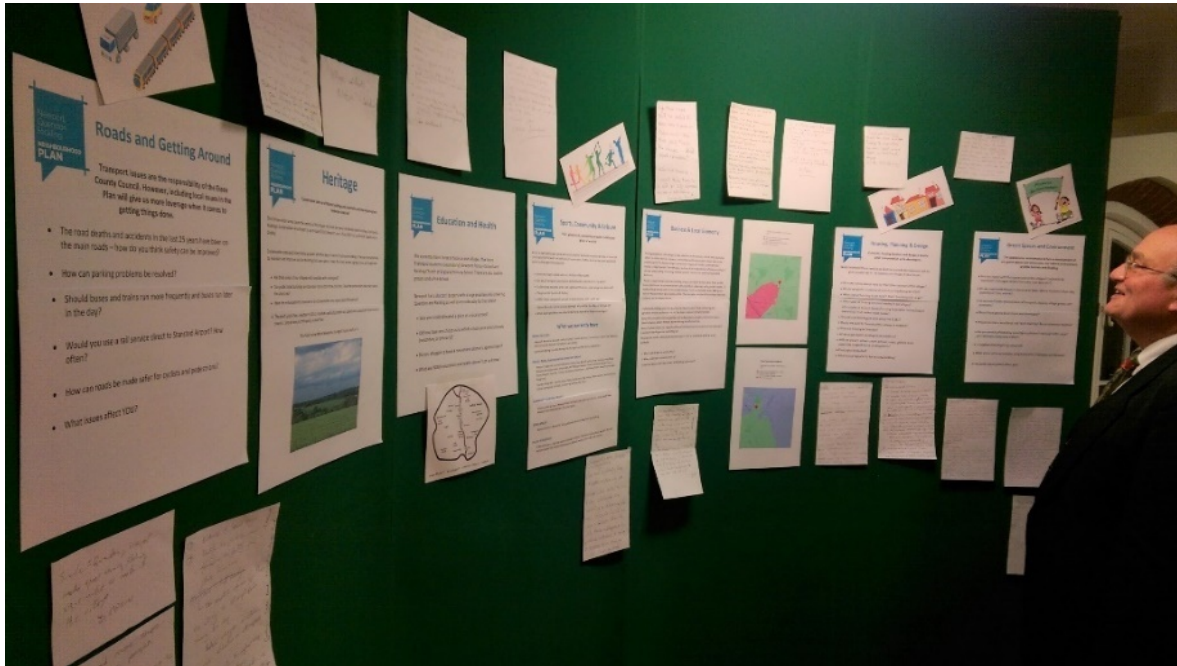


Newport Quendon & Rickling Neighbourhood Plan Consultation Statement



This Consultation Statement has been produced to accompany the submission draft of the Neighbourhood Plan. It is required under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended) to include information on the following:

- Details of the people and bodies that were consulted about the proposed Neighbourhood Plan
- An explanation of how they were consulted
- A summary of the main issues and concerns raised by the people consulted
- A description of how these issues and concerns have been considered and, where relevant, addressed in the proposed Neighbourhood Plan.



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1. Communication media and publicity

Extensive consultation with the community was supported by:

a website <http://www.nqrplan.org/>

a Facebook group, <https://www.facebook.com/nqrplan/>

and an email address for comments and questions nqrplan@gmail.com

Regular articles were published in both village magazines, which are distributed to all the houses and businesses in the Plan area. The magazines are the Newport News and the Quendon Link, both also available online.

Posters were placed on the village noticeboards and all around the villages. Members of the Group gave monthly updates to the parish councils, and discussion on various matters has been encouraged on the Plan facebook group by posing open questions, and responding to issues raised

2. Initial consultation events

In early 2017 consultation events were held in Newport and Quendon. These were attended by 71 people. Suggested topics to think about were presented and participants left notes with their comments. The results are in Appendix 1.

3. Consultation Survey

The suggestions and comments from the 2017 consultation events were then combined with other data to inform a set of proposed objectives and policies, which were the subject of a survey inviting comment from all residents.

The survey was open from 27th June to 13th September. The 17 page document was available on paper and for completion online. It was publicised in the village magazines, letters in the local papers, on the village facebook groups, by email and on posters all over the villages. Drop off points for paper answers were at:

- The Newport parish council office (next to Saggars Garden Centre)
- The Newport village shop

- Newport Barbers on the High Street
- White Horse Public House
- Newport Youth Club (Frambury Lane / recreation ground)
- The Community Shop in the Cricketers Arms
- Quendon Village Hall (by the defibrillator)
- Or post to Neil Hargreaves, Queens Court, High Street, Newport, Saffron Walden, CB11 3PF

The survey online was on <http://www.nqrplan.org>, where the results are now posted. It was conducted online and on paper. The schools, businesses and local groups were also invited to participate.

The response rate was 7% of the estimated population based on the 2011 census (221 out of 3250). Many responses were joint and the population figure includes all ages so the effective response was greater than 7%. The results are published on the website and extracts relevant to each policy are in the body of the Plan. The 2011 census shows that there are very few residents whose first language is not English and so publication in other languages was not considered necessary.

The Questionnaire is on <https://nqrplan.org/evidence-documents> and responses are shown in Appendices 2 and 3.

The tabulated responses to the questionnaire, and selected text comments, are included in the body of the Plan. This shows how the responses were incorporated into the Plan to inform policies and how the issues raised have, as far as possible, been addressed in the proposed Neighbourhood Plan.

4. Discussions with stakeholders

Prior to drafting the Regulation 14 draft Plan, discussions were held by members of the Steering Group with the Newport surgery, five landowners, the primary schools and early years centre, the Scouts District Commissioner, and sports groups via the Newport Sports Committee. The Essex Highways projects officer also came to a Steering Group meeting and housing demand information was requested from estate agents and from UDC



The March 2017 consultation at Quendon Village Hall

5. Regulation 14 Consultation

The consultation on the 'regulation 14' draft was between 2nd May and 15th June 2018. The draft Plan was publicised on the UDC website, on the Plan facebook and website, and on social media. Paper copies were made available at the Newport parish office and at key locations in the villages. Comments were emailed to steering.group@nqrplan.org, collected from drop off points around the villages or sent by post to Newport Parish Council, Waterloo House, High Street, Newport, CB11 4ER.

As the Regulation 14 responses, and the Steering Group comments thereon, are too large to incorporate in this document in full they are published on <https://nqrplan.org/evidence-documents>

84 statutory consultees were contacted and these and other consultees are listed in Appendix 1

Responses were received from:

1. Uttlesford District Council
2. Essex County Council
3. The Environment Agency
4. Historic England
5. National Grid
6. Newport Sports Committee
7. 1st Newport Scouts Group
8. Jonathan Rich & Family re land at Foxley House
9. The Essex Diocesan board of Finance re land at Quendon
10. Savills re land south of Wicken Rd
11. Strutt & Parker re land at Coney acre and west of London Rd Quendon
12. Sworders re land west of School Lane Newport
13. Taylor Wimpey re land east of Chalk Farm Lane
14. Responses from residents, businesses and local organisations (12)

6. Summary of issues and concerns

The responses from most of the statutory bodies were standard comments which have been noted but did not require response or alteration to the Plan. The Uttlesford District and Essex County Council responses were primarily on the wordings of policies and have been responded to in detail and some changes made to the Plan.

The landowner and developer responses were either submission of sites for consideration or comments on policies which they considered a disadvantage to development on land over which they have an interest. The sites submitted are included in the Plan site assessments, and responses to the comments on policies are shown in the documents published on the Plan website evidence page.

The comments from residents were varied but the main themes were overdevelopment of the villages ('a village not a town'), lack of infrastructure and facilities to go with development, green issues, traffic, parking, too many big houses and lack of genuinely affordable houses.



Air pollution monitoring in Newport only began after the consultations had taken place and so no specific questions were asked about it. Nevertheless, residents made several comments about air and noise and light pollution

All responses, and the Steering Group comments thereon, are on the Plan website.

7. Pre-submission circulation

In June 2019 the draft pre-submission Plan, Consultation Statement, site assessments table and assessments documents, and other supporting material was sent to UDC and to Rachel Hogger of Modicum Planning Ltd. In addition examiners reports on some local Neighbourhood Plans were reviewed. Resulting from these reviews and comments from Modicum, some improvements to policy wordings were made, in particular to ensure consistency between NhP policies. The material changes made were to policy BL1, to note that retention of land for business use must be balanced against fulfilment of housing need, and policy HA1 - development outside the Cam Valley, that the policy does not block uses appropriate to a countryside location.

The pre-submission draft was circulated to all parish council members on 10th July 2019

Final draft documents were published on the plan website in the second quarter of 2019 and the pre-consultation Plan was published on the website on 23rd July



Appendix 1 – lists of consultees to Regulation 14 consultation

The statutory consultees were:

Company / Organisation	Email Address	Sent
Active Essex	Brian.shaw@ActiveEssex.org	10/05/2018
Affinity Water	katie.ward@affinitywater.co.uk	10/05/2018
Anglian Water	planningliaison@anglianwater.co.uk	10/05/2018
Braintree District Council	planningpolicy@braintree.gov.uk	10/05/2018
British Horse Society	linda.nelson@btinternet.com	10/05/2018
East Hertfordshire District Council	planningpolicy@eastherts.gov.uk	10/05/2018
ECC	designingoutcrime@essex.pnn.police.uk	10/05/2018
ECC	ecology.placeservices@essex.gov.uk	10/05/2018
ECC	mineralsandwastedm@essex.gov.uk	10/05/2018
ECC	richard.havis@essex.gov.uk	10/05/2018
ECC	suds@essex.gov.uk	10/05/2018
ECC	Transport.Development@essex.gov.uk	10/05/2018
ECC/Superfast Broadband	connie.kerbst@essex.gov.uk	10/05/2018
Electronic communications apparatus	d.hosker@wilkinson-helsby.co.uk	10/05/2018
Electronic communications apparatus	eng@waldontelecom.com	10/05/2018
Electronic communications apparatus	Info@sitec-is.co.uk	10/05/2018
Electronic communications apparatus	LPABroadband@cat-surveys.com	10/05/2018
Electronic communications apparatus	N.kelleher@harlequin-group.com	10/05/2018
Electronic communications apparatus	Richard.Palmer@arqiva.com	10/05/2018
Environment Agency	planning.ipswich@environment-agency.gov.uk	10/05/2018
Epping Forest District Council	ldfconsult@eppingforestdc.gov.uk	10/05/2018
Essex County Council	cldr.Ray.Gooding@essex.gov.uk	10/05/2018
Gas	plantprotection@cadentgas.com	10/05/2018
Highways England	PlanningEE@highwaysengland.co.uk	10/05/2018
Historic England	eastplanningpolicy@historicengland.org.uk	10/05/2018
Homes and Communities Agency/Homes England	Lynn.Habbajam@hca.gsi.gov.uk	10/05/2018
Mobile Operators Association	moa.annualrollout@monoconsultants.com	10/05/2018
National Grid	plantprotection@nationalgrid.com	10/05/2018
Natural England	consultations@naturalengland.org.uk	10/05/2018
Network Rail Infrastructure Limited	TownPlanningSE@networkrail.co.uk	10/05/2018
NHS England	amanda.anderson8@nhs.net	10/05/2018
North Hertfordshire District Council	planning.policy@north-herts.gov.uk	10/05/2018
South Cambridgeshire District Council	ldf@scambs.gov.uk	10/05/2018
Sport England	roy.warren@sportengland.com	10/05/2018
Uttlesford District Council	planning@uttlesford.gov.uk	02/05/2018
West Essex Clinical Commissioning Group	geoff.roberts5@nhs.net	10/05/2018

Village organisations consulted:

Gaces Trust	andymitson@hotmail.co.uk
Rickling Primary	admin@rickling.essex.sch.uk
Newport Primary	admin@newport.essex.sch.uk
JFA	admin@jfan.org.uk
Surgery	jen.west@nhs.net
Churches NQR and Widdington	mcleod444@btinternet.com
1st Brownies	leanne1stnewportbrownies@hotmail.com
2nd Brownies	sue.x.howard@hotmail.com
URC	minister@saffronwaldenurc.org.uk
Newport History Group	anthonytuck@idnet.com
Neighbourhood Watch	d.giffin@btinternet.com
Beavers	kym.elliston@gmail.com
Scouts	seb.walker@yahoo.co.uk
Tennis club	daren.coles@gsk.com
Newport Village Hall	camillalloyd@yahoo.co.uk
Quendon Village Hall	christineandos@gmail.com
Quendon Hall	enquiries@quendonhall.co.uk

