority waiting list. The list gives priority to local connection and therefore also supports the cohesion of the local community by allowing residents on low incomes to live in the locality where they may have their jobs, connections and support networks.

**Table 2 - Housing stock at 2011 Census**

<b>Number of bedrooms</b>	<b>Newport</b>	<b>Q and R</b>	<b>Total</b>	<b>Percentage</b>
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>

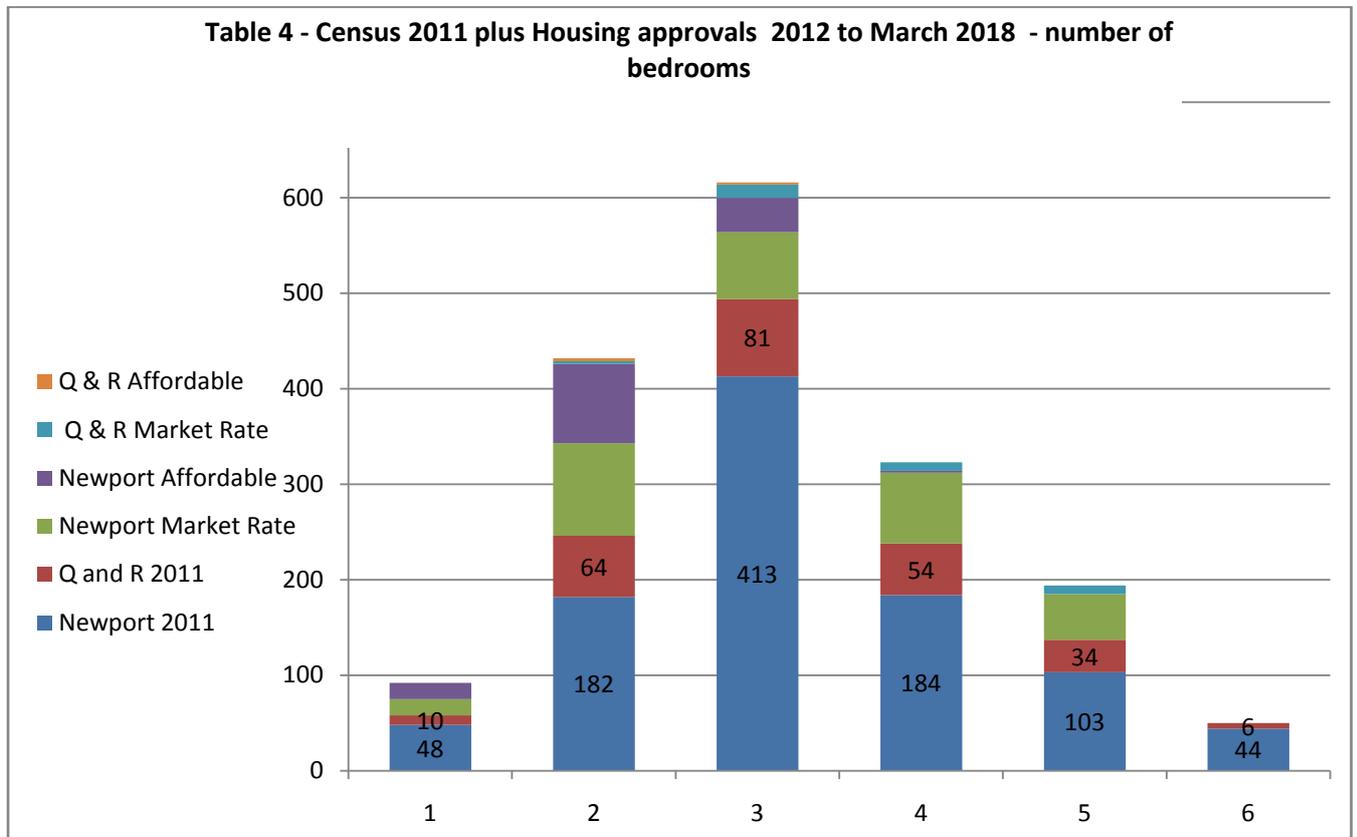
**Table 3 - Approvals from April 2011 to March 2018**

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.

Update as at March 2019; Newport has another 20 houses approved, from 444 up to 464. Forty care home places approved in Newport are not included in the above table of approvals. There were no care homes in the Plan area in 2011.

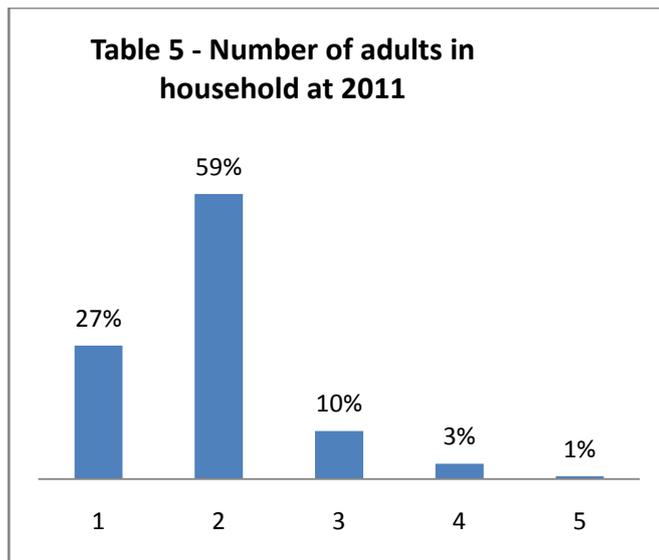
**Table 4 - Census 2011 plus Housing approvals 2012 to March 2018 - number of bedrooms**



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.



This chart shows for Uttlesford the number of people over 16 per household. The ONS 2016 Household projections show Uttlesford with average household size in 2016 as 2.5, falling to 2.4 in 2033 (interpolated 2031 – 2036 from tab 427 on the ONS spreadsheet on the Plan website).

Although not all single adult households will want one room houses or flats, the social housing demand shown below is supporting evidence that there is unmet demand for single bed properties. This is to be expected when house prices are very high and particularly so in the Plan area where Uttlesford has higher prices than the Eastern region, and of the Wards in Uttlesford, Newport Ward has the third highest prices (Uttlesford Housing Market Report – March 2018 (Q3))

### 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%



**Housing Design** - 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.

Within the Conservation Areas, new building and rebuilding are already protected. However, it is noted that unlisted buildings in Conservation areas have broadly no extra protection and, for example, permitted changes such as loft conversion do not need permission and neither do replacement windows and doors. Also, although Conservation area considerations apply to a new builds, once completed, permitted changes can be made, including something specifically refused on first build. 'Article 4' designation may be used in these cases, to protect the external appearance, where the rest of the property may not warrant listing. 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.

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.

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.

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.

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.