Parish councils

Arkesden
Clavering
Debden
Elmdon & Wenden Lofts
Littlebury
Little Chesterford
Saffron Walden
Stansted mountfitchet
Wendens Ambo
Wicken Bonhunt

Widdington
Ugley
Birchanger
Elsenham

Newport for info
Quendon & Rickling for info

Clerks

arkesdenclerk@hotmail.com;	10/05/2018
clerk@claveringvillage.org.uk;	10/05/2018
cgriffin@hotmail.co.uk;	10/05/2018
jsheila285@gmail.com;	10/05/2018
Tracy@Coston.me.uk;	10/05/2018
clerk@little-chesterford.org.uk;	10/05/2018
townclerk@saffronwalden.gov.uk;	10/05/2018
parishcouncil@stansted.net;	10/05/2018
wambopc@gmail.com;	10/05/2018
ajoanmorgan44@yahoo.co.uk;	10/05/2018
amanda lindsell (amandallindsell@hotmail.co.uk);	10/05/2018
ugleyparishclerk@gmail.com;	10/05/2018
clerk@birchanger.com;	10/05/2018
louise.epc@gmail.com	10/05/2018
Newport Parish Council (newportparishcouncil@hotmail.co.uk);	10/05/2018
quendonandrickling.clerk@hotmail.com	10/05/2018

Developers / Landowners/Agents

brian@brianchristian.co.uk	10/05/2018
lucycarpenter22@googlemail.com	10/05/2018
jonathan.dixon@jbplanning.com	10/05/2018
rachel.padfield@sworders.com	10/05/2018
office@phase2planning.co.uk	10/05/2018



mail@beaconplanning.co.uk	10/05/2018
nathantarling@btinternet.com	10/05/2018
michael.byrne@9catherineplace.co.uk	10/05/2018
richardblew@needhamchalks.co.uk	10/05/2018
mcalder@phase2planning.co.uk	10/05/2018
hayley.morley@struttandparker.com	10/05/2018
adam.davies@struttandparker.com	10/05/2018
denbyallen@hotmail.com	10/05/2018

The covering emails are shown below. A few emails bounced back as not able to receive the size of file. These were re-sent with no attachment and a request to look on the plan website. The plan was also published on the UDC website

To parishes:

Dear Parish Clerk,

A steering committee comprising residents and members of the parish councils in Newport, Quendon and Rickling has drafted a Neighbourhood Plan which will cover the period from 2017/2018 through to 2033. Neighbourhood planning helps town and parish councils to prepare a plan for their area, in close consultation with residents, businesses and other local organisations. The plan will conserve the character of Newport, Quendon and Rickling villages whilst allowing for long-term economic and social growth together with sustainable development. The plan can be viewed at: www.nqrplan.org

The public consultation for this plan is open until the 15th June 2018. If you would like to comment, please respond to steering.group@nqrplan.org or by post to Newport Parish Council, Waterloo House, High Street, Newport, Essex, CB11 4ER.

Please do not hesitate to contact me if you require any additional information.

kind regards

Judy Emanuel

Councillor, Newport Parish Council

01799543487 / 0780 1039550

To statutory bodies:

'Your organisation is invited to comment on the Newport Quendon & Rickling Neighbourhood Plan

The consultation on this 'regulation 14' draft runs till 15th June 2018. Comments should be emailed to steering.group@nqrplan.org or by post to Newport Parish Council, Waterloo House, High Street, Newport, CB11 4ER.

A copy is attached and further documentation is on <http://nqrplan.org/>

Thank you

Neil Hargreaves

Chair, Newport Quendon & Rickling Neighbourhood Plan'

To landowners:



'As a landowner or developer agent you are invited to comment on the Newport Quendon & Rickling Neighbourhood Plan

The consultation on this 'regulation 14' draft runs till 15th June 2018. Comments should be emailed to steering.group@nqrplan.org or by post to Newport Parish Council, Waterloo House, High Street, Newport, CB11 4ER.

A copy is attached and further documentation is on <http://nqrplan.org/>

Thank you

Neil Hargreaves

Chair, Newport Quendon & Rickling Neighbourhood Plan

Appendix 2 - Initial consultation responses from events in March 2017

Topic	Detail	Action suggested in comment. <i>Steering Group comment in italics</i>
Business & Local Economy	Developers to provide retail store within new housing/ need community shop /café Comment x 2 Need more village shops	<i>Proposal for Cricketers Arms. Issues of commercial viability Shops need car parking</i>
Business & Local Economy	Need more commercial facilities for small businesses and replace the lost ones. Shortage of plumbers, builders Comment x4	<i>Put shops and commercial in London Rd/ Frambury Lane site Housing growth in Newport should have commensurate commercial growth</i>
Education & Health	Concern over GP facilities re new housing, and existing appointment delays Comment x5	<i>Need space for new surgery? Previous practice manager said oversubscribed. Still accepting new onto book. NhP to meet with Dr West and the joint practice managers</i>
Education & Health	Use technology for doctors bookings	<i>Already available, except the link doesn't work off the surgery website! Search emis access on Google</i>
Education & Health	Both Newport schools expanding but parking and roads around the schools inadequate	<i>Consider in NhP Ensure any development both leaves room for school expansion and provides for transport near the schools. And parking</i>
Green Spaces & Environment	School Lane banking stripped out – what is happening to wildlife verge?	<i>The cow parsley is starting to regrow</i>
Green spaces and environment	Light pollution from security lights and blaze of light from Newport station. Bad for neighbours wildlife and dark skies Comment x 2	<i>Consider in NhP. Lighting to be minimum required for safety/ visibility. Are there national guidelines?</i>
Green spaces and environment	Need to keep as many green spaces as possible	
Heritage	'Green' verges on Newport High St poor state	<i>Include verges in NhP planning guidelines has been referred to the PC. Belong to Essex Highways</i>
Housing Planning & Design	Need affordable and small houses / bungalows/ flats/ downsize housing. Housing is out of reach of young people Comment x8	<i>Consider in NhP Housing Planning & Design team to check evidence that not already happening- see larger applications</i>
Housing Planning & Design	Build upwards to avoid land grab Could be done at the quarry Comment x2	<i>Consider in NhP</i>
Housing Planning & Design	No more building/ keep Newport as a village	
Housing Planning & Design	Better water and sewerage facilities Comment x 2	<i>Design standards to include grey water recycle. Need meeting with Anglian Water to confirm upgrades. Consider in NhP</i>
Housing Planning &	Lack of Local Plan makes us	<i>Also now no 5 year housing supply.</i>

Design	vulnerable to unplanned development	<i>Need to get NhP ASAP</i>
Housing Planning & Design	Should get more out of developers for the villages, roads, schools, doctors Comment x2	<i>Need CIL – UDC</i>
Housing Planning & Design	New houses should be modern looking and innovative /C21st, not boxes or ‘traditional’ styles Comment x2	<i>NhP is looking at a variety of scenarios, infills in Conservation Area, standalone developments and infills elsewhere</i>
Housing Planning & Design	Building in Newport East of railway could be OK if new bridge built	<i>Expense would make unviable?</i>
Housing Planning & Design	Large development should be at Stump Cross – all infrastructure and services plus good transport access	<i>Local Plan – UDC</i>
Other	A really valuable initiative! Look forward to having a real voice Comment x 2	
Other	Dog poo bin needed at Tenterfields exit of Gaces Acre	<i>PC matter</i>
Other	Complete fibre broadband	
Other	Lack of policing Comment x2	
Other	Empty all bins every week	<i>UDC</i>
Roads and getting around	Bury Water Lane Newport. Cala Homes development and all the others in the vicinity will make congestion worse particularly school times Comment x 2 The plan to build on the JFA car park ‘insane’/not appropriate Comment x 2	<i>JFA to provide parking for buses and cars Comment x 2. Find a better route for the school buses Park and stride being considered</i>
Roads and getting around	School Lane widened so now speeding	Road calming
Roads and getting around	Cycle paths not viable on narrow roads	Signs for road users to recognise cyclists use road
Roads and getting around	No pavement from new houses (Bluebell Drive) to bus stop. Comment x2	<i>Is this included in requirements on Cala? Will be s278 Highways Act 1980 or s106</i>
Roads and getting around	Safe crossing for school children and elderly residents Comment x 2	<i>Quendon B1383 – Essex Highways</i>
Roads and getting around	Restore lighting in Newport after midnight	<i>Essex Highways</i>
Roads and getting around	Dedicated cycle paths (comment made at Newport) Cycle track to Wenden Rd	<i>Consider for NhP - Essex Highways</i>
Roads and getting around	Enforce regulations about stopping at zebra crossings (Comment x 2) and parking on stopping on zig zags	<i>Not NhP – PC asking for repaint</i>

Roads and getting around	Footpaths on B1383 urgent attention	<i>Parts are already on Essex Highways defects list. Parish Councils to ensure all necessary sections reported to Essex Highways Rangers?</i>
Roads and getting around	M11 junction at Sparrows Hill. New road off B1383 north of Quendon going to east of Walden	<i>Outside geographical area of NhP</i>
Roads and getting around	Speeding all along the B1383/ in Newport Comment x 6 Wicken Rd	<i>Newport is getting a flashing speed sign</i>
Roads and getting around	Needs street light on Wicken Rd between Frambury and School Lanes Comment x3 And south end of London rd	<i>Consider for NhP - Essex Highways</i>
Roads and getting around	Widen Debden Rd bridge	<i>Acts as chicane preventing high speed going down to T junction and is not a source of congestion</i>
Roads and getting around	Improve Newport railway bridge signage. When bridge blocked traffic tries to come down Bridge End both ways. Needs emergency traffic light system	<i>Signage in progress</i>
Roads and getting around	Buses should run later Comment x2	<i>Subsidised by Essex</i>
Roads and getting around	Half hourly train service if house numbers increase Need rail service into airport Comment x3	<i>Not a capacity issue as trains go through anyway. New faster trains may make schedule feasible</i>
Roads and getting around	High St blocks when M11 shut	
Roads and getting around	Need scheme for commuters to park on house drives Reduce charges in station car park Formalise parking on Chalk Farm Lane	<i>PC?</i>
Roads and getting around/ Housing Planning & Design	Lack of parking, Quendon, incl over use of Village Hall car park. Newport needs new village car park Pave Newport High St verges to allow parking. Several comments on lack of parking	<i>Consider in NhP eg refuse to count triple tandem car parking in new buildings. Where could Newport car park go? On London Rd/ Frambury Lane site, plus bus stop layby</i>
Sport Community & Leisure	Register Rickling playing field as a village asset	<i>PC</i>
Sport Community & Leisure	Village museum. Artefacts currently all round village some deteriorating Comment x 2	<i>Location? Newport and Quendon</i>
Sports Community	Need play area for young and	<i>Consider in NhP. In Quendon Cala have</i>

and leisure	primary age - Quendon	<i>given space but no equipment. In Village Plan</i>
Sports Community and leisure	Villagers to be able to use school facilities	<i>Can use now</i>

Appendix 3 – Summer 2017 Survey questionnaire tabulated results

Category	Policy question	Total responses were 221				Of those expressing an opinion	
		No opinion	Neutral	Like	Dislike	Like	Dislike
	Summer 2017 survey						
HOUSING LOCATIONS	Allow building to continue extending along the main road (the B1383)	6	51	40	124		
		3%	23%	18%	56%	24%	76%
HOUSING LOCATIONS	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%
HOUSING LOCATIONS	Instead of building on greenfield allow Newport to expand on the brownfield land East of the railway (Site 13New15 on the map)	11	48	112	50		
		5%	22%	51%	23%	69%	31%
HOUSING LOCATIONS	Retain significant green areas close to the centres eg Wicken Rd/School Lane	8	13	194	6		
		4%	6%	88%	3%	97%	3%
HOUSING LOCATIONS	Allow development in Quendon & Rickling large enough to provide significant infrastructure eg a new Community Centre	66	39	42	75		
		30%	18%	19%	34%	36%	64%
HOUSING LOCATIONS	Only allow infill in Quendon & Rickling	64	50	75	32		
		29%	23%	34%	14%	70%	30%

TYPES OF HOUSING	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%
TYPES OF HOUSING	There is a need for more sheltered housing such as Reynolds Court	9	69	110	33		
		4%	31%	50%	15%	77%	23%
TYPES OF HOUSING	There is a need for more affordable homes	1	35	164	21		
		0%	16%	74%	10%	89%	11%
TYPES OF HOUSING	There is a need for more 1-2 bedroom flats or houses	5	59	120	37		
		2%	27%	54%	17%	76%	24%
TYPES OF HOUSING	There is a need for more 2-3 bedroom flats or houses	6	57	128	30		
		3%	26%	58%	14%	81%	19%
TYPES OF HOUSING	There is a need for more 4-5 bedroom flats or houses	10	61	15	135		
		5%	28%	7%	61%	10%	90%
TYPES OF HOUSING	There is a need for more 6 or more bedroom flats or houses	10	33	4	174		
		5%	15%	2%	79%	2%	98%
PLANNING & DESIGN	Parking arrangements where vehicles cannot easily be accessed (eg tandem) should not count towards the number of spaces required by UDC policy	31	41	117	32		
		14%	19%	53%	14%	79%	21%

PLANNING & DESIGN	Three and two and a half storey houses should be limited and only situated in the centre of developments so as not to overshadow the surrounding area and the approach to the development	8	24	179	10		
		4%	11%	81%	5%	95%	5%
PLANNING & DESIGN	The height and scale of new buildings should be consistent with the area and with nearby properties	6	6	207	2		
		3%	3%	94%	1%	99%	1%
PLANNING & DESIGN	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%
PLANNING & DESIGN	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%
PLANNING & DESIGN	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%
PUBLIC TRANSPORT	Do you think if a direct train service to Stansted airport was provided it would have a good level of use?	11	90	86	34		
		5%	41%	39%	15%	72%	28%

PUBLIC TRANSPORT	Do you think if an evening and Sunday bus service was provided it would have a good level of use?	17	101	66	37		
		8%	46%	30%	17%	64%	36%
WALKING & CYCLING	Do you think if cycle paths were provided along the main road they would have a good level of use?	7	49	138	27		
		3%	22%	62%	12%	84%	16%
WALKING & CYCLING	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%
ROADS	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%
ROADS	New developments must incorporate measures to improve traffic congestion in and around the villages	2	3	212	4		
		1%	1%	96%	2%	98%	2%
ROADS	Should markings be put on the pavements to show how far in vehicles may park, keeping sufficient space for pedestrians. (Thaxted have done this)	6	21	178	16		
		3%	10%	81%	7%	92%	8%
ROADS	Should the centre of the villages be 20mph zones?	3	33	154	31		
		1%	15%	70%	14%	83%	17%

ROADS	Traffic is slowed by mini roundabouts. Should these be installed?	6	50	86	79		
		3%	23%	39%	36%	52%	48%
ROADS	Should the centre of Newport be considered for a shared space scheme?	32	102	48	39		
		14%	46%	22%	18%	55%	45%
ROADS	Should a pedestrian crossing be installed in Quendon ?	59	58	92	15		
		27%	26%	42%	7%	86%	14%
GREEN SPACES	New developments should be designed around green lungs of natural and amenity green space	6	10	189	16		
		3%	5%	86%	7%	92%	8%
GREEN SPACES	Biodiversity should be encouraged through the improvement and protection of wildlife corridors	2	8	209	2		
		1%	4%	95%	1%	99%	1%
GREEN SPACES	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%
GREEN SPACES	New developments should incorporate tree-lined roads using indigenous species	3	18	194	6		
		1%	8%	88%	3%	97%	3%
GREEN SPACES	Provide sufficient allotment facilities to meet the needs of the local community (local to the new development)	12	51	150	8		

		5%	23%	68%	4%	95%	5%
GREEN SPACES	Wicken Water marsh in Newport should be improved and opened for public access	11	36	160	14		
		5%	16%	72%	6%	92%	8%
SPORTS	The UDC Sports Contribution policy should be enforced for major developments	19	36	160	6		
		5%	16%	72%	6%	92%	8%
SPORTS	Developments of all sizes should contribute pro rata to community facilities	5	13	201	2		
		2%	6%	91%	1%	99%	1%
SPORTS	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%
SPORTS	There should be greater provision of all types of sports pitches for community use	6	47	159	9		
		3%	21%	72%	4%	95%	5%
HISTORY	A location for a village museum should be provided. Suggestions?	37	98	61	25		
		17%	44%	28%	11%	71%	29%
BUSINESS	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%
BUSINESS	The area and the villages would benefit from having a hotel	17	71	50	83		

		8%	32%	23%	38%	38%	62%
BUSINESS	Should a small business centre be built?	15	71	58	77		
		7%	32%	26%	35%	43%	57%
EDUCATION	Any development near the schools should leave space for the schools to expand	5	19	191	6		
		2%	9%	86%	3%	97%	3%
EDUCATION	New settlements likely to be in the Local Plan should include new secondary and primary schools	7	31	171	12		
		3%	14%	77%	5%	93%	7%
EDUCATION	Further expansion of the local schools should be conditional on an agreed school transport and parking plan	4	7	207	3		
		2%	3%	94%	1%	99%	1%
HEALTH	I generally have no difficulty getting suitable appointments at the Newport surgery	34	37	105	45		
		15%	17%	48%	20%	70%	30%
HEALTH	There should be a new larger Health Centre close to public transport	3	52	150	16		
		1%	24%	68%	7%	90%	10%

Appendix 4 -- Summer 2017 Survey questionnaire text comments

Green spaces and Environment comments

When planning all such green space provision, long term maintenance must be included otherwise such spaces will end up as just mud/weed beds.

These policies should be hand in hand with lower density.

Anything to improve biodiversity is good.

I think Newport has plenty of footpaths and you can leave in any direction. 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)

New developments should provide enough measures to collect and store rain water to prevent flooding elsewhere. Solar panels, ground & air source heat pumps, compost making and other green measures should be encouraged as well as the use of environmentally friendly materials.

Wildlife areas are rarely improved by human access..

There is patently no demand for further allotment facilities - just look at the abandoned allotments near the railway station. The statement that Newport has "relatively few footpaths" is rubbish, as any dog walker will confirm. This is clearly a statement made by those resisting the closure of the virtually totally unused pedestrian rail crossings: this handful of lobbyists should spend a few days living in a house located near a rail whistle board; the hooting trains cause considerable disturbance and distress to dozens of Newport residents, and the sooner they are removed the better.

Green spaces include private gardens, but as more and more plots are divided up by greedy owners for additional housing, these important spaces are being destroyed.

Wicken Marsh should be kept unspoilt but managed to encourage biodiversity of species. All developments should ensure existing fauna and flora are preserved. All developments should keep or create managed biodiverse natural habit areas open to all.

Elephant rail crossing should be kept open with improved safety features so that train drivers do not need to sound their horn - as at the Cannon's Mill Lane crossing at Bishop's Stortford

I have an idea for the land opposite the houses on Wicken Road. Instead of yet more houses, which would be heartbreaking, why not use the land to create a green space for Newport, a miniature Eden project if you like, which would extend from the Ellis Trust woodland. This would be beneficial to everyone in Newport for walking, education and would create job opportunities if there could be a visitor centre?

The noise from train horns can reach almost 100 decibels in houses alongside railway. Trains must sound horn for pedestrian crossings. They need to be closed to allow residents sleep - they sound from 6am to 11pm 7 days a week. If pedestrian access is required can't we install tunnels or bridges?

In my view, 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. It's not just the bats and owls etc, they're the cherry on top. If we could get all these green spaces protected once and for all, surely that would help stop the developers cutting them all down? I've

come to realise that the one thing in common with all beautiful spaces is having mature trees (take Audley End gardens for example). They make such a difference and can take hundreds of years to grow. They play a critical role in our ecosystem as well as limiting the damage we do with emissions. We should be planting more trees and protecting more of the ones we have, especially the older ones. I happen to think we have a good network of local footpaths through the fields but we must protect the countryside they go through. It would be no good if we turn the open spaces into housing developments. Maybe if developers don't have the space to create decent gardens with their houses they should put them around a communal green instead.

I don't know what Wicken Water marsh is?

Building on my theme so far, I'd suggest the only long-term viable solution is back to the link-road between the M11 at Quendon and the south-eastern approaches to Saffron Walden. Yes of course these things are dismissed as vastly too expensive (largely because the costs are blindingly obvious while the benefits tend to be less readily quantifiable). But consider: M11 J8 to J9 is the longest distance between junctions on the UK motorway system. A new junction of itself would relieve traffic in Stansted (& Quendon & Rickling!). The link Road would relieve traffic in Newport High Street and open up land east of the village. It would also allow traffic to directly access the parts of Walden where new development appears to be planned notwithstanding what that will do to local roads. It would also enable land for proper industrial /commercial use, boosting local employment (=less of a dormitory town). Last but not least it would fix the problem whereby Walden's High Street traffic lights are congested by traffic, most of whom didn't really want to go that way anyway. If this latter problem is not solved, Walden will just suffocate.

Green spaces keep the rural feel and also enhance the value of properties in the area

Creating footpaths and cycle ways in new housing areas helps access. Tree lined roads sound good but visibility for traffic might be compromised, use hedges instead.

Green areas and access to them are essential. More importantly, the countryside on our doorstep should be protected.

The existing verges and trees need better maintenance; the plantings of recent years are not looked after.

Better maintenance for existing plantings on verges

Strongly agree with all of the above - developers should be made to comply with the above by law.

Existing green space should be managed correctly in the first instance. Local provision at the doorstep does not exist and should do so. Current provision is too isolated. Recently approved schemes have limited biodiversity offering and Green Roofs like that at Gaces Acre should be the minimum standard. The rural nature of the streets should be maintained. School Lane improvements is a bad example of connectivity ruining the rural scene for little benefit. Huge opportunities throughout Newport for improving management regimes to benefit biodiversity and users. No more allotments needed, existing should be managed better and tenants who do not cultivate dealt with more strongly of demand is such that there is a waiting list. The NBA Lavender Line is a good example of projects having investment and then dwindling. Projects need to be supported properly and have a clear future otherwise we watch them come and deteriorate as they get forgotten by those who instigated them.

From what I can see there is very little provision provided for wildlife - for example the Cala site installed solid wooden weatherboarding fence along the boundary with Whiteditch Lane. This seriously hinders the passage of small mammals like hedgehogs which could easily be provided for within the fence. In actual fact the fence has been removed again although the concrete post for it remain. The marshy wildlife area is exactly that for two reasons - there is passage to and from it from the local area - and because there are no people trampling through it. Without a doubt if you surround it almost entirely by houses, it will be made accessible to people (and their dogs) simply because it is there, even if it is not supposed to be accessible.

Where at all possible all new developments should use brownfield sites

There are numerous footpaths around the countryside with access from many parts of the village and we have many green open spaces (common, Gaces Acre, Recreation Ground) within the bounds of the village. Some areas e.g. Wicken Water Marsh should be left as wildlife sites where the public do not disturb the wildlife. Further housing developments should include green spaces for walking, sitting, playing, with trees and shrubs for wildlife. A second allotment appeared a few years ago but does not seem to have continued so maybe was not needed. Maybe a community garden or community vegetable patches around the village would work.

If the village grows, allotments should grow proportionately. Both Shortgrove and Audley End Estates have few if any public rights of way (footpaths or bridle ways). This needs rectifying to complete a network across the countryside. Trees alongside a road might be nice, but I suspect hedgerows with a wide variety of species would be a more effective way of achieving the same result. Building developments with more sizeable gardens would then enable substantial trees to grow without threatening the buildings, thus ultimately softening the new development. Connectivity would be enhanced by making new paths and cycle ways connect with the existing footpath, bridleways and minor roads. Wicken Water marsh probably needs protection, rather than opening up.

Uttlesford density policy should be re assessed to require fewer units per hectare

Hedges better than trees for not trapping air pollution

Green spaces are important. It has been proved that green corridors are important to support indigenous species. Too much development has been allowed which totally ignores the needs of nature. Using footpaths to connect the community to the countryside is important

Why is proposed development on existing allotments? (Steering gp comment - it isn't. Would be left in place) Disagree that permissions focus on road access eg all of the area round Bury Water Lane (precis). (Steering gp comment - outline permissions cover access and scale only, the rest is indicative. The access concentrated upon is invariably road. The question doesn't imply that the decisions are correct. It is saying that separate foot access should be given more emphasis)

Developments do not have satisfactory road access - Whiteditch Lane and Cala Proposed development in Wicken Rd has not sufficient road access either. Wicked Rd is very busy and congested already and can only get worse The increase in traffic will increase pollution

Allotments are available in Rickling but apparently little take up

Reinstate the pathways through Quendon Woods now blocked.

Suggest walkways through the marsh would be a great way to see more wildlife.