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)

**Parking Spaces** - 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

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.'*

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

**Specimen trees** - The Essex Design Guide (EDG) 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)

#### Community Consultation Feedback:

Policy Question	Summer 2017 Survey				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	<b>1</b>	<b>35</b>	<b>164</b>	<b>21</b>		
	<b>0%</b>	<b>16%</b>	<b>74%</b>	<b>10%</b>	<b>89%</b>	<b>11%</b>
There is a need for more 1-2 bedroom flats or houses	<b>5</b>	<b>59</b>	<b>120</b>	<b>37</b>		
	<b>2%</b>	<b>27%</b>	<b>54%</b>	<b>17%</b>	<b>76%</b>	<b>24%</b>
There is a need for more 2-3 bedroom flats or houses	<b>6</b>	<b>57</b>	<b>128</b>	<b>30</b>		
	<b>3%</b>	<b>26%</b>	<b>58%</b>	<b>14%</b>	<b>81%</b>	<b>19%</b>
There is a need for more 4-5 bedroom flats or houses	<b>10</b>	<b>61</b>	<b>15</b>	<b>135</b>		
	<b>5%</b>	<b>28%</b>	<b>7%</b>	<b>61%</b>	<b>10%</b>	<b>90%</b>
There is a need for more 6 or more bedroom flats or houses	<b>10</b>	<b>33</b>	<b>4</b>	<b>174</b>		
	<b>5%</b>	<b>15%</b>	<b>2%</b>	<b>79%</b>	<b>2%</b>	<b>98%</b>
Parking arrangements where vehicles cannot easily be accessed (eg tandem) should not count towards the number of spaces required by UDC policy	<b>31</b>	<b>41</b>	<b>117</b>	<b>32</b>		
	<b>14%</b>	<b>19%</b>	<b>53%</b>	<b>14%</b>	<b>79%</b>	<b>21%</b>
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	<b>8</b>	<b>24</b>	<b>179</b>	<b>10</b>		
	<b>4%</b>	<b>11%</b>	<b>81%</b>	<b>5%</b>	<b>95%</b>	<b>5%</b>
The height and scale of new buildings should be consistent with the area and with nearby properties	<b>6</b>	<b>6</b>	<b>207</b>	<b>2</b>		
	<b>3%</b>	<b>3%</b>	<b>94%</b>	<b>1%</b>	<b>99%</b>	<b>1%</b>

Sites for new developments should not compromise rural and village views, both close up and long distance	5	12	200	4		
	2%	5%	90%	2%	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		
	2%	4%	93%	1%	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		
	2%	11%	81%	6%	93%	7%

There were many text comments, some making the same points, 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*

***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*

#### **NPPF**

The NPPF makes no specific recommendation on densities.

#### **ELP**

Policy D2: Car Parking Design says ' *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 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'*



UDC Policy H2 - Housing Mix, says *'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'*. It makes no comment on one bedroom houses.

Policy H6 - Affordable Housing says *'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.'*

## **EDG**

Considers 20 houses per hectare as the dividing line between high and low density, and 8 houses per hectare as 'Arcadia'

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

*States '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.'*

## **Policies**

**NQRHD1 Parking Standards** – Parking arrangements must be in compliance with UDC ELP policy D2, Essex Parking Standards 2009 and UDC Residential Parking Standards 2013.

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

**NQRHD2 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

Planning applications of all sizes, including single houses, will be expected to show how they comply with the Essex Design Guide.

#### **Densities**

Within the development limits, particularly in village centres, housing densities may be to the top end of the UDC density range of 50 per hectare. Outside of development limits a maximum of 20 per hectare will be supported.

**NQRHD3 Use of Specimen Trees** - New developments will be expected, wherever possible, to incorporate adequate space for the planting of specimen trees, and to plant such trees, for example in amenity areas and on perimeters. The Essex Design Guide lists suitable species.

**NQRHD4 House sizes** - 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 full range of house sizes

As neither the ELP nor the SHMA specify the requirement for one bed homes, or 2 bedroom market value houses, developments with at least 15% of affordable homes being one bedroom will be supported. For market value housing, developments will be expected to provide a ratio of one and two bedroom houses in line with evidenced local demand.

Applications for ten or more houses are expected to contribute to the balancing of the housing stock towards the sizes of house in greatest demand. They will need to show independent evidence of the demand to supply ratio for the mix of house sizes being applied for.

**NQRHD5 Social homes and local connection** - In allocating social 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.

**NQRHD6 Affordable housing** - Developments on sites of 10 dwellings, or where the site has an area of 0.5 hectares 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.

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

#### **Conformity statement**

**NPPF 63, 112. ELP policy D1, D2, D3, D6, EN1, EN2, EN3, EN4, EN10, H2, H6, West Essex Strategic Housing Market Assessment (Sept. 2015). Essex Design Guide 2018.**



## Roads and moving around

**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

**Newport Bypass and the M11** - Motorways are national infrastructure. The government has 'deprioritised' both the widening of the M11 and making the M11 south of J8 a 'smart motorway'.

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 provided 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.

The Harlow Council website says the new junction 7a will support the building of 15,000 homes, which is part of the business case.

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

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.

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.

**Speed Limits and Footways** - 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. The Uttlesford Highways Panel in January 2019 agreed the principle of a 40 mph buffer

zone to the south of Quendon under project LUTT182013)

Developments accessing only to the B1383, where there is no footway alongside the road, have been built or are permitted without requirement to provide safe footways to access the villages. The Uttlesford Highways Panel has discussed providing a pavement from the new developments to the Village Hall area. The agenda papers for June 2019 meeting indicate that a pavement will be laid by March 2020.



**Safety, and Mitigation of traffic impacts** - The Uttlesford Local Transport Study (December 2016) paragraph 3.4.25 images (Traffic Master results) show congestion around the 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 2016 further development has been permitted in Newport with access to the wider network primarily via the B1383. 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”*.

**Speeding and crossing the road** - In Newport there are frequent postings on facebook and to the Parish Council about vehicles not stopping at the pedestrian crossings

Mini roundabouts may be a traffic calming measure at certain locations, however the Essex Highways projects officer has stated they should only be installed where the roads are of fairly equal status eg B road to B road. Therefore 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

For a zebra crossing mean speeds must not be above 35mph. Otherwise a puffin or pelican crossing should be used (which are a different types of sensor). Streetlights 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

Newport has a Vehicle Activated Speed sign on London Rd, installed in March 2018 and extension of the speed limit with a 40 mph buffer on Cambridge Rd has been approved. Extension of the speed limit with a 40 mph buffer to the south of Quendon has also been approved in principle.

Quendon & Rickling PC have previously consulted local residents and approached Essex Highways Authority on a number of occasions concerning reported speeding, crossing the road, and parking on pavements. In particular this relates to the B1383 as it passes through Quendon. It was noted by the Highways officer in discussion with the Steering Group that for most of the day there is little foot traffic crossing the road, and without a record of deaths or serious injury it is unlikely that Essex would consider any measure that will require considerable capital outlay.

Nevertheless, there is regular foot traffic across the road to the bus stop and village hall amenities, particularly school students and the elderly. Lack of a safe crossing point leaves some of the most vulnerable members of the community isolated.