One of the more popular footpaths is that by the sewage works. Access to this walk should not be sacrificed if sewage works are to be improved

The accommodation for elderly folk in Bury Water Lane is too far from local amenities.

Tree-lined roads are nice when small but after some years the roots cause problems & the branches get too big.

Protect local wildlife

Q&R allotments need a water supply. Quendon is a wooded area and important that this remains. Urgently suggest all developments include green corridors between them



Housing allocation

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

Though I recognise the benefits of development in Q and R would be to enable significant infrastructure, I don't think this outweighs the desire for it to remain as a small village.

With what has already been suggested in Newport no more building should be allowed until the local infrastructure associated with sewage, local surgery and roads have been resolved

Since many of the potential development areas are to the west of Newport I would like to see a bypass built to the west with infill allowed. The high street to be closed to through traffic or limited (eg Buntingford)

Infill in Q&R should not mean a "second row" i.e. Quendon should remain totally linear

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 builders don't take in account of traffic ,drainage ,schools ,grid for power

Consider deal to allow Newport Recreation Ground to be developed, relocating facilities to Welshman's field - (marked 05NEW15 on map)

No additional large scale developments (of more than 15 houses) should be permitted beyond those already granted detailed planning permission.

The proposals for the fields to the side of wicken road /behind primary school in Newport (7,5,4 on map) are huge and would be overwhelming for the village. We already have significant ongoing building sites off white ditch lane (cala) and on the road out towards walden. The village is already doing its bit without these additional huge developments destroying green field sites and unsupported by village infrastructure such as school places, doctor's surgery, sewerage, drainage etc. Its a land grab for profit by developers and land owners by this point and for the sake of Newport it needs to stop.

All further development including behind Frambury Lane should be resisted

Quendon and Rickling are villages. Pretending that expansion will bring benefit in the form of "facilities" merely destroys the village character by turning the community into a town. Even "infill development" is undesirable since it increases population density, surrenders usable gardens and damages the village. If people want town facilities, then they should seek to live in towns, rather than wrecking our valuable villages.

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.

If significant development goes ahead we need a supermarket and swimming pool

Appreciate housing has to go somewhere but the high density mixed developments are too intense for villages. The recent development in Quendon is much more sympathetic to local surroundings.

Overdevelopment is already causing huge congestion problems on the main road through the villages. My life has been hugely adversely affected by overdevelopment too close to existing rural properties.

Newport has taken substantial disproportionate amount of development, more should be considered as an alternative in Rickling and Quendon.

How large infrastructure to get eg, community centre. Could affect my answer.

The already approved houses for Newport are more than sufficient - no more to be approved

Please, no more houses in Newport! We are already on the limit for our infrastructure

Newport and the surrounding villages have insufficient infrastructure as it is, difficult to find child minder places, sewage systems at capacity, roads extremely busy... with the 285 to possibly 400 houses coming to Newport, additional early years, primary, seconds and 6th form places are needed... increases to frequency of public transport will be needed too as well as increased capacity at doctors, dentists and police officer numbers. Further to this, these areas are villages... not mini towns, continuing to Bolt housing on to villages will long term not be a solution and will create more problems than it solves, really the suggestion of a single settlement or multiple (3) garden villages with full infrastructure seem the only long term workable solutions

How will the main road cope with all the traffic and how will this impact the residents in the listed buildings alongside the main road?

Wicken Road needs double yellow (no Parking) lines as soon as possible

Development needs to be limited and infrastructure should be improved / replaced.

We must take into account strain on local roads and services like schools and doctors

The green spaces of rolling countryside and mature trees is what makes this such a beautiful area to live in. These are villages, not towns, so development should be small scale and only where it enhances a particular site. The roads are already extremely busy with people traveling through and there are several periods a day when congestion, and therefore pollution, is much higher than one might expect for villages.

It would be a pity to allow ribbon development to eat up farmland and spoil the compact nature of the village. There are sufficient spaces within the village envelope to permit additional development without extending along the B1383.

It is vital to consider road infrastructure when making development decisions - for example not allowing significant development along single track roads without pavements.

Wicken Road and School Lane are natural boundaries on the edge of the village with the footpath along the 05New15 in constant use all day and evening by walkers, dog-walkers, runners and people enjoying the access to the countryside it provides and the rural views it affords.

A number of sites currently with planning permission along Whiteditch Lane are not included in the map.

I honestly expected the field immediately west of School Lane in Newport to have been proposed and accepted by now; for me it's one of the least worst options in the village. I would consider almost any proposal that is accompanied by the necessary infrastructure – the alternative is that

landowners and developers walk away with their profit and provision of necessary infrastructure falls to the 'public purse' (i.e. you and me). Someone in Uttlesford needs to start thinking strategically. The 84 house Cala development in Newport should have been accessed via a new link up the Wicken Road. The M11 at Quendon needs a new junction with a link to a south-east gateway to Saffron Walden (which could also open up developable land east of the railway line in Newport – and relieve the High Street).

Any additional housing MUST be accompanied with upgrades to infrastructure. Increased roads, drainage, etc.

No more building in Newport at all the village cannot handle amount of houses traffic and new children You are destroying the village

The current developments in progress should provide sufficient expansion in Newport. There has been no development of infrastructure, which needs to be addressed first.

There are not enough facilities within Quendon & Rickling to warrant anymore new houses, school would not cope, no shops, travel connections are not regular enough.

Wicken Road can't take any more traffic safely. Newport needs more infrastructure with current building going on.

Do not want further expansion around Bluebell Drive

There needs to be a new development of roads to and from Saffron Walden that provides relief of traffic through the villages of Newport, Quendon and Rickling

Whilst further development 'may' be possible in Quendon & Rickling, appropriate infrastructure must be agreed beforehand and some benefits given back to the local indigenous community. e.g.. new Community Hall

I think its important to keep with the countryside, building more houses where there are already the bulk of houses ie around newport would be fine. Not keen on the idea of house going up where it starts to get more rural ie wicken.

I'm prepared to tolerate more housing on the B1383 but would support efforts to preserve the rural hinterland off the main road

Site04New15 - building on this site would impact on set aside woods adjacent allotments in terms of removing M11 noise barrier and removing wildlife habitat by eliminating any possibility for birds and bats to nest. This wood is also a refuge area for pheasants, deer, badgers etc.

Extensions to village boundaries should not be allowed as this will impact on the village look and feel and greatly impact the landscape setting not to mention the impact on existing infrastructure.

Key issue is to ensure that infrastructure development keeps pace with housing development.

07New15 and 05New15 should NOT be built but left green to avoid a monotonous urban block of housing in central Newport. 08New15 and 10New 15 would be much more suitable because these are further from the motorway and give residents a more agreeable low noise and low pollution environment. At 07New15 and 05New 15, there will be very considerable motorway noise, NOx air pollution and dust, if houses were built there. Please leave 07New15 and 05New15 clear to ensure that Newport still retains a green rural "lung" rather than just a dense packed urban sprawl. 04New15 is better for those people likely to be commuting by railway (e.g. to Cambridge) because of

its close proximity to the railway station; however, for 04New15, a strip of land for planting trees between the motorway and 04New15 should be allowed, to scatter noise and the appearance of the motorway to residents.

Any new houses should only be on condition of significant investment in community infrastructure

I think the 04new15 site is a good option as it is fairly central to the village, potentially walking distance from schools, shops, doctors but should not be as large as proposed, certainly not going as far down towards the M11. Site13new15 is not suitable as road access is via a narrow humped bridge and the area is liable to flooding. If developments like 04new15 and 05new15 go ahead they should be smaller and should retain some green spaces.

The CALA development on Bury Water Lane was partially justified on the basis of a sustainability appraisal linked to the Local Development Plan that has been rejected by the Inspector. The plan was flawed, and the Sustainability appraisal was similarly flawed. Under the latest plan the Sustainability Appraisal should be reworked to the highest standards to achieve two objectives:- 1) To be clear where this development should have ranked with other ones; 2) To possibly serve as a vehicle to have the development overturned on the basis of maladministration. I have no problems with the developments on sites 01,02,03, nor with 06 subject to satisfactory arrangements to deal with runoff. I would be happy with further use of land to the East of the Railway Line for housing (between sites 01 and 13) subject to developers contributions to widen the Bridge and Road across the Railway line at Debden Road, if necessary moving the Premier garage to another site in the developed land.

The last question is confusing. I do not wish to see any infill in Q&R but it is not clear which button to choose to indicate this choice

if building were allowed on the east of the railway - would there be better access, ie a bigger bridge over the railway line on the debden road?

Housing is needed and will diversify local demographic and improve local economy

Over development would cause traffic and general problems

Too many small developments unlikely to attract community infrastructure

Infrastructure needed now to be in place prior to any development. Although we have taken enough houses the development is better along the B1383 as this provides safer access (noted it is poorer in supporting less car use)

Newport 04 15 possible, not 05 15 or 07 15

Developers to contribute to infrastructure not just community centre - schools, roads, sewerage etc

B1383 already too busy, speed limits generally ignored. HGVs are badly affecting the quality of the road. No room in Q&R to allow a "large" development.

The developments in Brick Lane are totally disruptive traffic wise ie number of large cars per house. What was pretty hamlet now becoming Thorley. Height of buildings very important (Once plans passed changes are made and allowed)

If all the Newport development happens this will be too much

Development needs infrastructure improvements, e.g. schools, doctors, sewage & drainage, roads. No development should be permitted without a binding commitment to improve infrastructure to cope

Lack of infrastructure. Newport struggles with traffic as it is.

Against any new build in Q&R - maintain village as it is

The returns from development for infrastructure are very poor

The level of traffic flow now utilising the B1383 has grown considerably over the past decade; making the road no longer suitable for a residential environment from a health and safety perspective. With pressures on Policing budgets it is now time to accept that they can no longer allocate the same resources to monitoring traffic speed as they once used to. Further development of any kind will just add to the traffic volume and demands on our already over-stretched community services, such as schools and Newport GP surgery. If development is going to be allowed then the Parishes and District Council need to find solutions to enable developers to pay for new community facilities and the road and other infrastructure improvements that are already required. If an access on and off junction were provided at the Quendon B1383 M11 crossing then many of the road solutions would be resolved. However, the Council's should refrain from attempting to meet government housing targets until such time that the Department of Transport has committed to fund a new M11 junction access point to relieve the B1383 traffic pressures.



Planning and Design

All building accommodation should be well designed - ecologically and architecturally. Not just boxes like the vast majority of new build. Architectural competitions should be held for all housing be it high density or not.

Critical that tandem parking should not be permitted. Density of developments should be reduced to be consistent with rural development, rather than urban.

The trouble is "affordable". Any house built as affordable on or off London road still has to be market value. It makes it unaffordable to most as a percentage of 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! It's a con. The only way locals can live here is through social housing (rents) at a reasonable level.

What does affordable housing mean? Prices are reflected by the market and in this area an affordable house is usually beyond the means of anyone with a minimum wage.

We need to maintain a range of houses to maintain communities and ensure the existing communities are not destroyed by focussing on one type of development.

Small developments of no more than 20 houses of mixed sizes of houses is what should be built in Newport. The proportions of new developments being proposed are far too big.

Materials and design of new properties should sit comfortably and complement the surrounding dwellings and the environment.

New Developments should propose new styles of architecture. No more "Noddy Houses" unsuitable for modern living, dingy and with no consideration for the environment. 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.

Where existing homes abut fields that are to be developed, home owners should be compensated in kind, through small garden extensions, extra parking or other enhancements.

Design uniformity within and between developments should be avoided. There is no such thing as 'vernacular' tradition - it is a rubbish, meaningless term. Just look at the architectural and structural differences between medieval, Tudor, Georgian, Victorian, Edwardian, modern, examples of all of these can be found within Newport. The village has developed over centuries and different designs have managed to exist alongside and blend with each other. The design of all of the new houses or proposed new houses are a hideous pastiche of a non-existent but perceived 'vernacular' style.

The recent flush of houses built with weather-boarding is to be deprecated. Someone evidently believes that it is the vernacular, but that is not so of this part of Essex. It is easy to understand the builders' enthusiasm for this cheap and easy form of construction but allowing it surrenders the appearance of our community to the greed of "developers".

We should protect the character of the village whilst allowing for some diversity.

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.

Flats are for towns, not villages!

More important is the style and appearance of the housing. Current new builds are unattractive pseudo-traditional style. More developments should consider truly innovative green and contemporary designed housing such as in Manor Farm in Harlow or even like the Avenue in Saffron Walden, not twee off-the-shelf standard designs

Again, those houses currently in the pipeline (permission already granted or presently being built) are sufficient.