The following is therefore 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*

*It is understood that these two requirements can be viewed as mutually incompatible; that traffic calming measures would create a more urban environment. However, this need not 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.***

This scheme has been considered and in some cases applied in Holland and Britain and it is thought that the B1383 through Quendon could benefit from such a scheme; with central lines being removed as vehicles enter the village. Adding a different coloured road surface, creates 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 below show the effect of removing lines so as to change the perception from a busy main through road to more of a rural setting.



**Parking** - In Quendon, vehicles park on the



pavement outside Waterbutt Row and on occasions further to the south causing unnecessary restrictions to pedestrians. Residents have no off-street parking and it is considered too dangerous to park on the B1383 itself because of the speed of the traffic. The Uttlesford Highways Panel project LUTT172011 'Feasibility study to look at ways of improving the parking situation outside the Cottages', has not been carried out

Photos below show pavement parking looking north and south outside Waterbutt Row





Example of street parking arrangement in Saffron Walden



**Cycleways** - Sustainable development policies, and health related policies, encourage cycling.

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 and by the entrance to Parklands, where there is only room for the existing footway.

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 considered to be unsafe for cyclists due to the heavy volume of traffic. The existing pavement is heavily overgrown and is currently unsuitable for both pedestrian and cyclists.

Essex Highways confirm that a 3m width is needed for a combined foot and cycle way. This width appears available for much of the B1383 in question. Complex ownership can cause difficulties and Essex CC is believed to be ascertaining areas for which they are responsible. The UDC Cycling

Strategy 2016, produced by Essex Highways does not include anything along the B1383.

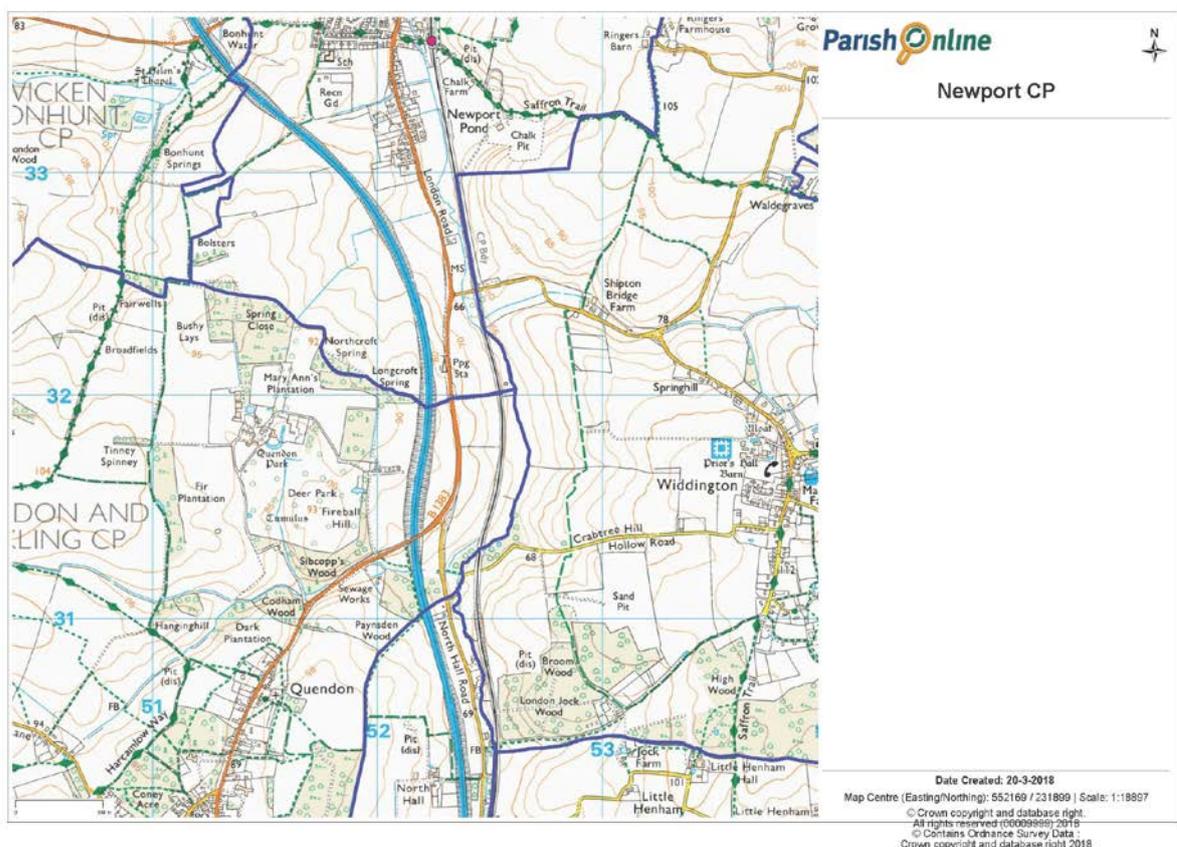
In February 2016, following an action within the Village Plan, Quendon & Rickling parish council raised a highways request for a clearance and a cycle way within the parish boundaries:

*'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 village's 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'*

Funding from Sustrans may be a possibility

The UDC Cycling Strategy 2016, produced by Essex Highways does not include anything along the B1383.

**Map 11 – Section of the B1383 proposed for a cycleway**



**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 congested 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.

To reach the B1383 traffic must pass over two very narrow bridges with no footways. The railway bridge is single lane, and the Cam bridge is not wide enough for larger vehicles to pass. This routinely blocks the T junction as vehicles must negotiate around each other. This part of Debden Rd is the walking route to the London bound station platform and there is no footway on any part of it.

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.



**Joyce Frankland Academy (JFA) expansion** - The secondary school commenced 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 plus turning out onto Cambridge Rd is difficult. Vehicles are parked early in the day and block house accesses and Willow Vale causing congestion.

Since 2011, as at December 2018 a further 288 houses have been permitted on Whiteditch Lane and Bury Water Lane which are both dead ends and so access to the B1383 is through the school.



School transports near the Joyce Frankland Academy

**Community Consultation Feedback:**

Policy question	Summer 2017 survey				Of those expressing an opinion	
	No opinion	Neutral	Like	Dislike	Like	Dislike
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%
Do you think if cycle paths were provided along the main road they would have a good level of use? (It is noted that the question did not make clear that a separate cycleway is intended, not a	7	49	138	27		

subdivision of the road)						
	3%	22%	62%	12%	84%	16%
New developments should incorporate new footpaths and cycleways for recreation and to link to village facilities	9	5	204	3		
	4%	2%	92%	1%	99%	1%

There were many comments 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?*

*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%

*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*

## **Policies**

**NQRTR1 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 The Highways Authority. Footways along roads outside of the 30 mph limits will also be a reason for extending speed limits

**NQRTR2 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 contribute to 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.

**NQRTR3 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

#### **NPPF Para 108, 110. ELP TA1**

#### **Recommendations**

**NQRTR4 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

**NQRTR5 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, or provide other resolutions to the congestion and safety issues noted in this policy.

A plan to deal with commuter parking must be agreed

**NQRTR6 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. This may be achieved when the road is next resurfaced. If the Highways Authority are reluctant to develop a project themselves there may be a requirement for the parish council to employ a consultant to undertake the task.

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.