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

How will listed buildings be protected if large earthworks, heavy duty vehicles and increased traffic subject them to damage?

A village must retain its image, we are not a town and we must protect the older buildings and history. Flats and town houses would be out of character

Newport has so many footpaths criss-crossing the fields which attract many walkers. This should be protected and encouraged. I often see groups of walkers supporting our shops, bakery, pubs, and B&B. The views from these paths are beautiful and would be spoiled by inconsiderate housing either blighting the view or removing precious trees, opening up other views. These villages have many, large, very expensive houses and I sympathise with those being priced out and having to move further afield. I'm fortunate to live in a house close to the schools so have hopefully secured places for my children but many local people are unable to afford to do the same. The developers will stop at nothing to fill in any space where access could be imagined. We need to protect the countryside around us and thus limit the damage possible by developers. It cannot be right that they can appeal over and over and eventually get permission granted as the planners have run out of technicalities to refuse it upon. I also agree that new houses must allow for parking. It is normal for households to have several cars and often these end up blocking pavements. On the flip-side, this does slow the traffic down a bit but that is not the way to do it. That's another issue!

With Bowker Close and the new Hastoe development plus new at Granta Mead and within Cherry Garden Lane/Frambury Lane I would think that there is a good provision of affordable housing in Newport - however it would be good to ascertain with UDC what the level of need and any potential waiting list for housing is for Newport, Quendon and Rickling.

There is 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.

Parts of Newport Village are already facing *ludicrous* over-development. For example, permission granted under 16-2024 features 40 houses per hectare (Essex Design Guide specifies <20 for rural environments), some at 2.5 storeys, half a kilometre up a single-track byway which is itself entered via a blind double bend. That the plot concerned features a frontage to Whiteditch Lane one house wide – and hence 40 houses deep – adds the now obligatory surreal dimension to the workings of Uttlesford Planning. Hence (!), I'd argue for development that increases the footprint of the village along the main roads, leaving enough green space at the heart of the village that people would actually still chose to live here.

Policy should be focussed around keeping green space and driving up housing with the appropriate infrastructure



We need affordable housing to allow people to remain in the area. Young families should not be priced out.

I strongly feel that the existing green areas in the villages should not be developed and that the existing architectural heritage should continue to be protected - eg with no new builds / developments next to, or close to, listed buildings.

Social housing should be for local people only!

Car park needed

There is a growing demand for single parent accommodation

Build houses in keeping with existing buildings in the village

If any further houses are built there should be a balance on size and suitability. So called affordable should be made available to 'locals' on a first basis

There are too many called luxury homes being built to satisfy asset rich Londoners which overload all infrastructure - schools, roads, town centres, doctors and NHS, etc. The "London Malaise" of important people like teachers, carers etc not being able to afford to buy houses is now in Uttlesford. It will be a sociological disaster. Who will sweep roads?

there should not be any three storey houses anywhere

Car parking should be considered more by developers as each house usually has at least 2 cars and more infrastructure should be included in the plans - shops, restaurants, pubs, children's play areas, youth clubs, green areas etc.

Open space provision is limited and of poor quality. Suitable capital and revenue should be made available for the replacement/renewal/upgrade of existing facilities and suitable provision for new whilst ensuring sufficient maintenance budgets that enhance maintenance standards locally. Design (scale and layout) and materials should be in keeping with the rural context. Recent infilling along London Road is not in keeping with Newport.

What we need most of all are a mix of sizes of affordable rental properties, preferably council rather than private landlord or housing associations 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. A mix of size of flats, houses, bungalows as was built at Bowker Close is what is needed.

Avoid suburban type housing, e.g. The Spinney. Enforce developer contributions and assemble large blocks of money towards infrastructure. Build proper council housing. 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. The style of development should be assessed on the merits of each one- some times it might be better to juxtapose a completely modern building with an older building rather than attempting to blend something unprepossessing

The most important section is on social housing locally and nationally

Too many building approvals get shorn of affordable housing, community infrastructure, footpaths etc

Newport is extremely expensive for most people to rent or buy. We need more social and affordable homes of the right size. We do not need huge 5 and 6 bedroom properties. There must be a link between homes and sensible parking arrangements (not Tandem). This will encourage more open spaces

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. (Steering Gp note typically means three/four storeys and narrow and may be in terraces)

I am not able to comment on whether there is a requirement for particular types of housing as I am not in possession of the facts.

Any development should have a lot of green areas for wildlife and recreation

New homes should be in keeping with local areas. Developments such as those recently constructed are not acceptable

Avoid spoiling picturesque and ancient sites by infilling with Thorley type homes. Thatched cottages are dwarfed by high red roofs (Brick Kiln Rd)

Developers cram too many houses into too small an area, creating problems with parking on pavements. Garages are often converted into additional rooms further exacerbating parking problems

More affordable housing for local youngsters is essential

Stop building houses

Should be a significant green belt between all developments on all sides to create illusion we are still in a rural area. parking needs to recognise how many cars a family home usually has

Surely there should be a policy option that enables responders to select no housing development as a preference. The questionnaire as it stands is biased and does not reflect my views of no further housing development.

Parking should be as per no of anticipated people in the home as the children will grow up and have a car whether we like it or not



Business and local economy comments

Change of use from business to residential should be a last resort, avoiding the loss of facilities necessary to sustain development. A business centre could not possibly be sited to be convenient for all.

The common rooms will be a guide if a business hub would be a success. I don't agree with change from commercial to residential unless it does not fit requirements i.e. Parking , safety . I would love to see a butcher green grocer etc in the village again. Shopping habits are changing .

If a bypass was built to the west of Newport it could provide small business or high tech facilities between the bypass and M11 this reducing the noise from the M11

Small business units have been closing due to lack of demand. Additional units will be left vacant and/or reduce profitability of existing businesses.

Newport desperately needs more takeaway food outlets

With regards to question on hotel - this is only a like if the hotel is not a modern chain - it would need to fit appropriately with the area in scale and style.

Retail facilities in Newport are adequate for the current population. Encouraging small business development might help local employment, but a purpose-built development (rather than conversion of an existing building) might be unsightly.

Quendon needs a decent public house and inclusion of restaurant and accommodation in such a facility would be welcome, but only if of modest size. A large hotel anywhere in the area would be self-contained (as is Parklands, for instance) and therefore of no benefit to the area. Indeed the area would suffer as a result of increased traffic.

It was useful when the maltings had dry cleaning/laundry service, a dentist and a supermarket would be useful.

With Air BnB expanding Visitors to the villages can find local accommodation. Hotels would be better placed in hubs such as Saffron Walden. where there are more shops and attractions

There are enough hotels locally of good quality and wide price range, access to these should be improved... before a business area is considered a review of available rentable commercial space should be taken. The Maltings would have been an ideal location for a small retail and office hub, however this was developed in to housing it could have made a fantastic space for a commercial leisure retail mix

Monthly Market in Newport?

The Common Room has small businesses in it.

Already at the Common Room

not enough parking in this village to accommodate these plans

Although it's tempting to say that we should have more businesses, we have to remember that these are villages and not towns. I think villages do well when they are served by a couple of decent pubs, have a good shop with a post office and then a few small businesses like butchers, bakers, barbers etc. I think in that way, Newport is a really good balance. The shop and pharmacy are excellent, we have an Indian restaurant, a great bakery, and good pubs. Not to mention a few hair and beauty

shops. I personally think that if you need much else, you should be looking to the towns like Saffron Walden and Bishops Stortford, or even Stansted. We also seem to have a disproportionate number of garages and car repair centres, not that I'm complaining. When we moved to the area we ruled out Quendon due to the lack of these types of services. Maybe Quendon could benefit from a pub and shop.

Like all of these situations it depends where these facilities would be built if close to residential properties and with more traffic without infrastructure changes or properly thought through for access.

Certainly more local employment would be a big plus for all sorts of reasons – but that's why we need the infrastructure (which at the moment probably (& sadly) means roads).

To keep Newport from just being a London commuter centre it needs to have an area for SME's to focus on. With shared office space options close to public transport links. Broadband is a must.

There are quite a few hotels within a few minutes drive of both villages. B&B and AirBnB are very popular and are more in keeping with the character of the villages. If there was to be a hotel proposal it should be for a small hotel (less than 10 bedrooms) and have restrictions on music/entertainment if actually in the villages to avoid excess footfall, traffic, noise.

A hotel will change the character of the village.

Again improved car parking facilities would encourage visitors to come and use shops and coffee shop.

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. A hotel is a definite need for the area and should be located in Saffron Walden

As population increases locally it's important to plan for sustainable employment locally too we moved here to live in a rural village. I do not want an urban environment.

Existing balance of shops is sufficient as there, with proximity to Saffron Walden, limited footfall to support cafes and independants. Previous examples of the Farm Shop, Saggars Coffee Shop have failed to take off. Start up business use is catered for. The previous activity of NBA has dwindled. Numbers of commuting residents has increased.

Need incubator for new local hightech businesses

NEWPORT currently does not have many shops!

No comment

A hotel in Thaxted has recently shut- do we really need more? If we want a commercial hub for the village we need to convert the verges in the High Street not only into a cycle track but some car parking spaces (paved with flints).

Change of use from business to residential should only e permitted with the support of town or parish councils

Maintain existing commercial areas. Area 13 New15 (Chalk Farm Lane) my be a good place for a commercial business centre

Uttlesford does not encourage business, commercial sites tend to be located in areas with poor air quality by busy, noisy roads and with inadequate space. The UK post Brexit will need to encourage business and be realistic about where industrial/commercial parks are located. Commercial centres should be close to good communications with adequate space/parking and greening. It is not sustainable to have so much residential development in the area without employment as the ever increasing numbers of Uttlesford residents will have to travel out of the area for employment.

We did have a small business unit which was lost to housing

Encourage local jobs

Businesses struggle to survive in Newport as they are congregated on the London Road where there is inadequate parking & too much traffic. SW suffers from sky-high business rents.

Would a small business centre provide employment for local people or more traffic?

The community has naturally adapted to business development demand over the years and the airport has an abundance of hotel accommodation. There just is not the need as many farms in the District have expanded into utilising their capital resources to support small business needs.



Education and Health comments

The primary school has little room to grow if required and appears to be being hemmed in on most fronts by proposed development. As for the schools generally there are high levels of pupils in both the Primary (Newport) and secondary school that are coming in from outside the NQR catchment area. The requirement for larger or more schools is not necessarily a specific NQR issue but wider.

All housing expansion must include extra provision for primary and secondary education, doctors surgeries, adequate and safe parking for those using these facilities. Obviously there must be a well designed road network to allow for free movement between these facilities in the village to prevent traffic congestion.

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

JFAN should not be allowed to expand as this will create additional transport issues. School should take a lower proportion of students from outside the area.

Building new schools would only serve to fuel demand for yet more houses

Makes sense for the primary school to be extended into the new Frambury Lane proposal if it gets passed

There is no logic in Newport having a secondary school. JFA is an aging muddle of buildings - relocating to a new build site in Walden should be considered.

All sixth form facilities for the area should be transferred to a new institution (e.g. former Walden School premises), freeing up space at both JFA and SWCHS to expand Years 7-11 without the need to build extra classrooms. JFA should most definitely not be allowed to develop further, nor to sell off their playing fields and car parks.

I don't know if the current application for houses on the JFA carpark is part of the local plan, but it is not an area that I feel is suitable for housing. There does not seem to be any way traffic flow and accessibility can be improved there.

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

Do not belong to Newport surgery any longer as I found their service unsatisfactory, therefore can't comment on appointments there.

JFA needs to allocate some of its land to an off-road bus/coach park so that pupil collections and deliveries can all take place away from existing roads and pavements.

I continue to use the Crocus practice in saffron Walden, despite my proximity to Newports surgery, this is due to me having been an existing patient and having no desire to change surgery

Addressing the general lack of school places needs urgent attention by both UDC and ECC. Both the primary and secondary schools will not cope with the planned growth of Newport in particular unless funds are provided for expansion. And with the education budget being slashed under the current government surplus money in schools is sparse. Building c1,000 additional homes without funding those additional school places will mean local families having to travel to get children to and from school every day. Ignoring this issue is not a solution.

Our health centre is undoubtedly under extreme pressure which will increase as patient numbers grow. I have no idea where a larger facility could be built close to bus stops and the railway station, assuming the common is out of bounds! Wherever it is, it will still require substantial car parking for all the people who currently travel by car - when people are sick, elderly, disabled, mothers with babies/small children, to name but a few, the last thing they feel like doing is travelling by public transport because it doesn't meet their needs. They are not going to leave their cars at home. Perhaps we need a drop in centre or annexe where people on their way to/from the station or bus stops, or who are able to walk locally can have bloods, medication reviews, and any other preventative work done. I know there are economies of scale, but that might be a more suitable alternative.