**NQRTR7 Parking and road safety in Quendon** - It is recommended that the Quendon & Rickling parish council commission its own report to propose a solution to the Waterbutt Row parking, and related highway safety issues for submission as project request(s) to the Uttlesford Highways Panel.

**NQRTR8 Joyce Frankland Academy expansion** - It is recommended that no further expansion of JFA be permitted unless solutions are implemented to the problems caused by the school transports

## Sports, Community and Leisure

**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

**Community Facilities** - 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 and Cricket Pavillion. 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 sports facilities, is not widely used by the community.

The 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

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). The lack of parking is a major issue for the Social Club and White Horse PH in Newport. The White Horse only has parking for two vehicles and there is only a small (ten spaces) free public car park, accessed via Gaces Path approximately one hundred metres away, to service both the Social Club and White Horse. Quendon and Rickling has The Cricketers, which is a gastro pub with rooms, on the edge of the Village Green. It closed in 2018 but is understood to be reopening in 2019



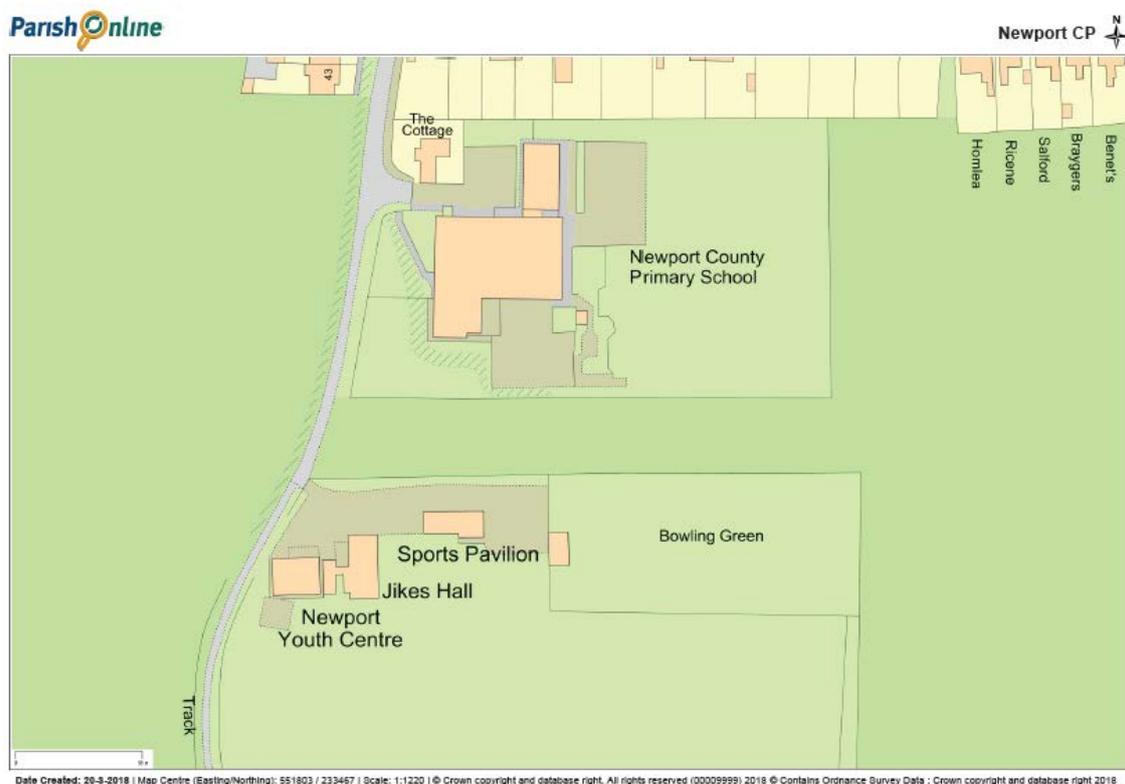
Cricketers Arms, Rickling Green, and the cricket pavilion

**Religious Establishments** - In Newport there is a Grade 1 listed Church of England (St. Marys) as well as a United Reform Church and a Plymouth Brethren Meeting Room. Rickling and Quendon each have a Church of England church. The nearest Methodist, Baptist and Catholic churches are in Saffron Walden where there is also a Quaker Meeting House. The nearest mosque is in Bishops Stortford.

**Sports Facilities** - Both villages have Recreation Grounds that are public open spaces and there is a Village Green in Quendon and Rickling. Newport Common is registered as a “Village Green” and is managed by the Parish Council. 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 leased by the Parish Council.

Newport Recreation Ground is owned by Newport Parish Council and is also the home of Newport Scout Group, Newport Youth Club and Newport Croquet Club. Cricket, football (two adult pitches and space for a 5-a-side pitch), croquet and rounders are the main sports. The changing facilities at Newport Recreation Ground do not meet current Sport England Standards and are in need of upgrading and expansion. The Scout Hut (Jikes Hall) is a wooden construction and also in need of renovation.

**Map 12 – Newport recreation ground**



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

The vehicular access to the Recreation Ground car park is via bridleway 16 to a gravel car park. The parish council have maintained it as best can be done, and it is in constant vehicle use. This access is

also used for the primary school drop off but has no footway. It is also the route between the Early Years provision at the primary school and the related facility at the Youth Centre. Pre-school children are taken between the two.



The Ellis Trust development to the East of the area is providing a 14 space car park, placed between the Croquet Lawn (shown as a Bowling Green on the above) and the primary school, to alleviate the current shortage of parking at the primary school. The approved plan is for access via the estate only, and for sole use of the school. This would mean the car park would be under-utilised and would not alleviate the car parking shortage at the Recreation Ground. The Ellis Trust is willing to alter the location and access if this can be agreed with UDC

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.

Proposals for revitalising the facilities at Newport Recreation Ground and the access have been discussed by the parish council, the Sports Committee, the Scouts, the Youth Club, the Croquet club, the Primary School, the Newport Social Club, 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 across the community.

The Recreation Ground in Quendon and Rickling is owned by Quendon Estates and is leased to The Parish Council, on a lease that expires in 2038 with a twelve month break clause. There is an adult football pitch and space for a 5-a-side pitch. The changing facilities have been deemed not fit for purpose and require major renovation or replacement.

Rickling Hall has rights over Rickling Village Green and it is only available for community use at the discretion of the owner of the Hall. The Village Green is also the cricket ground, including a pavilion that has been well maintained and in a satisfactory state of repair.

Gaces Acre in Newport is the home of the Tennis Club. There are two courts and a small shelter but there is no electrical or sewage connection. There are no public tennis courts in Quendon and Rickling.

Joyce Frankland Academy in Newport has a 2G Astro Turf pitch and a Sports Hall that is available to hire. The Astro Turf pitch is also the home of Saffron Walden Hockey Club who have a clubhouse on



site.

Quendon and Rickling has a bowls club that has outdoor and indoor facilities. Newport has a Carpet Bowls club that use the village hall.

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.

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 Astro turf 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. The project was deferred in 2018 due to questions over the future of Carver Barracks as a military base. However in 2019 the MOD decided to carry on, and UDC have earmarked £500k to support the project

**Allotments** - Newport has 7,500 m<sup>2</sup> of allotments off Frambury Lane 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.

**Playgrounds** - Newport has a childrens' playground in Gaces Acre (Diana Sell playground) that is currently for under 14 year olds. A LEAP (Local Area Equipped for Play) has been provided by developers at the 84 house Wicken Lea /Cala 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 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 in 2018 acquired a very small play area for young children by Bluebell Drive as well as a small (150 m<sup>2</sup>) games area within Rickling School which is bookable to the community via the school office.

**Public Footpaths** - 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.

**Funding** - Uttlesford District Council 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 approximately £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 approximately £3,000. This could have been used in the villages or towards larger facilities in the district. UDC persist with Section 106 agreements only and they, with regard to the 341 dwellings, have not provided any funding for Sports and Leisure facilities. (Following a change in political control in May 2019, UDC are now reconsidering CIL)

The Regulation 19 Local Plan policy INF2 (Protection, Enhancement 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>). It provides no new mechanism to require contribution towards, or provision of, sports or any other facilities. Apart from on-site provision of play areas and some allotment space, the existing s106 system has, in the whole Neighbourhood Plan area, since 2011, provided one small MUGA

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

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

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. (As at October 2018).

### Community consultation and feedback

Policy question	Summer 2017 survey				Of those expressing an opinion	
	No opinion	Neutral	Like	Dislike	Like	Dislike
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 92 states: "To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

*a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;*

*b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;*

*c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;"*

Paragraph 96 states: *“Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate. “*

Paragraph 97 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 or former use. “*

## ELP

Paragraph 8.6 states: *‘The protection, enhancement and provision of recreational public open space, indoor and outdoor sports facilities and playing pitches can contribute to healthy and active lifestyles. Making sure there is enough recreational open space and indoor and outdoor sports facilities 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 Council has commissioned a Sports Facilities and Recreation Strategy (incorporating a Playing Pitch Strategy) which will be completed in April 2019.’*

## Policies

**NQRSC1 Retaining and enhancing 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.

**NQRSC2 Financial contributions from development** - Financial contributions will be sought from each development 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 should either be subject to a Levy for Sports and Leisure Services, or s106 contribution. Contributions should not apply to Affordable Homes. The amounts calculated in the 2012 Strategy are shown in ‘Policy NQRSC2 Levy’ below

The current deficits are set out primarily in the Funding section above, and in Recommendation SCL 5 – Improve the facilities at Newport Recreation Ground

**NQRSL3 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.

**NQRSL4 Retention of sports fields** - No development should be permitted on any sports fields unless:

- i) that facility has not been used for sporting or recreational purposes at any time in the last 5 years or
- ii) an enhanced facility is being provided either as part of the development, or local to the existing facility

### Conformity Statement

NPPF 92, 96, 97, Village Plans, INF2

### Policy NQRSL1 - 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 at 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 NQRSL2 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 (Uttlesford Open Space, Sport Facility and Playing Pitch Strategy (2012) 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 Regulation 19 Local Plan

### **Recommendation**

#### **NQRSCL 5 Improve the facilities at Newport Recreation Ground**

- Bring the current vehicular access to the Recreation Ground to a suitable standard, including speed restrictions, and provide a separate pathway.
- Alter the Ellis Trust plan to move the Primary School car park to the west, accessed off the existing vehicular access to the Recreation Ground. The car park to be shared use between the school and the recreation ground
  - Provide direct access into the school off the car park and ensure there is drop off space.
  - Provide a MUGA for shared use of villagers and the Primary School
  - Build a new Sports Pavilion, with fully compliant changing rooms, club facilities, office and meeting rooms, storage/display for the History Group and a replacement Scout "Hut".
  - Upgrade the existing car park and in addition provide cycle racks as well as charging stations for electric cars.



## 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”. They are typically sold or rented at not less than 80% of market value.

**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.

**Development** – “The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land. This excludes the County Matters of minerals and waste.

**Essex Design Guide** – see <https://www.essexdesignguide.co.uk/> . The Guide was established in 1973 by Essex County Council. It is used as a reference to help create high quality places with an identity specific to its Essex context. It was revised in 2005 and again in 2018. It is of national significance.

**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.

**Minerals and Waste Plans** – Essex County Council is responsible for minerals and waste planning in the area. In respect of mineral planning issues, extant policy is set out within the Essex Minerals Local Plan (MLP) (adopted 2014). In respect of waste planning issues, extant policy is set out within the Essex and Southend-on-Sea Waste Local Plan (WLP) (adopted 2017). The WLP includes site allocations and policies to guide future waste development in Essex up to 2032.

**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, which may be around 50% of market rent, 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, which may include shared ownership arrangements.

**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

Maps 1 to 12 are in the text

Map 13 - UDC Draft Local Plan Development Limits & Conservation Area – Newport

Map 14 - UDC Draft Local Plan Development Limits & Conservation Area – Quendon & Rickling

Map 15 - 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

#### Policy Areas

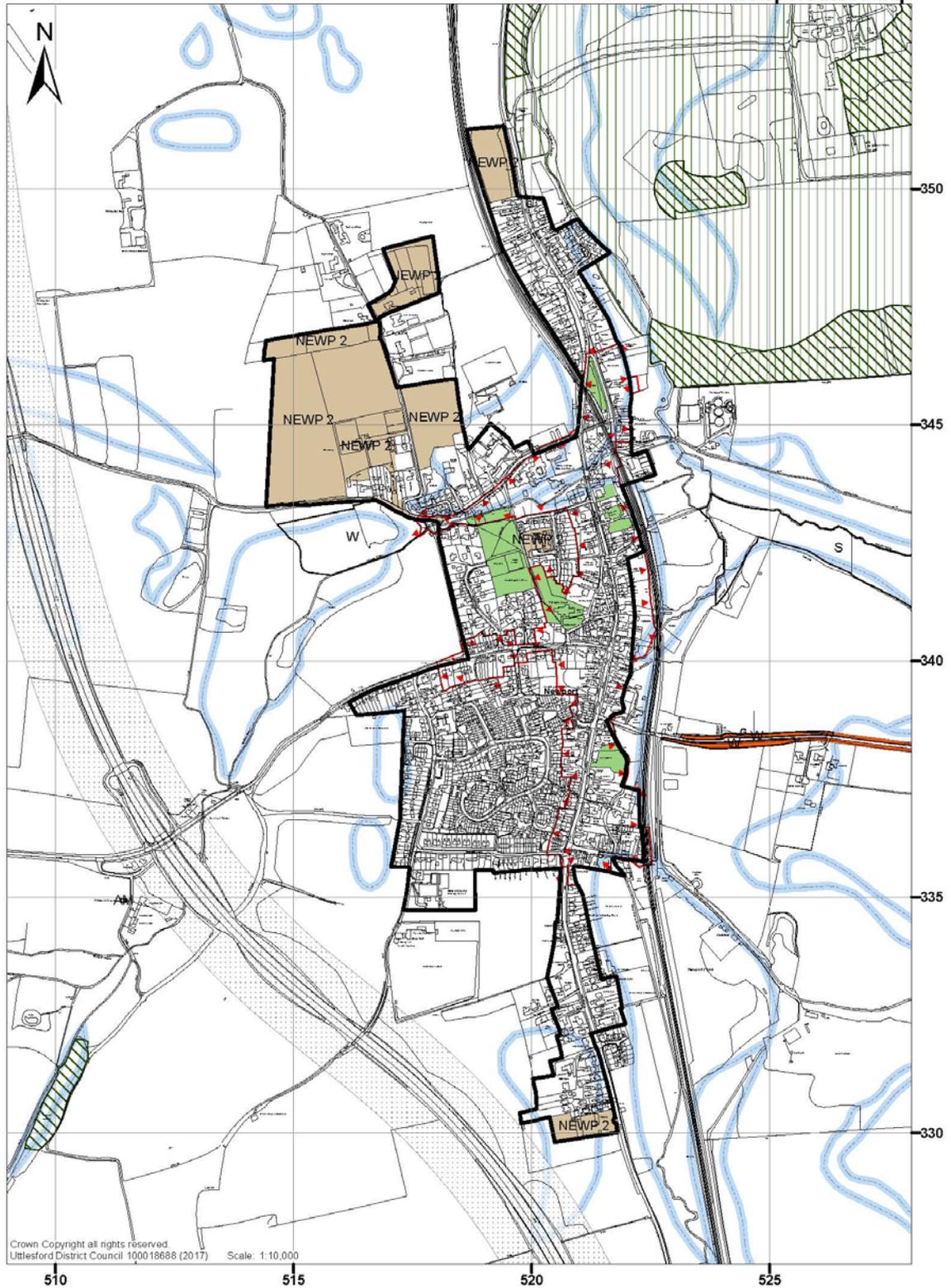
- Development Limits
- Countryside Protection Zone