Surgery appointments. This may change with many new families in Newport

Newport Surgery OK at present but what happens when all new families arrive.

again not enough safety for pupils at JFan

There is already insufficient school space and health care provision for the growing community and developments already approved e.g Whiteditch Lane (40+ houses) have not been asked to contribute to school/health provisions

School drop off/collection times are a problem, I try to avoid. Doctors are already under pressure and can only get worse, we need to think seriously about doctors/dentist/school/nursery facilities being able to cope with the increase in houses and people

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. I'm yet to use the schools but will in the future. It seems to me like they are appropriately sized for the current population but must be coming under significant pressure. I'm aware that many children are bused in from Saffron Walden and other surrounding areas to cope with the increase in people and lack of places at County High etc. I think more should be done in these areas to keep children in schools local to them. That would ease the strain on the Newport schools. I don't think it is appropriate to keep growing the Newport schools to make up for the lack of places in Saffron Walden. This only adds to congestion in the village.

If Walden School does close it seems to me that would make a fantastic venue for a new 6th form college for the area. That would free up space at JFAN and County High and avoid duplication of effort across both sites. Or it could provide space for a new primary school.

The current arrangements for bus stop access for pupils at JFA is both dangerous and limited. Any further development of JFA should include provision of a dedicated bus stop facility on school land to the north west of the Bury Water Lane/B1383 junction. This should be created in such a way that it allows pupils to catch public transport travelling in either direction on the B1383.

Traffic infrastructure should be addressed before any further developments are considered at JFAN particularly but also for Frambury Lane and the primary school.

Longer term, the new housing already agreed for Newport is going to overwhelm both the existing survey and primary school. JFAN has the land to expand (as long as it is not allowed to box itself in by releasing land for housing. And yes that includes finding somewhere to load/offload its school buses other than on the public highway!

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

A growing village needs more school spaces and therefore this is essential. There is a level of shortsightedness in building on school fields which minimises outdoor recreation facilities for the school and community

No expansion without thinking ahead. Look at the mess UDC have made of Takeley and Little Canfield or should I say now mega Takeley!

Any new development should be made to include sufficient doctors / medical facilities to support the influx of new residential homes. Although I disagree with the high number of planned new dwelling for Newport.

JFAN buses need off road parking and not in public laybys. Can the school provide such in the grounds? The surgery is busy with the present population and would need to expand if Newport does.

JFA buses need off road parking - can't the school provide space in grounds?

All subject to generous infrastructure planning

If public transport doesn't provide access to surgery perhaps we should have a Newport Private Car Scheme to assist the elderly or infirm. Saffron Walden has a scheme that doesn't cover Newport.

Q&R primary school should be enlarged as required to accommodate younger children who have moved into the village

Living in a rural location one has to accept that one has to travel to to doctors, schools etc so whilst local development should contribute to the schools and other amenities their precise location in one village or another is less important to me

Infrastructure is already overloaded, adding to it by expanding population is unacceptable.

Primary school - yes. JFA does not only cater for Newport children. Another school should be built wherever the demand is coming from.

School provision needs to be strongly supported in policies. Schools need sufficient space for expansion to support any further development and intake from outside the village. Cumulative effect and impact of expansion of surrounding villages needs careful consideration. Need of early years in suitable facilities - Olivers Lodge is at breaking point and needs modernisation. Surgery needs modernisation and could be better linked. Proximity means nothing if there is a limited bus service!

I don't know if it would be possible to find a site for a health centre that would be any more convenient than the current doctors surgery. I do however find it strange that the new accommodation for the elderly at the end of Bury Water lane is so far away from doctors, shops, and public transport

Demand Responsive Transport will bring people from outlying villages to our surgery. It should be extended to include people from Newport to the Surgery. Our surgery services 7,000 people, a figure much larger than the population of our village. Rather than resiting it, a separate surgery may be needed elsewhere to accommodate growth.



Consider joining neighbouring district and county councils with a view to challenging govts requirement for new housing

Regarding docs appointments there is absolutely no problem whatsoever

More doctors needed. And if necessary enlarge the site. It is difficult to get appointments. If this is done by means of a larger health centre that would be positive. This would need space for access and parking

School provision depends on the size of the new settlements

Some Quendon residents use Elsenham surgery. Some difficulty getting early appointments

A care home in Whiteditch Lane is ridiculous, residents will effectively be prisoners, unable to manage the steep access road. Schools should not be selling off playing fields – this is so short-sighted

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

Need a bigger survey to get quicker appointments. Have difficulty getting appointments, have to wait a few weeks to see doctors

Newport Surgery is an exceptional NHS facility and I do not want to see further pressures placed on that practice because Councils, of any kind, have not managed development in their area well. Newport is the only primary care centre that operates to the required standards and we do not want to see it become a Bishop's Stortford South Street where most people wait 2 weeks or more for an appointment. Patients should be seen on the same day and thankfully Newport tries its utmost to achieve that standard, albeit under enormous current pressures.

Sport Community and leisure comments

FACILITIES

Bodies should be responsible for the upkeep and maintenance of all sports/leisure areas. At the outset those responsible should be established and be obliged to carry out such provision.

There are sufficient sports pitches to support the villages and growth. Problem is Saffron Walden sadly lacking so teams use pitches in the surrounding villages. Smaller multi use facilities are required and could be shared with schools.

Perhaps the croquet lawns could be utilised for more popular sports e.g. bowls

Games pitches but they should not be floodlit.

Re recreation - activities of all villagers should be considered a secure area with 'agility' equipment as is built in bishops stortford should be in place here

The current sport provision at the rec is poor as the clubhouse requires significant upgrade as its used all year round by the football and cricket clubs

There is no playground in Rickling

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.

In villages noise from and floodlights for sports facilities become very intrusive.

The problem we face is that such facilities are not of themselves profitable.. I fea that more local employment is likely a prerequisite.

We want people to be more active and provide areas for dog walking and outdoor activities. These need to be protected.

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It is likely that such facilities for a small village such as Q & R could not be justified, however easy access to those facilities in larger areas such as Newport, Saffron Walden and Bishops Stortford would give people an option.

Current provisions is sufficient but quality poor. Focus should be on better management of existing with investment when funds are available. Buildings and infrastructure should double up to better provide for the community i.e. The incremental development at the rec sees multiple buildings with similar uses and no cohesion.

Perhaps pubs!

One off the benefits of living in a rural area is that there is little need for 'managed' leisure facilities. It is a sad reflection on the increased urbanisation of this area that we are considering these questions

NEWPORT VILLAGE MUSUEM



Museum would be best located near the. Village hall train station.

Village Museum could be located in Village Hall (existing or new space).

A village museum will never pay for itself..

A village museum to make available certain private collections of historical artifacts would be most welcome but it is hard to suggest a location which can provide the necessary access and parking facilities.

Not just a Museum but a Village Heritage centre promoting the history and values of the village and its residents over time and into the future

For a museum a possibility is the priests room above the porch of Newport church. It is small and seriously not Equalities Act compliant but is an unused historical space which needs sorting out and using

Yes, a good idea but for credence and to attract funding it would be invaluable to be 'partnered' with Saffron Walden Museum. Their curatorial, volunteer and public interface skills would be invaluable. This could also be an on-line resource.

A museum to house Terry Searle's collection would be good.

New building for museum to house Terry Searle's collection and other memorabilia

A village museum would be good for the development of the community but needs commitment from several people to set up and run it. I cannot think of a venue!

If we are forced to have the Ellis Trust housing, make them include a museum space/cafe to cover cost and staffing

Village museum - near railway station

All developments should contribute to local facilities. If we can demonstrate a lack of facilities then it would be worth pursuing the provision of more facilities. A stand alone museum would be resource intensive. Distributing exhibits throughout the Schools and other communal facilities (Village Hall, Station, Youth Centre, Church, URC) might get more things on display, and give a picture of our village through time.

There is an outstanding museum in Saffron Walden. Better to support than build a village museum

Village museum is currently under discussion by Newport Local History Group & others

Walden museum should represent more local history. Q&R needs a History Society

CIL

Such funding should be compulsory for ALL developments.

I'd like to see CIL implemented, the village would certainly have benefitted more from this levy than it has from section 106. One new classroom, a new footpath without drainage and two bus stops is hardly commensurate recompense for an increase of 50% to the village!

All developments should make contributions to developing community facilities, infra structure. 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.

Too many planning applications are rolled over by councils wrt community interests

Developers should contribute to the whole village

Any development in Quendon and Rickling should contribute towards the school and complete modernisation of the village hall.

All developments of any size should have to pay towards community facilities and upkeep, I feel strongly on this.

Developers of luxury accommodation are making huge sums and yet diminishing the quality of life for those already living here, they should be made at least to put something back as long as we continue this insane policy of building houses without addressing infrastructure to address the equally insane policy of allowing massive overseas asset buying in London which is creating this pressure. The National government policy is wrong.

Community buildings near homes should be required to have sound insulation. Money should be provided by all developments (whichever size) towards community sport and leisure, and kept for the village in which the development occurs

OTHER

Regarding the Museum ; with all the new developments we could do with a new larger surgery to cope with all the new patients. The current surgery would be redundant and could therefore be used.

An addition to Quendon Village Hall, Church house would be a good site for Newport

Hire rates for JFAN and Primary School facilities and for the Village Hall should be substantially lower for village groups and residents



General comments

With an approved development backlog of 400 new homes in Newport which would involve a 40% increase in households in a short space of time I think it vital that there is a cooling off period on any further new build especially of the 50 plus size otherwise the historic community will be unrecognisable soon and its infrastructure and resources will be stretched to breaking point.

Since there is a large expanse of land near Stumps Cross which would facilitate good road access - M11 and rail access - Great Chesterford Station, it would seem considerably more efficient to build a new development there. This would offer an opportunity to create a housing development with a new infrastructure of roads, schools etc and in doing so would remove the inevitable congestion in the already over crowded villages and in Saffron Walden. It would also impact far fewer existing residents and communities. From a planning perspective a completely new development would give the opportunity to UDC to construct a well planned and successful community from scratch and not be limited by already existing physical constraints. This could stand as a beacon to others.

With all the building applications being submitted around School Lane and Water Bury Lane consideration must be given to the amount of traffic using the narrow lanes and in particular the High School having sites on both sides of the road. It is irresponsible to continue building in this part of Newport without stopping and thinking how to improve the traffic system.

Newport is a village NOT a small market town there is too much development going on the traffic is diabolical schools/doctors are over subscribed many home owners have paid a massive premium for their properties as they have beautiful views of Essex countryside NO more houses as a village we cannot sustain this and as a community the village cannot cope

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.

Newport needs more speed enforcement measures before a fatality occurs as has happened historically and the public footpath near the school should be closed for the benefit of safety and noise pollution due to trains sounding horns at unacceptable volumes.

UDC need to step up to the mark more and be more proactive, offer quicker response times to residents, and generally be more professional in their work. After all we the residents pay their salaries and should therefore expect a better service than we currently obtain. (for example, we have the issue relating to the signage to the railway bridge which supposedly was scheduled for April 2017. We are still waiting with every excuse coming from the Council as to why it has not been actioned.)

My replies may be considered irrelevant, as I'm in my late 80s.

This questionnaire does not address the required infrastructure re sewage and water provision. It also fails to address sufficiently the requirement to provide good traffic links. Newport is congested at peak times and it's getting worse.

Newport is in great danger of becoming a small town and we want it to remain a village, otherwise I wouldn't have moved from Saffron Walden. Newport has already done more than its fair share of development .

The views of local residents should be heeded far more than appears at present. The growth of Newport should be slowed, using brownfield and infill sites, and the focus should be on new settlements.

I think it would be useful to have a London commuter shuttle service to Stansted Mountfitchet station like they do in Saffron Walden to Audley End station. Mobile phone signal is extremely poor and would be good to improve if possible. As there is only one pub in Rickling it would be great if they could bring their prices down and improve the food, I would go there regularly if this happened and I think so would others, it would be nice to make this more of a community pub. Any further development in the area should be in keeping with existing properties.

No more greenfield sites should be developed until brownfield is exhausted. The five year rule on converting commercial land to residential should be waived. Serious consideration should be given to using Carver barracks as a major development site.

We cannot rule out development or take a NIMBY mentality. But everything in moderation and with appropriate regard to heritage, culture, facilities and the environment. The housing need is real and development is a requirement placed on villages by central government, but in the same way we have to take something that we don't like, developers should also have to come to the party. Developers must be required to contribute part of the profits to benefit the villages in which they build, to ameliorate the effect of forced development, not just 'build, sell, reap the profits and move on'.

I feel that Newport is being overdeveloped at a breakneck pace. The UDC bear a heavy responsibility for this and no consideration is being given to the basic infra-structure a result of their incompetence.

The provision of even more housing calls Parkinson's law into effect. Without any population limiting factor(s) there will NEVER be enough housing for projected population because population will always increase at a greater pace.

A potential 40% increase in the size of the village is surely unsustainable. Local infrastructure, schools and transport links are already struggling without this extra influx of persons and vehicles.

This survey felt somewhat biased towards the needs of Newport over Quendon/Rickling.

We are so fortunate to live in such a beautiful rural area. Please help preserve the natural beauty by keeping development tasteful, sympathetic to the environment and to a minimum so as not to spoil the unique village character.

A fundamental question is to why do the villages have to take so much development which will change their characters for ever. Where is the evidence that such housing is required in this area? Numbers should be vigorously challenged and current credible evidence sought and published. Proportionately how does the development compare with other regions of the country? Other areas would surely benefit more greatly from the 'growth' it brings.

Free school bus service from Quendon to JFA and a pedestrian crossing in Quendon should be a priority to keep young children safe getting to school. Improved path ways between Quendon and Newport to allow for walking should also be a priority.

Both Q&R and Newport have already been overdeveloped. The housing crisis in Essex will only be resolved by the development of one or two large towns. This is the only way to ensure sufficient infrastructure provision to meet the needs of residents. Infilling, windfall sites and small

developments do not bring any additional infrastructure and are simply a burden on existing villages and residents. My preference would be to see our villages free from further development and new large scale developments taking place in more suitable and sustainable locations.

As a older person , my concerns with living in a village is that should I stop driving , access to shops, doctors and transport will be difficult. Developers should be encouraged to enhance or supply these facilities when building new properties.

Yet again, with the houses / retirement facilities recently built and with those for which permission is already granted, Newport should not expand further for the foreseeable future.

Current developments off School Lane and Whiteditch Lane in Newport seem crazy. 150 houses = 300 cars all emptying onto School Lane at 08.00 - how the hell is this a well thought out plan? Now the development at JFAN will add more houses and cars emptying onto the busiest single track road in the village, who is responsible for this kind of incompetence? My sons (aged 11 and 12) think it's a stupid idea - I'd like to understand how people responsible for these decisions sleep at night or keep their jobs.

I am not against local development per se. However it needs to be done in the correct areas of Newport and Q&R. Developers should be made to contribute towards village infrastructure and amenity needs and if they are not keen to do so they should be turned away.

Any time new housing is discussed there is mention of the age and potential fallibility of the sewage works as well as the problem of fresh water for new dwellings, given the scarcity of water in the South and East of England. There is no reference to these issues in this plan - somebody, somewhere has surely got to consider such basic infrastructure needs.

Village hall could be developed, toilets near the common would be useful, traffic speed is a big problem and worry for us with children. The location of both zebra crossings should be reviewed, as both near parked cars and junctions which obscure the crossing at times. Pelican crossings would be MUCH safer.

I am generally against all major residential development in Newport (over 4 units). UDC should promote new village schemes as outlined recently eg Great Chesterford as Cambridge is too expensive for new buyers , but they need staff and labour in Cambridge

Roads, transport, water, Internet ?????

Do not want a bus park by the station for the secondary school which is being discussed by them.

Newport has already taken more than its fair share of housing and there should be no more until such time as any further need is demonstrated and the underlying services and roads have had time to bed down.

Not all train services from Newport should be slow - stopping services. Some express / fast services should exist. A direct rail like to Stansted Airport would be useful. Trains should be longer and have more seats a 4 car service is not sufficient. Verges could be cut away to provide parking in Newport and the remaineded should be double yellow lined. A new health centre and supermarket / shops should be part of any proposed further development. A roundabout / traffic lights and moving of the pedestrian crossing by Wicken road should be researched.

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

I totally understand that more houses are needed but am disappointed that so many large, expensive properties are being built and these are not helpful to local young people or simply those wanting to move to a slightly bigger house and who are therefore being forced to move out of the area due to silly housing prices. Newport is a close knit community but is slowly being ripped apart. We are a village not a town which is what we will become if this amount of development continues.

Great to have an opportunity to express a view.

We need to look at the whole picture services etc not just the need for new houses, don't spoil our villages.

I recently moved back to the area and chose to live in Newport due to the beautiful countryside and relative confidence in school prospects for my children. I am fortunate enough to have been able to "buy in" to the village. 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.

I'd like to see additional provision for older children. Once they have grown too big for the Gaces Acre playground there is no-where for older children to go to play. Perhaps a new playground on the village common? The parking arrangements for the primary school and Jikes Hall need to be resolved. Maximum noise levels could be included within the NP for new developments to be measured by. Even with mitigating acoustic barriers new developments near the motorway will exceed recommended limits - this is contrary to the guidance in the NPPF but can be reinforced by making the point in the NP.

Essex Highways are not undertaking suitable research and site visits before responding to planning permission applications. Whiteditch Lane being a prime example. How it can be considered appropriate to approve 50+ homes on a single track rural lane with no pavement, increasing the car traffic by five times is extremely concerning from a safety standpoint, let alone other traffic and ecological views.

Infrastructure schemes to improve transport, improve footpaths, drainage and sewage should be put in place BEFORE there are any further developments in Newport. The current s106/278 are insignificant compared to the profits the developers will make and have in some instances made the situation worse.....drainage on BuryWater & Whiteditch Lane.

Someone needs to take the longer term view (&/or the 'big picture'); this will be resisted on cost grounds until such time as the problems are manifestly insufferable and the resultant cost of fixing the mess is found to be even more expensive, thus leading to future politicians criticising us (yes, all of us!) for 'not having done something sooner'. Question is: where do we find the requisite 'joined up thinking'?

The focus on development should be to include the appropriate infrastructure - be this water, broadband, electrics and importantly roads to minimise congestion. Too many of the developments suggested focus on adding to the present infrastructure without investment. Schools and health issues should be included in section 101 requests.

Double yellow lines are needed through the high street in Newport. Inconsiderate parking of increasingly large vehicles is becoming a problem during the day particularly along the central stretch near Bullfields. Cars parking near the bakers cause traffic to back up to the zebra crossing,

obscuring the paths and thus making it hazardous. A proper short stay car park should be considered. The one provided behind Costcutters is ok but does have access issues.

Please leave our village alone it is being destroyed bit by bit soon we will have NO green fields just concrete blocks !!!!!!! The schools are at bursting point and if you keep allowing these unscrupulous developers to keep building the open spaces/recreation grounds will not be available for children or adults to use for sporting activities the roads are an absolute disgrace with build up traffic from 7.30 onwards and if any probs on m11 they are gridlocked The surgery is at full capacity schools at full capacity roads at full capacity. Many of the new people in the village have premium price for their home to include the beautiful views and village life this is being destroyed and once gone we will never get it back. We chose to live in a village and embrace village life we did NOT choose to live in a town or surrounded by ugly urban sprawl!!!!!!!!!!

Consideration should be made for adding a junction off the M11 north of Newport to help cut traffic on the B1383 as the current Saffron Walden junction is too far away this would cut both local and commercial traffic

Even small developments should be forced to contribute to the infrastructure, especially the sewage and consciously alleviate the risk of flooding.

I have lived in area for over 47 years and feel the land grab is unbelievable at moment. Stop before we are all unable to use any of road due to the increase in traffic!

At the moment there are a number of agreed housing developments, before allowing further development we need to judge the impact of the houses currently being built on the villages, especially Newport. Particular areas which will be affected are traffic congestion, especially at school start and finish times, primary school places, the facilities at the doctor's surgery, water supply and waste water management. Footpath and cycle path provision is also important in accessing transport, shops and other village facilities. Developers often mention the proximity of the M11 to new housing, but fail to explain the M11 can only be accessed at Duxford or Bishops Stortford.

The sewerage works needs expanding.

Sewage works needs expanding

A new town could be developed around Langley with road connections to Stump Cross, Birchanger, Royston and Puckeridge. Current developments are too focussed on existing towns and villages, where the infrastructure has become inadequate and overloaded

Both Newport and Quendon & Rickling have had their fair share of housing development. Must be careful now that the village feel will be lost if any further development were to occur.

I think the works access to M11 provides an easy route for criminals & should have numberplate recognition cameras in situ. For this reason any proposal for building greater access to M11 near Newport should be blocked.

What used to be a rural community is being changed to a dormitory community and a degraded environment by house building for the benefit of builders and for asset rich Londoners to cash their assets. The detriment to the community and the effect on young people trying to get on the housing ladders is clear. The cause is new house building of the wrong kind of homes. The social consequences of this are already apparent, the futures ones will be dire. The answer lies with National government to address the Capital's soaring house prices driven by overseas investors. It is

beyond local Plans but in the meantime, local authorities must bend to the dictates of Government with a response which minimises the concerns expressed in this response.

Many of the questions sound like we are heading for development into a town. I want to stay in a village.

Surface water management is lacking in Newport and existing and new green space and development should provide SUDS to reduce impact during rain events. Through traffic needs management to reduce speed and enable ease of crossing the road - drivers often oblivious to the crossings. Disability and mobility impaired access to southbound platform needs investigation. Infilling should be investigated in the first instance over greenfield sites. Stop approving and building 4-5 bed luxury developments like Cala as they do not serve local people.

My main concern about new houses is the pressure on local services. I hear, admittedly anecdotal, that whilst investment in infrastructure is promised the pressure on local services in other areas is too much. Schools, health centres, sewage and roads. 400 hundred houses probably means 800 cars. If 800 family cars are lined up bumper to bumper the distance would be approximately 2.4 miles. That means these cars would fill the distance from the 50mph sign (Quendon end of Newport) to JFAN nearly 2.5 times. That is unacceptable when the village is already very busy.

Please keep area around Wicken Road & School Lane "green" and NOT built upon, so that Newport has a green "lung" and is not just a dense conglomerate mass of housing; such retention will give the village more pleasing and rural character.

Just that if there is more development on the West side of the village a solution need to be found for the movement of traffic out of the Wicken Road junction. Currently at peak time there is a lot of queuing down the hill to the junction and visibility is poor as you approach the hill due to the cars parked right to the corner of the Church Street junction. This means there is often cars meeting face to face on the hill with one of them needing to maneuver themselves out of the way. To ease this congestion would it not make sense to remove the grass bank so that parked cars don't interfere with the flow of traffic. Although it would look less attractive, I think if we are going to continue building houses we need to improve the way traffic moves around the area and unfortunately that means concreting over more than just the areas where the houses are to go. Similarly areas of parking could be made outside Dorringtons and the and the businesses opposite Debden Road by removing the grass and the High Street could have double yellow lines along it. I don't want anymore building in Newport personally, but if it is going to go ahead we really do need to consider how all the additional traffic is going to move about.

Roads to Widdington and Debden in a terrible state without lots more traffic!

Dig some ponds into the chalk and capture surplus water and allow it to percolate into the local aquifers, since we seem to be running short of water. Give it a helping hand.

Where the design of a building is described as 'traditional' it should adhere to the following characteristics which are a features of the established buildings in the villages. These are the often overlooked characteristics that provide a village with a sense of identity and location. These strictures should not be used to prohibit proposals with genuine architectural merit, (think Grand Designs), but should be used to combat the construction of identikit buildings with no architectural merit or links to the traditional built environment of NW Essex. Roofs Traditional Essex thatch should be encouraged. Hand-made clay peg tiles or clay pantiles, both of which are non-uniform should be used as they contain gradations of colour which provides character and pattern to a roof.

Concrete or similar factory produced tiles which are uniform and contain no interesting variations should NOT be used. On a slate roof split 'Welsh' slate which has texture and grain visible, thereby providing a non-uniform characterful surface, should be used. Sliced 'Chinese' slate which is smooth and characterless should NOT be used. Chimneys should be encouraged. Walls All bricks should be of the 'soft red' variety Where brick is used it should be laid in Flemish bond. NOT stretcher bond. Flint inlays in brickwork should be encouraged and these should be constructed of actual pieces of flint thereby providing texture and character, rather than by using pre-constructed produced flint panels which lack depth and variety. Pargetting should be encouraged. Windows Should be wood framed Height No higher than two storeys. This would exclude buildings that are 2 ½ storeys Guttering and downpipes should be metal

I don't mind there being some development in the area as long as there is infrastructure and support for the community to cope with the extra people and traffic. Being on the High Street, I have noticed that it is increasing difficult to get in and out of my driveway due to inconsiderate parking and increased volumes of traffic - others along this road must have the same problem. The volume and speed of the traffic along the High Street has increased noticeably within the last 6-12 months and without sensitive development this will only get worse.