- 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
- 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

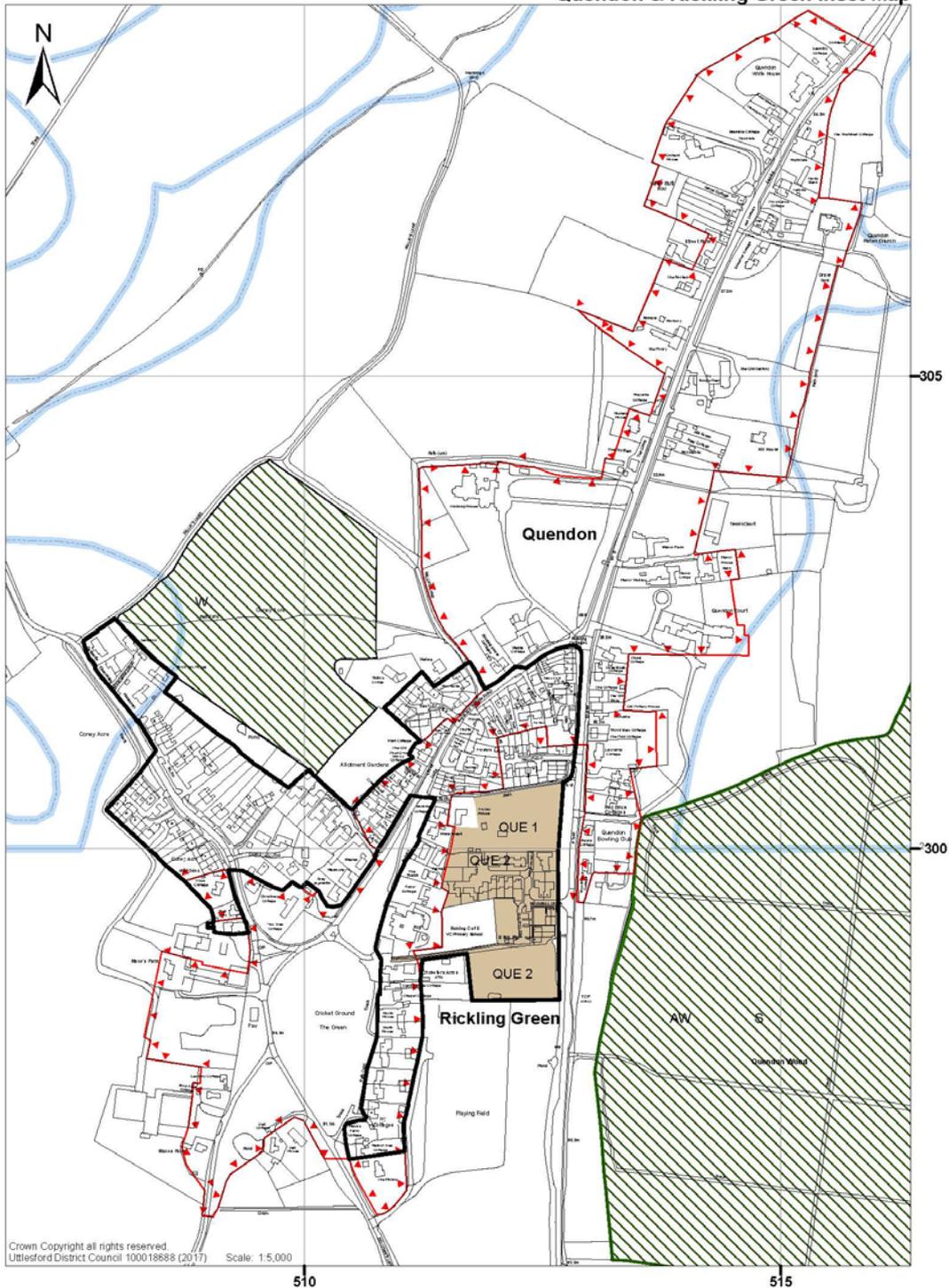
Map 13 - UDC Draft Local Plan Development Limits & Conservation Area – Newport