The area north of Great Chesterford is the most logical answer to increase the number of allocated houses without putting pressure on local transport and sewerage

Vital that Newport doesn't become another Elsenham

Too many plans without infrastructure Ditto without affordable housing Too many private landlords with multiple properties Planning applications should state freeholds not to be sold on separately

ECC/JFAN to sort out the bus parking surgery needs more doctors we should not have any development without infrastructure improvement S106 monies should stay in the villages villages opinions should be taken as important

It is very hard to make fixed decisions and choices, as each development proposal has to be considered on its own merits according to where it is to be located. There is no doubt that with so much development in Newport and Stansted that the main road will become evermore congested with journeys having to be planned earlier to take account of the pinch points in Stansted and Newport.

Concern about over development and urbanisation of rural area Extra traffic will increase pollution and safety of children crossing roads to school Village is very short of parking particularly in the centre - difficulty shopping, visiting church, restaurant, pub and amenities Suggest subsidise station car park so commuters and visitors don't park on streets and pavements Wicked Rd - large vehicles have difficulty negotiating parked vehicles. With increase in traffic this will become intolerable Provide commercial parking away from residential areas

Needs to be wildlife friendly Air quality needs to be assessed and improved

"Concern about over development and urbanisation of rural area Extra traffic will increase pollution and safety of children crossing roads to school Village is very short of parking particularly in the centre - difficulty shopping, visiting church, restaurant, pub and amenities Suggest subsidise station car park so commuters and visitors don't park on streets and pavements Wicked Rd - large vehicles have difficulty negotiating parked vehicles. With increase in traffic this will become intolerable Provide commercial parking away from residential areas"



WE admire the effort spent by the team preparing this document and dealing with the follow up. However it is highly likely the local authority will approve any development if it suits them, despite objections. Opinions of residents are considered a nuisance and generally ignored!

Lets not spoil the visual charms of or villages. Think about road usage farm vehicles and small roads , no room for many more vehicles. Parking on bend opposite Rickling school very dangerous/ inconvenient for drivers trying to pass. Same with parking near Rickling Green / Quendon Rd junction

I question the need for so many houses. For sure there is an appetite for more housing, but this is largely driven by Londoners 'cashing in' on their phenomenal increase in house prices – itself driven by foreign investment – but that's a Central Government problem.

I have no objection to new residents, everyone has to live somewhere. The problem comes with lack of infrastructure assessment until after the building.

1 I think I may have already answered these questions on-line. 2 Am so old that I'm unlikely to see the results

We want to keep Newport as a village.

Please stoop turning villages into towns and towns into cities

The B1383 traffic volume and speed remain the fundamental development priority for myself. Until such time that major road improvement networks are made with new direct access links on an off the M11 it is very difficult to support any further housing development in an area that has undergone enormous housing change over the past decade.

Appendix 5 – Key policy alterations to the Plan, and responses, resulting from regulation 14 consultation

Consultee	Comment	Action
UDC	Duplication of policies in the ELP	Reasoning for this is explained in the Plan. The ELP is further delayed than predictions noted by the Steering Gp in the published detailed response to the UDC comments. Some text from the ELP is incorporated but with Plan area specific clarifications
UDC Savills	Air quality policies – insufficient data to draw conclusions Similar comments, in support of a 150 house application now at appeal	There is now more than 12 months data available. The policies have been altered to be less specific and no longer contain figures At the time of writing the air quality issues are the subject of a planning appeal and professional reports
UDC Sworders	Policy EN1 is not a land use policy Responding as agents for a 74 house planning application: <i>'No evidence is presented to demonstrate why the objectives for air quality in the Neighbourhood Plan are more stringent than the national targets.'</i>	It has been moved into a new air quality section and altered to a recommendation - NQRAQ3 Air quality monitoring and remediation That levels of NO ₂ above 35 µg m ³ are a matter of concern is in a statement by the UDC Environmental Health officer. The concept is that action must be taken before pollution reaches the illegal level and not wait until it is already illegal.
UDC Sworders	Policy EN2 replicates an ELP policy <i>'This policy is unclear; it appears to require a Transport Assessment and Air Quality Assessment for proposals that lead to any increase in congestion anywhere in the</i>	This policy is now NQRAQ1 Air quality impact of development proposals. It contains two items additional to the ELP policy and which are location specific. These are consideration of the much higher pollution output from cold engines, and the need to show that remediation actions will be effective. Both of which are fleshed out in supporting text. UDC draft policy EN16 was amended at reg19 to include a 'site based low emission strategy' but this seems to be something different The policy is altered to specify for ten or more dwellings, which covers the 'significant' point

	<p><i>village. This conflicts with the local Validation Lists which only require Transport Assessments and Air Quality Assessments where there are likely to be “significant” additional vehicle movements.</i></p> <p><i>Furthermore, it requires mitigation to bring levels of predicted pollutants “back to pre- development levels” which exceeds the requirements for mitigation in emerging Local Plan Policy EN19.</i></p>	<p>ELP EN19 is about light pollution. However, bringing pollution back to pre-development levels is consistent with the objectives of an AQMA. A developer might for example commit to providing public charging points in the local area which would encourage electric vehicles and could be considered as mitigation for emissions specific to their application.</p> <p>In the ELP policy EN16 air quality has had major alteration since reg 18 and is very stringent. This Plan is consistent with the new ELP policy</p>
UDC	EN3 Building affecting floodplains duplicated national and local policy	EN3 has been deleted
UDC	EN4 ‘needs to be backed up by evidence’	Has become NQRGSE1 New discharges into watercourses. Three recent ones in the Plan area are noted in the supporting text. National and local policy assumes attenuation of existing run offs. This policy is for new ones
UDC	EN5 Locally supplied evidence of flood risk	The UDC comment assumes the policy is to give greater weight to local evidence than from statutory bodies. That is not the case. The policy is now NQRGSE2. It is in response to experience of applications and an appeal where local evidence was ignored or dismissed as not from ‘a professional’. The consequence for one site is in the text. The policy is to ensure that local evidence is given some weight.
UDC	EN6 – suggestion that views and landmarks be identified	Policy is now NQRGSE3 Footpaths and access to the countryside. Separate documents of views sensitive to change are on the plan website and referenced in the Plan
UDC	EH1 General practice – the part requiring internal action by UDC should be removed	This has been done
UDC	EH2 Primary school places – a	The policy has been made less

	variety of comments, difficult to summarise but including that part of it is over restrictive. Full detail of the comments is on the plan website	prescriptive, and is to enact the principles in the NPPF and ELP to apply them to the geography of the Plan area. Calculation of number of places has been taken from Education Authority 10 year plan
UDC Sworders	HA1 to HA4 Housing allocation policies. Reference to Map No3 – not clear what this is Similar comment	All maps now numbered. Map 3 shows areas outside the Cam valley marked up with reasons why some types of development will not be supported and cross referenced to Plan policies
UDC	HA2	Note that HA2 Balancing Development has become NQRHA2 Building on Brownfield Sites. The wording is the same but with location specific text removed
UDC Sworders	HA1 Good connectivity not defined “along the B1383 north or south of the villages” appear to have no defined limit at all.’	Now done in HA1 where specific distances are noted, and are same as those used in site assessments As above, the policy has been altered to guide on distances
UDC Sworders	HA4 Does not say what development is appropriate for countryside Similar comment	Now listed in full in NQRHA4 - Building in the countryside
UDC Sworders	HA4 Policy unclear	HA4 Clean Air is removed as is covered elsewhere in the Plan
UDC Sworders	HA5 Housing allocation. Various comments, some overtaken by events. Request for clearer evidence. Similar comments	Full site assessments and a summary table have been published, with the logic for the scope of work explained. The two sites at particular issue (quarry and former quarry) are no longer site allocations
UDC	Foxley House site allocation is in the ELP	The Nhp adds site specific requirements
UDC Sworders	HA6 Building in the Countryside duplicates ELP policy Policy negatively worded	This is now NQRHA4. It notes features and professional reports specific to the area which support the policy. The text is a version of the ELP slightly edited to suit the Plan locations and to highlight local features. The key part of the policy starts with ‘Development will be permitted provided that:’ and then lists some specific local features which must be protected. This is a positive wording but setting conditions.
UDC	HD1 Parking said to be a duplicate of ELP	The ELP policy TA4 refers only to Essex standards which are less stringent than UDC existing policy. And HD1 covers tandem parking which is not covered in TA4

UDC	Housing Design – we cannot ‘adopt’ the Essex Design Guide	The wording has been altered, see NQRHD2 Housing Design
UDC	HD2 Housing density not in accordance with ELP	The policy was adjusted to note that inside development limits the highest density of 50 per ha will be supported (ELP H1). Outside of limits the EDG guidance is followed. Rationale is given in the Plan
UDC	HD6 - comments on percentage of affordable housing	The comments are superseded by the NPPF 2018. The wording has been altered to comply
UDC ECC	TR2 Cycleway – not a land use policy No funds available	Altered to a recommendation NQRTR4 Cycleway
UDC ECC	TR5 Carver Barracks – considered unnecessary Various comments, including that the B1383 carried more traffic 40 years ago before the M11 opened	The Steering Group disagrees. The MOD may close it and develop it whenever they wish and have said they intend to close it towards the end of the Plan period. The policy has been altered to a recommendation. No evidence to support the statement was provided and so no change was made to the relevant part of the text
UDC Savills	SCL2 – the plan cannot impose a levy for sports facilities <i>‘the financial contributions proposed in policy SCL2 are considered unrealistic and could render schemes unviable and result in a reduction in the amount of affordable housing which can be delivered. The contributions proposed are also not supported by appropriate evidence.’</i>	NQRSCL2 Financial contributions from development has been altered to support s106 or a form of CIL, with reference to UDC’s calculation of a sports CIL in 2012 The evidence for the contributions is from the CIL calculations in the ‘Uttlesford Open Space, Sport Facility and Playing Pitch Strategy (2012). The levy would not apply to Affordable Homes The average price of a Countryside 4 bedroom house in the area is £673k. No evidence is provided that for example a payment of £6k on a four bedroom house would make development unviable.
ECC	General comment to refer to Highways as The Highway Authority	Actioned
ECC	EH2 – requests for two sets of explanatory text to be included	Included as supplied by ECC
ECC	EH2 – concern about the occupancy provision Nearest school not defined	The text was altered from ‘places are available’ to ‘will be made available’ Text clarified to say ‘Nearest school’ will in the majority of cases not be in doubt. However the EA’s procedure for determining school transport eligibility

	Calculation of number of places not defined	may be used to define the nearest. School.’ Additional text noting that the calculations from the EA’s ten year plan should be used
ECC	Request to include reference to the Minerals Local Plan and the Waste Local Plan	The text supplied has been included
ECC	Holding objection relating to inclusion of a quarry for housing or other development in a site allocation	The allocation is no longer in the Plan
Savills	Objects to policy HD4 on house sizes. <i>‘We object to the proposed requirement for at least 10% of new homes to be one bedroom. Whilst Countryside is committed to providing a mix of homes on all its development sites including one bedroom properties, the housing mix should be determined in accordance with the identified need set out within the SHMA and implemented in Local Plan policy. The Council has provided no evidence to justify such a high proportion of new homes’.</i>	Evidence is provided from UDC for social housing, for which the demand is overwhelmingly for one bedroom houses. The Plan consultation strongly supports the provision of smaller houses. Further evidence has been added to the Plan from the ONS 2016 Household projections. This policy is needed because the ELP and the SHMA do not specify one bedroom requirements at all, and two bedroom market value houses are also not considered The policy wording is altered so that the onus is on applicants: <i>‘For market value housing, developments with be expected to provide a ratio of one and two bedroom houses in line with evidenced local demand.’</i>
Strutt and Parker, Taylor Wimpey, Diocesan board of Finance	Put forward sites for consideration, but did not comment on plan policies	The sites are included on the site assessment table and the detailed site assessment documents published on the website

All the responses to regulation 14 are on the Plan website. More detailed comments from the Steering Group to the land owner/developer submissions are included there. The other statutory consultee responses did not need any alteration to the Plan