Uttlesford Regulation 18 Local Plan 2017  
Newport Inset Map

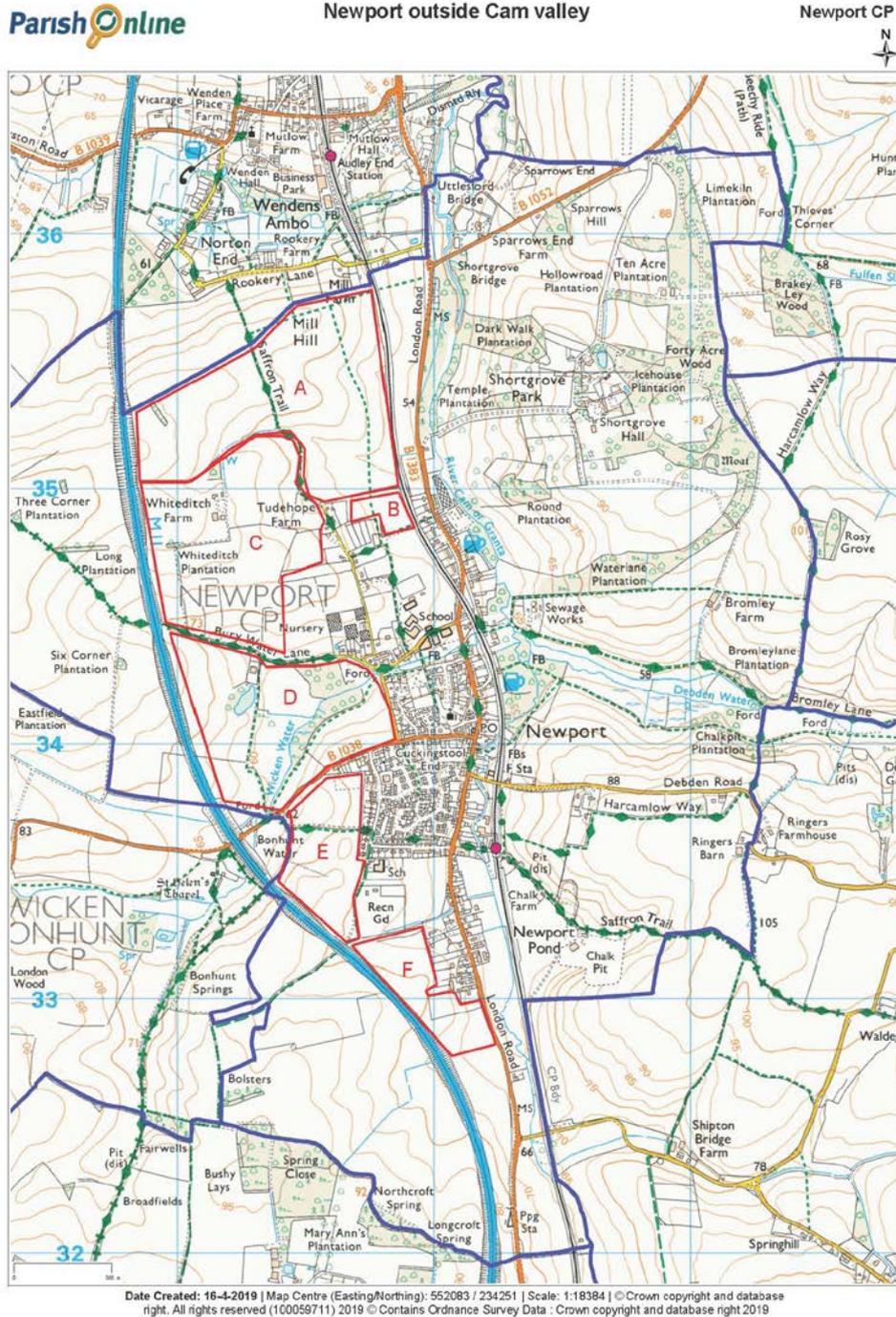


**Map 14 - UDC Draft Local Plan Development Limits & Conservation Area – Quendon & Rickling**

**Uttlesford Regulation 18 Local Plan 2017  
Quendon & Rickling Green Inset Map**



Map 15 - Outside of Cam Valley area definitions



**Issues and external references and Plan policies relevant to each sector**

A,B,C,D,E - Poor access to road network from far side of the railway to the B1383, and / or access needing to go through central Newport. Relevant policies are NQRAQ1 Air quality impact of development proposals, NQRAQ2 Cumulative impact of developments, and NQRTR2 Mitigation of traffic impacts

E, F - Onsite air quality issues and / or noise pollution from the M11 – contrary to 2005 UDC Policy ENV13 – Exposure to Poor Air Quality ....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.

A,C,D,E - Damage to landscape views characteristic of this area as defined in the Essex Landscape Character Assessment and the Historic Settlement Character Assessment - contrary to NQRHA4 - Building in the countryside

C,D,E - Damage to views noted as highly sensitive to change in this Plan – contrary to NQRGSE3 Footpaths and access to the countryside

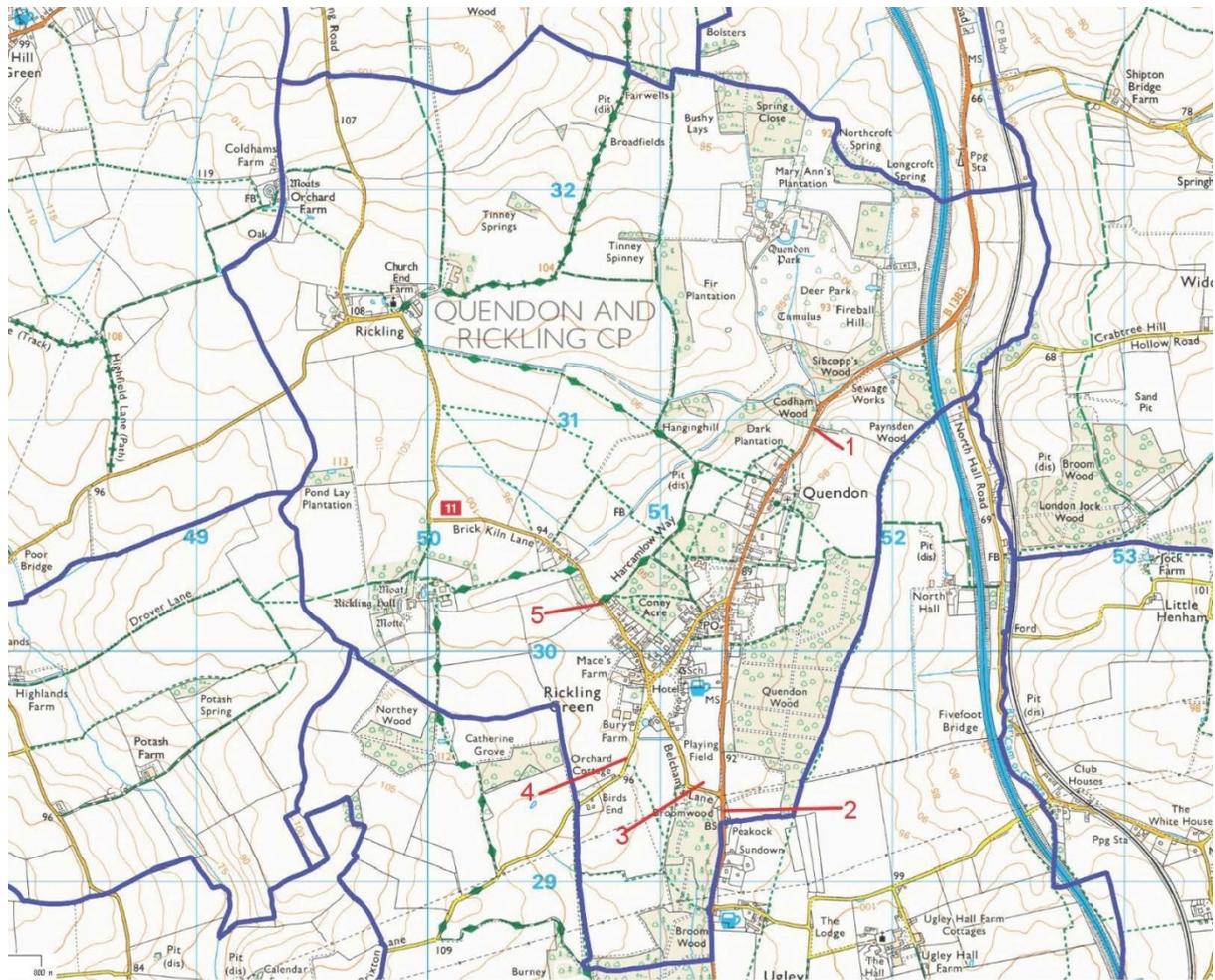
C,D,E - Damage to inward views including of St Mary’s church and the Conservation Area from public rights of way – contrary to NQRGSE3 Footpaths and access to the countryside

**Map 16 Newport views sensitive to change (views are illustrated and explained on the NQR Plan website)**

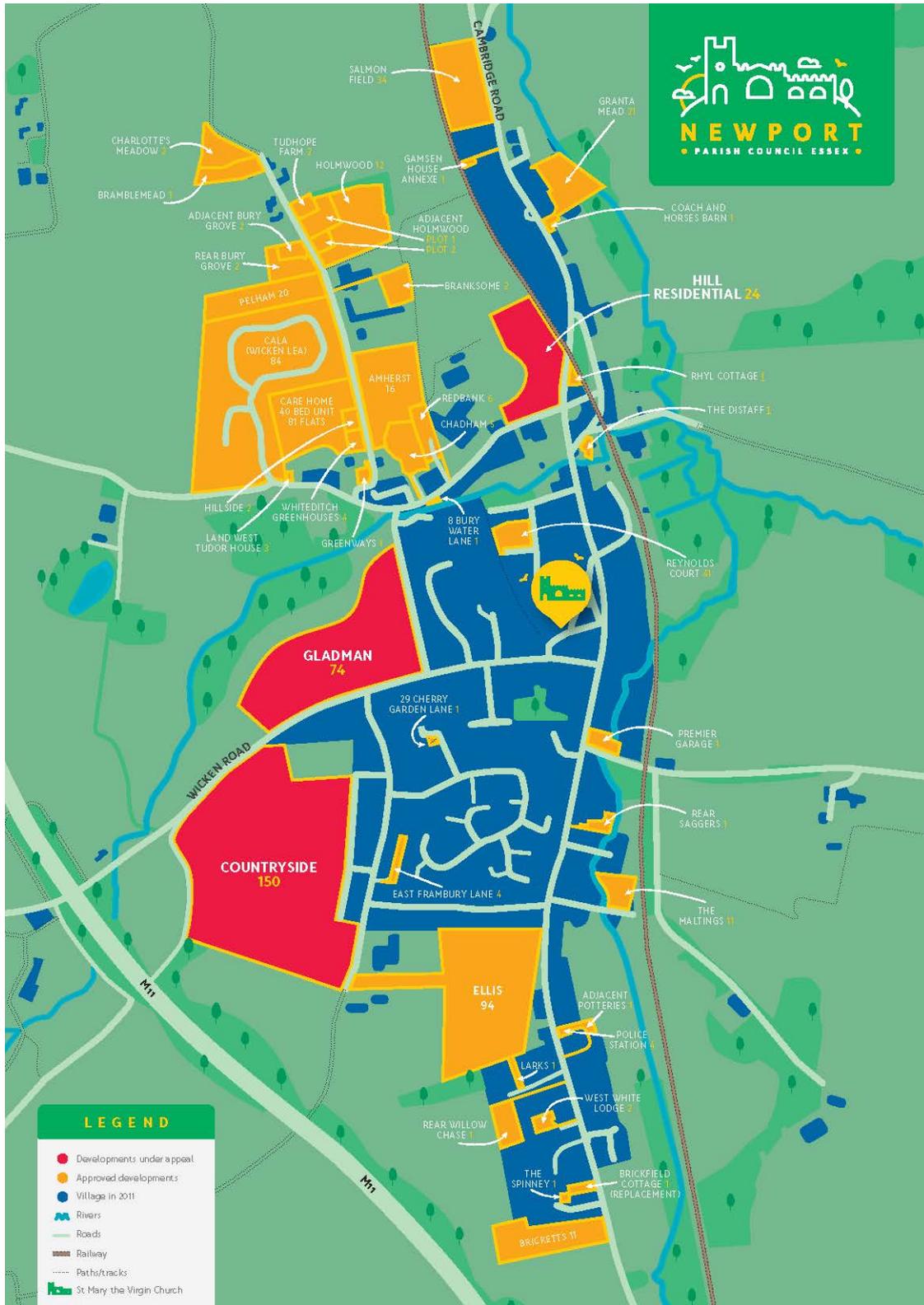


Further views, 23 and 24, show the ‘gateway to the village’ along the B1383 from north and south, and view 25 is more distant, from the North East. These are shown on another map in the views document on the Plan website.

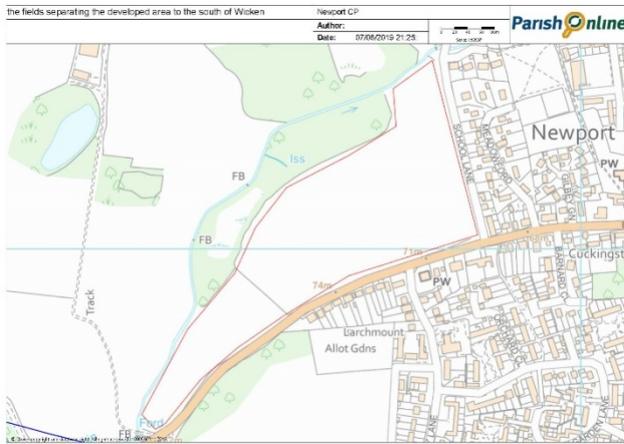
Map 17 Quendon views sensitive to change (views are illustrated and explained on the NQR Plan website)



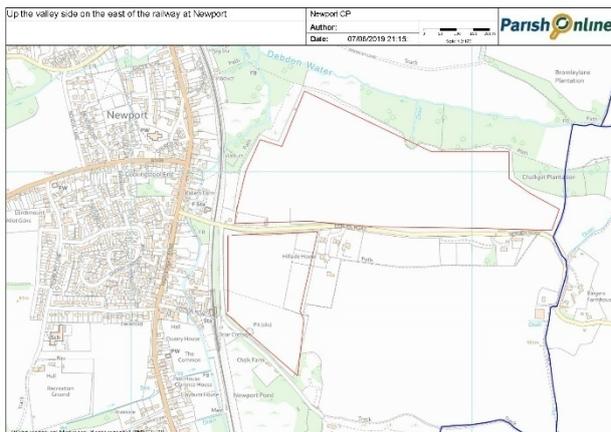
Map 18 Diagram of development at Newport from 2011 to July 2019



**Map 19 - Locations identified in NQRHA3 Connection with the countryside**



‘The fields separating the developed area to the south of Wicken Rd from the newly developed area to the north of Bury Water Lane’. Drone photo looking south west from School Lane



‘Up the valley side on the east of the railway at Newport’. View from Newport church tower looking south east. The locations are the green field and the brown field. In the foreground is the centre of the Conservation Area